



## Department of Legal and Democratic Services

Members of Council

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Date: PubAgenda

Dear Councillor

### MEETING OF COUNCIL – TUESDAY, 20 OCTOBER 2015

You are requested to attend the meeting of the Council to be held in the Council Chamber - City Hall, Bradford, City Hall, Bradford, on Tuesday, 20 October 2015 at 4.00 pm

The agenda for the meeting is set out overleaf.

Yours sincerely

City Solicitor

#### **Notes:**

- ◆ This agenda can be made available in Braille, large print or tape format.
- ◆ The taking of photographs, filming and sound recording of the meeting is allowed except if Councillors vote to exclude the public to discuss confidential matters covered by Schedule 12A of the Local Government Act 1972. Recording activity should be respectful to the conduct of the meeting and behaviour that disrupts the meeting (such as oral commentary) will not be permitted. Anyone attending the meeting who wishes to record or film the meeting's proceedings is advised to liaise with the Agenda Contact who will provide guidance and ensure that any necessary arrangements are in place. Those present at the meeting should be aware that they may be filmed or sound recorded.



The Council's Fire Bell and Evacuation Procedure requires people to leave the building in an orderly fashion by the nearest exit, should the fire alarm sound. No one will be allowed to stay or return until the building has been checked.

**Members are reminded that under the Members' Code of Conduct, they must register within 28 days any changes to their financial and other interests and notify the Monitoring Officer of any gift or hospitality received.**

## AGENDA

### A. PROCEDURAL ITEMS

#### 1. DISCLOSURES OF INTEREST

(Members Code of Conduct - Part 4A of the Constitution)

To receive disclosures of interests from members and co-opted members on matters to be considered at the meeting. The disclosure must include the nature of the interest.

An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.

*Notes:*

- (1) *Members may remain in the meeting and take part fully in discussion and voting unless the interest is a disclosable pecuniary interest or an interest which the Member feels would call into question their compliance with the wider principles set out in the Code of Conduct. Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.*
- (2) *Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations, and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.*
- (3) *Members are also welcome to disclose interests which are not disclosable pecuniary interests but which they consider should be made in the interest of clarity.*
- (4) *Officers must disclose interests in accordance with Council Standing Order 44.*

#### 2. MINUTES

**Recommended –**



**That the minutes of the meeting held on 14 July 2015 be signed as a correct record (previously circulated).**

(Adrian Tumber – 01274 432435)

**3. APOLOGIES FOR ABSENCE**

**4. WRITTEN ANNOUNCEMENTS FROM THE LORD MAYOR  
(Standing Order 4)**

*(To be circulated before the meeting).*

**5. INSPECTION OF REPORTS AND BACKGROUND PAPERS**

(Access to Information Procedure Rules – Part 3B of the Constitution)

Reports and background papers for agenda items may be inspected by contacting the person shown after each agenda item. Certain reports and background papers may be restricted.

Any request to remove the restriction on a report or background paper should be made to the relevant Strategic Director or Assistant Director whose name is shown on the front page of the report.

If that request is refused, there is a right of appeal to this meeting.

Please contact the officer shown below in advance of the meeting if you wish to appeal.

(Adrian Tumber - 01274 432435)

**B. BUSINESS ITEMS**

**6. PETITIONS (Standing Order 11)**

To consider up to five requests for the Council to receive petitions in accordance with Standing Orders. If any requests are received, in writing, by mid-day three working days before the meeting (Thursday), details will be circulated.

(Palbinder Sandhu – 01274 432269)

**7. PUBLIC QUESTION TIME (Standing Order 13)**

There are no public questions.

(Palbinder Sandhu – 01274 432269)



**8. MEMBERSHIP OF COMMITTEES AND JOINT COMMITTEES  
(Standing Order 4)**

Recommended –

That the appointment of Tom Bright as a non-voting co-opted Teachers Secondary School representative to the Children’s Services Overview and Scrutiny Committee for the remainder of the 2015/16 Municipal Year be confirmed.

To consider any further motions (i) to appoint members to a Committee or a Joint Committee; or (ii) to appoint Chairs or Deputy Chairs of Committees (excluding Area Committees).

**9. MEMBER QUESTION TIME (Standing Order 12)**

To deal with supplementary questions arising from the attached questions of which written notice has been given.

*Notes:*

- (i) Answers to written questions shall be circulated at the commencement of the meeting.*
- (ii) The Lord Mayor will have regard to the list of questions and the political composition of the Council in calling on Members to put their supplementary question to the Leader of Council and Portfolio Holders.*
- (iii) A period of up to 30 minutes shall be available for supplementary questions to Members of the Executive.*

**QUESTIONS TO MEMBERS OF THE EXECUTIVE**

**1. Councillor Shafiq**

Could the Leader advise what lessons have been learned by the local authority from the report published this week on the imposition of an IEB at Laisterdyke?

**2. Councillor Ellis**

Can the Deputy Leader of Council inform colleagues of whether she agrees with Councillor Darryl Smith, Leader of the Conservative Group on Rossendale Borough Council, who says of licensing people to drive passengers, that Rossendale cannot “carry on the way we have been, if it is causing problems for us and neighbouring authorities” and would she further agree with Councillor Smith, that “it must be very frustrating when you are focussing on safeguarding and then look at neighbouring boroughs issuing licenses like confetti?”



3. **Councillor Jeanette Sunderland**

To ask the Portfolio Holder for Education, Skills and Culture - Does the Portfolio Holder believe that the standard of education in Bradford should be judged by the progress of the most vulnerable?

4. **Councillor Ahmed**

Could the Portfolio holder update us on the percentage of Bradford Schools now judged to be Good or Outstanding by Ofsted?

5. **Councillor Warnes**

Does the Leader of Council welcome the recent decision by Norwich City Council to build 105 new Passivhaus homes and agree that this is a low carbon policy that Bradford Council should adopt immediately in line with our corporate commitment to decarbonise our district?

6. **Councillor Hawkesworth**

Will the Leader please confirm that should any community or group within the District wish to mark the 90th birthday of Her Majesty Queen Elizabeth II by holding a street party to mark Her Majesty's outstanding record of dedication and service all legal and administrative work necessary to secure an appropriate street closure will be carried out by Council staff without charge to the organisers of the party?

7. **Councillor Farley**

Bradford has a long standing tradition of acting as a safe haven for refugees fleeing from other countries, can the leader tell us what the current position is regarding the possibility of further Syrian refugees being welcomed to the District?

8. **Councillor Dunbar**

Have the recent cuts in ESOL funding in places like Bradford College been raised with the Government particularly in light of recent plans to accept more Syrian refugees?

9. **Councillor Pennington**

Can the Leader of the Council confirm whether the old Keighley College building in North Street will be demolished?

10. **Councillor Hassan Khan**

Can the leader update Council on progress with sub-national devolution?

11. **Councillor Shafiq**

Can the Portfolio Holder for Education, Skills and Culture outline how



the performance of students will be monitored at Laisterdike school?

**12. Councillor Davies**

At the last Full Council meeting, I asked about how the effectiveness of employing a Recruitment and Retention Strategy manager for Teaching would be measured and I was informed that you were “working on the criteria” – is it possible for the Portfolio Holder for Education, Skills and Culture provide an update on any progress to date?

**13. Councillor Dunbar**

With one in 8 households living in fuel poverty in the Bradford District what is the anticipated impact on people in those households of the uncertain future of the Energy Company Obligation and the government’s decision to end the Green Deal Scheme on fuel poor households in Bradford? What are the wider implications for the District of the Government’s decision to cut subsidies for green energy?

**14. Councillor Stelling**

To ask the Portfolio Holder for Housing, Planning and Transport - Winter is coming, can the Portfolio Holder detail what support local residents who signed up to the snow warden scheme can expect?

**15. Councillor Swallow**

Can the leader tell us how many working families in the District will lose money as a result of the Government’s cuts to Working Tax Credits?

**16. Councillor Cooke**

Can the Leader of the Council advise when and by whom the decision was made to grant a license for test drilling on Harden Moor?

**17. Councillor Jabar**

What is Bradford Council are doing to tackle the problem of Dog Fouling? How many tickets/prosecutions has the Council issued in the last two years and how many in the Great Horton Ward?

**18. Councillor Ahmed**

What criteria are used for accepting local community asset nominations and what criteria are used for rejecting local community asset nominations in Bradford?

**19. Councillor Greenwood**



What numbers of psychiatric patients were sent to hospitals out of Bradford last year and how many since the Mental Health crisis care concordat was launched?

**20. Councillor Sykes**

As a result of the Portfolio Holder for Housing and Planning's apparent change of stance regarding the need to concrete over the Green Belt, can we expect the Council to revise downwards the number of houses planned to be constructed in the Green Belt, as contained in the Council's Local Development Plan?

**21. Councillor Swallow**

Could the Portfolio Holder comment on the take up of household recycling bins across the District - what percentage of households broken down by ward and constituency have taken a recycling bin?

**22. Councillor Ferriby**

Can the Portfolio Holder update the Council on Bradford's nomination for Social Worker of the year?

**23. Councillor Leeming**

To ask the Portfolio Holder for Housing, Planning and Transport - On the 10th September the Telegraph published comments from the Chair of the Bradford Area Planning Panel regarding retrospective planning applications. Do Cllr Lee's comments signal the Executive's commitment to alter the current planning process?

**24. Councillor Davies**

Can the Portfolio Holder for Education, Skills and Culture explain why there is no mention of childminders in the new Education Covenant, as it isn't merely nurseries who provide valuable early years provision?

**25. Councillor Dunbar**

Will the leader support the work of 'Just a Ball Game?' and their aim to promote the core values of 'safety, inclusion and respect' around LGBT people, sexual orientation and gender identity in sport and what could the local authority do to further support such work in schools and youth services? N.B. check [justaballgame.co.uk](http://justaballgame.co.uk) for more i?

**26. Councillor Swallow**

Could the Portfolio Holder comment on the standards of housing in the Bradford District and on the numbers of empty properties there are? Could she also comment on the work this Council has done to improve



standards of housing and bring empty properties back into use?

**27. Councillor Cooke**

Can the Deputy Leader of the Council confirm whether she has met with her counterpart in Leeds to discuss the impact of land allocations in the sensitive Green Belt between Leeds and Bradford and if so how did it go?

**28. Councillor Wainwright**

What can Council Wardens and PCSO's do to discourage unsafe and anti-social parking for example across driveways, on pavements forcing pedestrians non to the road and on grass verges and playing fields?

**29. Councillor Dunbar**

Can the Portfolio Holder for Education, Skills and Culture please cite good examples of political education that is developing awareness of and participation in politics and democracy in our schools across the district and what more we could do to support schools who are less developed in this area?

**30. Councillor Sykes**

Does the Council consider that the holding of a public consultation exercise regarding the Community Infrastructure Levy during August was conducive to maximising public participation?

**31. Councillor Swallow**

Can the Council quantify the cost of cleaning up chewing gum and what can be done to deal with the issue?

**32. Councillor Reid**

To ask the Portfolio Holder for Housing, Planning and Transport - How many people work in the Network Resilience Team which deals with road closures?

**33. Councillor Ahmed**

Can the leader please tell us how many children that the Council is responsible for went missing from care last year and the year before?





**34. Councillor Warnes**

Since the light timings at the pedestrian crossing on Saltaire Road (near the junction with Victoria Road) were altered to allow much swifter pedestrian access at the request of the ward councillors, how many other crossings have been similarly adjusted across our District?

**35. Councillor Davies**

Can the Portfolio Holder for Education, Skills and Culture confirm the benefit of Bradford being a literacy hub when Key Stage 2 reading standards have fallen this year?

**36. Councillor Whiteley**

Could the Portfolio Holder for Health and Social Care please provide an update of the working of the BEST team, who assess the needs of patients prior to them leaving hospital in preparation for admission in to residential care homes? How many patients required their service on leaving Bradford hospitals and how many assessments were carried out in September by this team?

**37. Councillor Sykes**

Can the Portfolio Holder for Education, Skills and Culture advise colleagues of how many schools hold booster sessions before and/or after school for pupils who are struggling in key subjects such as English and Maths?

**38. Councillor Fear**

To ask the Leader of the Council - How much does the West Yorkshire Combined Authority have in its reserves?

**39. Councillor Townend**

Would the Portfolio Holder for Environment, Sport and Sustainability agree, that instead of just trying to squeeze every last drop of recycling from Baildon and other wards where recycling rates are high, it would be worth increasing the focus on areas with poor recycling rates as this is where the more significant improvements can be achieved and would he confirm who by and why it was decided to roll out the new bins system in the order of the areas that it is to be?

**10. RECOMMENDATIONS FROM THE EXECUTIVE AND COMMITTEES  
(Standing Order 15)**

**10A MEDIUM TERM FINANCIAL STRATEGY 2016-17 TO  
2018-19 AND BEYOND**



**10A MEDIUM TERM FINANCIAL STRATEGY 2016-17 TO 2018-19 AND BEYOND**

At the meeting of the Executive on 21 July 2015 the report of the Director of Finance (**Executive Document “G”**) set out the Medium Term Financial Strategy which focuses on how the Council intends to respond to the forecasted public sector funding reductions as a result of the ongoing austerity measures imposed by the Government’s spending plans. It sets out the approaches and principles the Council will follow to ensure the Council remains financially viable and delivers on its priorities.

**Resolved -**

- (1) That Executive considered the Medium Term Financial Strategy as an assessment of the Council’s financial outlook to 2018-19 and beyond, and as a framework for it to remain financially viable and deliver sustainable public services in line with its priorities.
- (2) **That the updated and revised Medium Term Financial Strategy at Appendix 1 to Document “G” be recommended to Council for approval.**
- (3) That a report be presented to the Executive in October 2015 setting out the potential impact of the 2015 Government Budget.

(Tom Caselton –  
01274 435054)

**10B BRADFORD DISTRICT LOCAL PLAN - BRADFORD DISTRICT WASTE MANAGEMENT DEVELOPMENT PLAN DOCUMENT (DPD) PUBLICATION DRAFT**

**10B BRADFORD DISTRICT LOCAL PLAN – BRADFORD DISTRICT WASTE MANAGEMENT DEVELOPMENT PLAN DOCUMENT (DPD) PUBLICATION DRAFT**

The Bradford District Waste Management Plan Development Plan Document (DPD) is being prepared as part of Bradford Local Plan which will form the statutory development plan for the District in line with the approved Local Development Scheme. The DPD will provide the planning policy framework for determining future planning applications to 2030 in conformity with the emerging policies in the Local Plan Core Strategy.



Following consultation in 2011 and development of supporting technical evidence a publication draft version of the Bradford District Waste Management DPD has been prepared for submission to government for independent examination. The report of the Strategic Director, Regeneration (**Executive Document “T”**) outlines the publication draft, as well as the key considerations which have shaped the document including consultation, technical evidence and national policy. Approval of the Bradford District Waste Management DPD is sought for submission to the Secretary of State following a period for formal public representations.

At the meeting of the Executive on 15 September 2015 it was:

**Resolved -**

- (1) That it be recommended to Council that the Bradford District Waste Management Plan DPD Publication Draft be approved for the purposes of submission to the Secretary of State for independent examination pursuant to Section 20 of the Planning and Compulsory Purchase Act 2004.**
- (2) That prior to submission, the Publication Draft be issued for formal representations for a period of 6 weeks, in line with the Engagement Plan in Appendix 2 of Document “T”.**
- (3) That the Assistant Director (Planning Transportation and Highways) in consultation with the relevant portfolio holder be authorised to make minor amendments of redrafting or of a similar nature as may be necessary prior to formal publication for representations of the Bradford District Waste Management Plan DPD Publication Draft.**
- (4) That delegated authority be given to the Assistant Director Planning Transportation and Highways in consultation with the relevant portfolio holder to make minor amendments of redrafting or of a similar nature before submitting the Bradford District Waste Management Plan DPD to the Secretary of State once the 6 week period for representations has been completed.**

(Andrew Marshall–

01274 434050)

**10C BRADFORD DISTRICT LOCAL PLAN - BRADFORD  
CITY CENTRE AREA ACTION PLAN DPD PUBLICATION  
DRAFT**

**10C BRADFORD DISTRICT LOCAL PLAN - BRADFORD  
CITY CENTRE AREA ACTION PLAN DPD**



## **PUBLICATION DRAFT**

The Bradford City Centre Area Action Plan (AAP) is being prepared as part of Bradford Local Plan which will form the statutory development plan for the District in line with the approved Local Development Scheme. The AAP will provide the planning policy framework for determining future planning applications to 2030 in this priority regeneration growth area in conformity with the emerging policies in the Local Plan Core Strategy.

Following consultation in 2013 and development of supporting technical evidence a publication draft version of the AAP has been prepared for submission to government for independent examination.

At its meeting on 13 October 2015 the Executive will consider the report of the Strategic Director Regeneration (**Executive Document “Y”**) which outlines the publication draft as well as the key considerations which have shaped the document including consultation, technical evidence and national policy. The report is seeking approval of the Bradford District Local Plan – Bradford City Centre Area Action Plan DPD for submission to Secretary of State following a period for formal public representations.

**The recommendation of the Executive will be forwarded to Members of Council following the meeting on 13 October 2015 and will be available on the Council meetings, minutes, reports and agenda section of [www.bradford.co.uk](http://www.bradford.co.uk) .**

(Andrew Marshall –

01274 434050)

## **10D BRADFORD DISTRICT LOCAL PLAN - SHIPLEY AND CANAL ROAD CORRIDOR AREA ACTION PLAN PUBLICATION DRAFT**

### **10D BRADFORD DISTRICT LOCAL PLAN - SHIPLEY AND CANAL ROAD CORRIDOR AREA ACTION PLAN PUBLICATION DRAFT**

The Shipley and Canal Road Corridor Area Action Plan (AAP) is being prepared as part of Bradford Local Plan which will form the statutory development plan for the District in line with the approved Local Development Scheme. The AAP will provide the planning policy framework for determining future planning applications to 2030 in this regeneration growth area in conformity with the emerging policies in the Local Plan Core Strategy.

Following consultation in 2013 and development of supporting technical evidence a publication draft version of the AAP has



been prepared for submission to government for independent examination.

At its meeting on the 13 October 2015 the Executive will consider the report of the Strategic Director Regeneration (**Executive Document “Z”**) which outlines the publication draft as well as the key considerations which have shaped the document including consultation, technical evidence and national policy. The report is seeking approval of the Bradford District Local Plan – Shipley and Canal Road Corridor Area Action Plan DPD for submission to Secretary of State following a period for formal public representations.

**The recommendation of the Executive will be forwarded to Members of Council following the meeting on 13 October 2015 and will be available on the Council meetings, minutes, reports and agenda section of [www.bradford.co.uk](http://www.bradford.co.uk).**

(Andrew Marshall –

01274 434050)

## **10E REVIEW OF PROTOCOLS AND THE MEMBERS CODE OF CONDUCT**

### **10E REVIEW OF PROTOCOLS AND THE MEMBERS CODE OF CONDUCT**

At its meeting on 25 September 2015 the Governance and Audit Committee considered the report of the City Solicitor (**Governance and Audit Committee Document “O”**) revisiting the Protocol on Members’ Use of Council Resources including use of e-mail and the internet, the Protocol on Member-Officer Relations and the Members Code of Conduct which are contained within the Constitution of the Council. The Governance and Audit Committee:

#### **Resolved-**

- (1) That it be recommended to Standards Committee that the Protocols on Member-Officer Relations and Member Use of Council Resources be incorporated into the Members’ Code of Conduct (this code should be read and signed by new Members).
- (2) **That the Committee recommend to Council that paragraph 19.2 of the Protocol on Member-Officer Relations be amended so as to read:**

*The relevant political group leader and the Chief Executive will seek to resolve by mediation and conciliation any unresolved problem or breakdown in working relationships between members and officers. Where the problem or breakdown relates to the group leader’s own relationships with*



*officers the deputy group leader and the Chief Whip will work with the Chief Executive in place of the group leader.*

- (3) That the City Solicitor and Director of Human Resources arrange training for members and officers who work with members on the Protocol on Member-Officer Relations.
- (4) That the Assistant City Solicitor provide further clarity to Members of the Committee on paragraph 4.2 of Document "O" in terms of which officers can/cannot remain in political group meetings.

(Dermot Pearson –

01274 432496)

### **10F COMMUNITY GOVERNANCE REVIEW FOR A NEW LOCAL COUNCIL IN THE BINGLEY AREA**

#### **10F. COMMUNITY GOVERNANCE REVIEW FOR A NEW LOCAL COUNCIL IN THE BINGLEY AREA**

At its meeting on 25 September 2015 the Governance and Audit Committee considered the report of the City Solicitor (Governance and Audit Committee Document "T") on the Community Governance Review for a proposed new Local Council in the Bingley area. The report of the City Solicitor (**Document "I"**) presents to Council the recommendations from Governance and Audit Committee in relation to the Community Governance Review and recommends that Council approve the Reorganisation Order appended to the report.

#### **Recommended –**

**That the Council approve the Reorganisation Order attached as Appendix 4 to Document "I" and that the City Solicitor be authorised to affix the Council's seal to the Order to bring it into effect.**

(Kathryn

Jones – 01274 433664)

## **11. NOTICES OF MOTION (Standing Order 17)**

To consider the attached motions of which notice has been given.

### **1. RESPECT FOR MEMBERS OF THE ARMED FORCES**

To be moved by Councillor Cooke  
Seconded by Councillor Ellis

Council notes continued reports of abuse directed at members of the armed forces and the failure of public authorities to treat uniformed servicemen with



respect.

Council affirms its commitment to support the Military Covenant and ensure that the contribution of the armed forces to our security and safety is respected.

Council asks that the Chief Executive engage positively with other public agencies including NHS bodies to ensure that they honour the national and local commitment to support and respect members of the armed forces.

## **2. EDUCATION – CREATING A WEST YORKSHIRE CHALLENGE**

To be moved by Councillor Rickard  
Seconded by Councillor Pennington

Council welcomes the Education Covenant for Bradford and recent initiatives intended to begin the process of improving educational attainment in the City including a positive engagement with potential academy sponsors.

Council recognises that Bradford needs external assistance in order to meet the targets for improvement and believes that the West Yorkshire Combined Authority presents the opportunity to share the task of improving education across the sub-region.

Council asks the Chief Executive and Strategic Director for Children to prepare proposals for co-operation across West Yorkshire in raising educational attainment including pooling budgets and knowledge as well as possible representation to the Department for Education to secure national support for the initiative.

## **3. REFUGEES**

To be moved by Councillor Fear  
Seconded by Councillor Stelling

This Council notes that since the conflict in Syria began, over 4 million people have been displaced.

This Council also notes that hundreds of thousands have risked their lives in unsafe crossings of the Mediterranean to reach safety in Europe and that thousands have sadly lost their lives while doing so.

This Council further notes that the Prime Minister has announced that the UK will accept 20,000 refugees over the next 5 years and that Britain's £12 billion foreign aid budget will be used towards Local Authorities expenses related to these refugees.

This Council believes that the UK should be resettling more refugees than it currently is and that it is our moral responsibility, for Bradford Council and for the British Government to do more to help alleviate this humanitarian crisis.



This Council resolves to increase the number of refugees we are seeking to accept into Bradford in response to this tragedy.

This Council further resolves to seek funding from all possible sources to cover the cost of resettlement and to provide funding from reserves to cover any shortfall in costs not met by outside organisations and the government.

This Council urges other Councils across the UK to follow its example in increasing the offer of assistance and in providing sanctuary for those fleeing conflict.

#### **4. BRADFORD EDUCATION COVENANT**

To be moved by Councillor Hinchcliffe  
Seconded by Councillor Green

This Council believes that:

- (1) Every child in the Bradford District should have the chance to realise their full potential and that working together with shared determination, purpose and ambition among schools, parents, students, business, public services and our communities we can achieve this.
- (2) That in the past improvements in the educational attainment of the district's young people have not gone far enough, fast enough and urgent and sustained action is required to drive up educational outcomes.
- (3) That securing better educational outcomes is a shared responsibility and won't be achieved unless everyone - the Council, schools, families, business and employers, communities, the Government and young people themselves are committed to playing their part.

The Council notes the recent publication of the draft Bradford Education Covenant which outlines the action the Council will take to help deliver improved educational attainment along with what we are asking of others to ensure that our young people get the best possible start in life. The draft Covenant is attached to this motion.

The Council resolves to:

- (1) Undertake a period of consultation with all interested parties on the draft Bradford Education Covenant.
- (2) Agree the Covenant at the December 2015 meeting of Full Council taking into account the results of the consultation.

### **The Bradford Education Covenant**





## **What the Council Will Offer**

### **Keeping schools and education as a top priority**

*Improving schools and educational attainment so that all our children are able to achieve their potential will stay at the top of our priorities. We will support all Councillors to be effective champions of children, parents and learning and work with schools and parents to develop a vision for education as we pursue our ambition of making all our schools good by 2018.*

### **Driving school improvement**

*The Council will work to put schools themselves at the heart of driving improvement. We will challenge schools and governing bodies and hold them to account for their performance taking rapid and robust action where there are issues that may be preventing a school from making progress, whatever type of school it may be.*

### **Promoting learning from the very best**

*We already have some outstanding school leaders and teachers. We will work even harder with schools to identify, celebrate, promote and share best practice and support them to assist each other to accelerate improvement.*

### **Attracting, retaining and developing the best school leaders and teachers**

*We will invest resources in attracting, retaining and developing the best school leaders, teachers and classroom assistants. We've already set aside £660,000 to do this. Part of this commitment will involve promoting Bradford District as an attractive career choice for the best teachers and school leaders. Government policy is to increase the numbers of Academies so we will be proactive in seeking out high quality academy sponsors to attract to the District*

### **Providing school places by working together with government**

*The Council will work with the Government to ensure the District gets the money it needs to provide enough school places and keep schools well equipped. We've invested £700,000 to match the Government's money for extra school places but we need more money and more places.*

### **Helping to make sure children are ready for school**

*Support will be there for families and children through the 'early years' helping to make sure children are ready for school and can do their very best at school from day one.*

### **Supporting children and young people to be ready for work and life**

*Working closely with the business community, the University and colleges, the Council will provide real opportunities for skill development and jobs when young people leave school. We'll continue, in partnership, to deliver the innovative Industrial Centres of Excellence, each covering a different economic sector, linking schools to employers' needs and we'll support business to get the right young person, with the right skills through our Apprenticeships Hub.*

### **Raising aspirations through cultural opportunities**

*Providing chances for students to benefit from enriched cultural learning by maximising the District's unique local learning opportunities and facilities - for example, with the National Media Museum and City of Film. This will provide inspiration to our young people and stimulate creativity.*

## **The Bradford Education Covenant – Bradford Council's Education Ask**

### **Parents**

- Access a nursery place – 15 hours a week is free and it can make a big



- difference to your child's development.
- Involve yourself in your child's education, encourage and celebrate their learning.
- Make learning fun at home, read, count and play every day with your young child.
- Make sure your child is at school on time, attends regularly and doesn't take unauthorised absence.
- Support your child to get their homework in on time.
- Support your child to get involved in out of school activities.

Parents need to do this because their involvement in children's education from an early age has a significant effect on educational achievement, and continues to do so into adolescence and adulthood.

### **Children and young people**

- Make the most of opportunities for learning at school and at home.
- Take responsibility for your own education, build your skills, ask questions, take notes in class and get your work in on time, discover your talents – it's your life, your future, your choice.

Children and young people need to do this because motivated and responsible pupils have a better chance of achieving success.

### **Schools**

- Put yourselves at the heart of driving school improvement, working together in partnership, recognising that all types of school are part of a wider education system and need to share solutions and ideas to raise education attainment.
- Be active in the District's networks of schools, assist each other each other to challenge and address failure and support the lowest performing schools to learn from the highest performers.
- Share resources and expertise to invest in teaching, learning and facilities.
- Take timely and robust action to deal with performance, governance, attendance and any other issues in your school to provide the very best education experience and outcomes for your pupils.
- Support students to identify future careers opportunities.

All our schools need to do this to help us achieve our shared ambition of making sure every school is 'Good' by 2018.

### **Business and employers**

- Support and become involved with an Industrial Centre of Excellence or Bradford Pathways.
- Encourage your employees to volunteer for the reading in schools project and to offer mentoring for young people at school.
- Provide meaningful work placements to your local schools and be an active partner in educating young people about potential careers.
- Provide apprenticeships for local young people.

Businesses need to do this because good education and good skills mean greater growth. In engineering alone the UK needs 1.82 million workers with relevant skills by 2022.

### **Communities**

- Everyone in every community and neighbourhood to play their part in making a positive contribution to the growth, development and wellbeing of young people.
- Get involved for example as a volunteer reader.



We need our communities to do this because everyone shares in the social and economic benefits of improving education and everyone can play a part in helping to achieve it.

### **Government**

- Provide the funding for the District to have enough places for all our children.
- Provide funding and support to help increase education achievement in the District, for example invest in a local programme to drive rapid and sustainable improvements.
- Support us to attract outstanding teachers, leaders and, in line with Government policy, Academy chains to the District.
- Trust local education partners and devolve more powers to local authorities to tackle failing schools and hold academies to account.

We need the government to do this because we have one of the fastest growing populations of young people in the country and will need extra places equivalent to two new secondary schools by 2018.

## **5. TRADE UNION BILL**

To be moved by Councillor Dunbar  
Seconded by Councillor Duffy

This Council notes that Trade unions have been at the forefront of improving social conditions and tackling exploitation in this District and across the UK and have led the way in campaigning for the establishment of the NHS, for universal education and childcare provision, for safe working and living conditions, for equality legislation and against racism.

The Council believes that:

- i The Trade Union Bill will attempt to silence the voice of workers whilst restricting the ability of this Council to engage in effective industrial practices with its workforce and their representatives.
- ii Strikes are a last resort but the Government's new requirement of a minimum 50% turnout amongst members entitled to vote and a further 40% yes vote threshold (i.e. 80% of those who vote) in 'important public services' are an attempt to silence working people.
- iii The right to strike is under threat and draconian measures seeking the names of pickets and restrictions on social media usage are a fundamental attack on human rights.
- iv Facility time arrangements for local union representatives and the deductions of subscriptions through payroll are matters between employers and recognised unions in the public sector and are the basis for good industrial relations. It is counterproductive for the Government to stop or restrict these arrangements.
- v Allowing the use of agency workers to break strike action could lead to staff carrying out work they are not trained for and potentially to unsafe workplaces and services.



- vi The attacks on Trade Unions' political funds are a shabby attempt to undermine their public campaigning voice and the traditional relationship between many trade unions and the Labour Party, they are profoundly undemocratic and deserve our condemnation.

The Council resolves to

- 1 Campaign against the Bill
- 2 Promote the positive role that trade unions play in society and the economy.
- 3 Enter a submission to the Parliamentary Trade Union Bill Committee highlighting the damaging impact the Bill will have on industrial relations locally;
- 4 Write to the Secretary of State for Business Innovation and Science confirming the Council's unequivocal opposition to the Bill
- 5 Write to all employees of the Council informing them of the Council's opposition.

#### **6. COUNCIL STANDING ORDERS – REPORT OF THE LEADER OF THE COUNCIL**

To be moved by Councillor Green  
Seconded by Councillor Val Slater

This Council recognises that the format of the current Full Council Meeting Agenda limits the opportunities for all Elected Members to receive the most up to date information on issues of significance affecting the District and to ask questions about any action that the Council or other parties are taking to address those issues.

The Council therefore believes that its Standing Orders should be amended to allow for a written Leader's Report to be circulated at the meeting updating members on key issues and providing the opportunity for them to ask questions relating to issues raised in the report.

This Council resolves that Council Standing Orders be amended as follows:  
To insert a new paragraph 4.1.9A in standing order 4 to read:

4.1.9A Report by the Leader of the Council

To insert a new standing order 11A, to read:

11A Report by the Leader of the Council



11A.1 At each ordinary meeting of Council, not including any meeting at which consideration of the Council's budget is on the agenda, the Leader or a member of the Council nominated by the Leader will provide a written report, a copy of which shall be made available to every member of Council and the public at the commencement of the meeting.

11A.2 There shall be a period of up to 15 minutes during which any member of the Council may ask the Leader of the Council or the member of the Council nominated by the Leader a question on any matter arising out of the written report.

11A.3 The Leader of the Council or the member of the Council nominated by the Leader will reply to each question and the answer may take the form of:

11A.3.1 A direct oral answer.

11A.3.2 Where the desired information is contained in a Council publication or a publication of a relevant joint authority, a reference to that publication.

11A.3.3 Where the reply cannot conveniently be given orally, a written answer circulated to all members of Council.

11A.3.4 A reference to a written answer provided under standing order 12.9

## **7. WEST YORKSHIRE PENSION FUND DISINVESTMENT FROM THE FOSSIL FUEL INDUSTRY**

To be moved by Councillor Warnes  
Seconded by Councillor Love

1. This Council recognises that, in financial terms, the West Yorkshire Pension Fund (WYPF) is exceptionally well-managed by Bradford Council and appreciates the professionalism and dedication of the councillors and officers involved.
2. This Council notes:
  - (a) the growing worldwide movement to divest from fossil fuels in order to (in the words of Desmond Tutu) "break their ties with corporations financing the injustice of climate change";
  - (b) that climate change is an environmental crisis for our residents and the global community;
  - (c) that Bradford needs to play our part in carbon budgeting in order to keep global warming below two degrees Celsius – in other words, we must use our influence to ensure that 80 per cent of our known fossil fuel reserves is "left in the ground" rather than extracted and burned;
  - (d) that governments are increasingly limiting carbon emissions to meet international decarbonisation targets, that a large proportion of the fossil-fuel reserves which companies are planning to extract will therefore become 'stranded assets',



- that this represents a ‘carbon bubble’ that is unsustainably inflating their equity value, and that investments in fossil-fuel equities will be adversely exposed when this bubble bursts;
- (e) the robust financial case for divestment, the recent concerns raised by the Governor of the Bank of England about ‘unburnable carbon’, and the significant and growing financial risks associated with fossil fuel equities;
  - (f) that pension fund trustees owe fiduciary duties to scheme employers and scheme members and must act in the best long-term interests of their fund members;
  - (g) that the ‘fossil fuel disinvestment movement’ is now worth over \$2.6 trillion and that the UK organisations who have moved in this direction include Bristol City Council, Oxford City Council, the Church of England and several leading universities.

3. This Council therefore requests:

- (a) that the Governance and Audit Committee and the Corporate Overview and Scrutiny Committee complete a joint review of the scale of the WYPF’s investment in the fossil fuel sector (as defined by the Carbon Underground 200, a listing of the top 200 companies with the largest known oil, gas and coal reserves) and the options for a phased programme of divestment and report back to Council within four months;
- (b) that the Leader of Bradford Council writes to all employers participating in the WYPF to request their support for a policy of phased divestment in the fossil fuel sector to be completed over a five year period;
- (c) that Bradford Council encourages other local authorities, via the West Yorkshire Combined Authority and the Local Government Association, to similarly review their investments in the fossil fuel industry;
- (d) that, in support of the above, Bradford Council’s three councillor representatives on the Investment Advisory Panel and Joint Advisory Group of the WYPF use their influence to persuade colleagues to exercise their fiduciary duty and initiate a review of the fossil fuel investments of the WYPF.

## 12. DEVOLUTION

### 12. DEVOLUTION

Previous reference: Council Minute 35 (2015/16)

On 14 July 2015 Council resolved:

“This Council believes that devolution of power to the regions must be a positive opportunity for the district and must represent a genuine transfer of powers, resources and accountability in the areas where local intervention delivers the biggest benefit to the District and the region.

The Council notes that the terms of regional devolution to West Yorkshire and neighbouring authorities is subject to ongoing negotiation between authorities and with Government and that the proposals emerging from those negotiations will become clearer later this year.



The Council therefore resolves to undertake further debate on this issue at its October 2015 meeting.”

In accordance with the resolution a debate can take place under this item.

**13. RECOMMENDATIONS OF THE INDEPENDENT REMUNERATION PANEL - SPECIAL RESPONSIBILITY ALLOWANCES FOR EXECUTIVE ASSISTANTS** 671 -  
678

**13. RECOMMENDATIONS OF THE INDEPENDENT REMUNERATION PANEL – SPECIAL RESPONSIBILITY ALLOWANCES FOR EXECUTIVE ASSISTANTS**

The Leader of the Council has appointed 6 Executive Assistants to work with the Executive Members with portfolios.

The Council’s Independent Remuneration Panel met on 24 September 2015 to consider whether a Special Responsibility Allowance should be paid to Executive Assistants and if so what the appropriate SRA should be. The report of the Independent Remuneration Panel is attached to **Document “J”**.

**Council is requested to consider the recommendations of the Independent Remuneration Panel.**

(Dermot Pearson – 01274  
432496)

**14. APPOINTMENT TO THE POST OF CITY SOLICITOR** 679 -  
692

**14. APPOINTMENT TO THE POST OF CITY SOLICITOR**

The report of the Director of Human Resources (**Document “K”**) asks Council to approve the proposal to appoint Dermot Pearson, Assistant City Solicitor, to the post of Interim City Solicitor on a salary package in accordance with the Council’s Pay Policy Statement.

Council is also asked to formally agree to fill the post of City Solicitor and delegate responsibility to appoint to the City Solicitor position to an Appointments Panel.

**Recommended –**

- (1) That the Council approves the appointment of Dermot Pearson as Interim City Solicitor for up to 6 months or until such time as an appointment is made to the vacant position of City Solicitor whichever is the earlier.**
- (2) That the Council confirms that they are in agreement with the proposal to appoint to the position of Interim City Solicitor on the salary package as detailed and set out in the Council’s Pay Policy Statement 2015/16.**



- (3) That the Council approves the appointment to the vacant City Solicitor post.
- (4) That the Council delegates the responsibility to appoint to the position of City Solicitor to an Appointments Panel. The Panel should comprise 3 Elected Members, 2 Labour and 1 Conservative, with the memberships to be on the nomination of the Leader of Council and the Leader of the Conservative Group and shall include at least one member of Executive.

(Sue Dunkley – 01274

433710)

THIS AGENDA AND ACCOMPANYING DOCUMENTS HAVE BEEN PRODUCED, WHEREVER POSSIBLE, ON RECYCLED PAPER





### COUNCIL 20 October 2015

#### MEMBER QUESTION TIME

Questions submitted in accordance with Standing Order 12

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1. **Councillor Shafiq**

Could the Leader advise what lessons have been learned by the Local Authority from the report published this week on the imposition of an Interim Executive Board (IEB) at Laisterdyke Business & Enterprise College?

**Answer**

The lessons learned were regarding the process of implementing the IEB. The report advised that the correct decision was made to implement the IEB however should another application need to be made processes as outlined in the report by Les Walton will be implemented by the Council including governance and independent Governor support. It should be noted that reviews of the role of the School Achievement Officers and School Specific Monitoring Group have already taken place.

2. **Councillor Ellis**

Can the Deputy Leader of Council inform colleagues of whether she agrees with Councillor Darryl Smith, Leader of the Conservative Group on Rossendale Borough Council, who says of licensing people to drive passengers, that Rossendale cannot “carry on the way we have been, if it is causing problems for us and neighbouring authorities” and would she further agree with Councillor Smith, that “it must be very frustrating when you are focussing on safeguarding and then look at neighbouring boroughs issuing licenses like confetti?”

**Answer**

Yes I agree that the licensing of vehicles by Rossendale Borough Council is causing significant problems for Bradford as well as many other Local Authorities. Officers from Bradford have been in dialogue with Rossendale Council for some time to bring their approach to licensing more in line with what we would expect from a licensing service. We will continue to work alongside them to deal with the issues that their large number of licensed vehicles not operating within their area presents, including joint enforcement operations with their officers whenever their staffing resources will allow. We will continue to do all we can to ensure the safety of the travelling public in the Bradford district.

**Supplementary Question**

Thank you for your answer and I do appreciate the trouble that we have as an authority to regulate drivers and vehicles from outside of our area. However what I would like is to ask you to consider the fact that we are able to put onto operators’ licences specific issues and other authorities have done this and I will read out from one of their licensing policies: “A separate telephone line and telephone number must be used and installed by the private hire operator and used for hackney carriage vehicles licensed by another authority which are undertaking private hire bookings within that operating base. There must be a pre-recorded interceptor message on the unique booking telephone line which

clearly states to prospective customers the following: The driver and vehicle you are about to book are not licensed by this Council and this Council is not empowered to take licensing action against them in the event of a complaint. In the event of a complaint customers will have to deal with the other authorities where they may be licensed.” Are you prepared to undertake such actions and to incorporate that in a policy for this Council?

**Councillor Val Slater**

Thank you Councillor Ellis. That does sound like a good policy and I will ask officers to look at it. A couple of things we are considering. We are working together as West Yorkshire Authorities to get some consistent approach so I will refer that to my colleagues in the other Councils. I will ask the Licensing Managers to do that. The other thing is working towards having an award scheme, gold, silver, bronze, that will give customers more satisfaction about the standards of particular cab companies and that could be one of the things that we look at. So if you will give me the details I will certainly look into it.

**3. Councillor Jeanette Sunderland**

To ask the Portfolio Holder for Education, Skills and Culture - Does the Portfolio Holder believe that the standard of education in Bradford should be judged by the progress of the most vulnerable?

**Answer**

We are committed to working together with others to provide the possible best education for every child and young person in a Bradford school, whatever the child’s background and whatever school the child attends this was recognised in the recent Ofsted inspection of the local authority’s school improvement function where it said “all children are in the authority’s line of sight”. We recognise that many of Bradford District’s most vulnerable and disadvantaged children have underperformed in their education in the past including those who are New to English. Therefore it is a key priority to accelerate the progress of these children so that the attainment gaps are narrowed between these children and other pupils across the district. Additional resources have been made available by the Council and the Schools Forum so that support can be targeted at these groups of children – the allocation and impact of this funding is being overseen by the newly formed Commissioning Board.

In answer to the question – Bradford District will be judged by the progress that every pupil makes, and by the accelerated progress that the most vulnerable must make to catch up with their peers.

**4. Councillor Ahmed**

Could the Portfolio holder update us on the percentage of Bradford Schools now judged to be Good or Outstanding by Ofsted?

**Answer**

Of Bradford’s 213 schools, 129 are currently judged ‘good’ or better by Ofsted and 9 have yet to be inspected. This gives a figure of 63.2% of Bradford schools that are ‘good’ or better.

**5. Councillor Warnes**

Does the Leader of Council welcome the recent decision by Norwich City Council to build 105 new Passivhaus homes and agree that this is a low carbon policy that Bradford Council should adopt immediately in line with our corporate commitment to decarbonise our district?

**Answer**

The Norwich City Council initiative to build 105 new Passivhaus homes is an interesting development. Building new homes to a much higher level of thermal performance, such as the Zero Carbon Homes Standard or the EU's new Nearly Zero-Energy Buildings (NZEB) definition would ensure that residents' fuel bills would be reduced dramatically, helping to ensure that they will be at less risk of fuel poverty. In effect, this would be 'future proofing' people living in any new home built to this standard against the risk of fuel poverty for the lifetime of the property.

Some developers have claimed that building to this improved standard would drive up building costs, resulting in less new homes being built and those that are being unaffordable. However, there is a body of evidence pointing to the cost of building to this level of thermal performance is now falling to a comparable level to conventional construction costs.

Recent analysis by the Sweett Group (*source: Zero Carbon Hub 2014*), shows that the cost of delivering zero-carbon homes has halved since 2011, representing a fraction of the estimated costs when the target for all new homes to be zero carbon from 2016 was launched in 2007. This cost is set to fall even further over the next couple of years. Work carried out by Cardiff University demonstrates that zero carbon homes can currently be built at a cost of £1,000 per square metre, which is within the accepted range for social housing building of £800 to £1,000 per square meter (*source: <http://www.cardiff.ac.uk/archi/news-items/solcer-house>*).

To build for this price much of the construction work has to be done as "system build" and undertaken off-site. To obtain the higher performance standards at the lower cost quoted by Cardiff University requires off-site construction to be specified in the original plans and to use a developer that has the capability to build using these techniques.

It should be noted that Incommunities are currently planning a pilot scheme to build innovative system built energy efficient new dwellings on part of a development on a brownfield site on Green Lane in Manningham. This initial pilot scheme will be for six new homes. Incommunities (with backing from manufacturer) are considering looking for interest from a British firm to make the houses using this new ground-breaking building method under license, which would further reduce construction costs by as much as 20 per cent over traditional methods.

**6. Councillor Hawkesworth**

Will the Leader please confirm that should any community or group within the District wish to mark the 90th birthday of Her Majesty Queen Elizabeth II by holding a street party to mark Her Majesty's outstanding record of dedication and service all legal and administrative work necessary to secure an appropriate street closure will be carried out by Council staff without charge to the organisers of the party?

**Answer**

The Authority does not charge the public to administer road closures for events at this moment in time.

**Supplementary Question**

For clarification I think maybe my question has been a little misleading. Could you clarify will there be any charge whatsoever to communities who wish to enjoy a street party or whatever celebration in honour of the Queen's birthday?

**Councillor Green**

There is no charge for road closures but it depends what it is that they want to do in their celebration I guess. So I would not say that there is a blanket approach. I cannot think of anything that they would want to do that we would charge for but I am also aware that if I say no there will be no charge and somebody does come up with some spiffing wheeze that I will be caught between a rock and a hard place but there is no charge for road closures and we will treat any application in a sensible way.

**7. Councillor Farley**

Bradford District has a long standing tradition of acting as a safe haven for refugees fleeing from other countries, can the Leader tell us what the current position is regarding the possibility of further Syrian refugees being welcomed to the District?

**Answer**

The Council has agreed an initial intake of around 50 Syrian refugees during the next few weeks as an immediate response to the Home Office plans. The longer term intake will be dependent on government plans for the 20,000 intake (over 5 years). As more local authorities are likely to come forward to assist, Bradford's share may not be as great proportionately as has been the case so far. However as pioneers to the resettlement initiatives we should continue to do our best to accommodate more refugees, and may wish to maintain support at current levels of 50 refugees per annum subject to an annual assessment of our capability to respond to the individual needs e.g. availability of school places.

**8. Councillor Dunbar**

Have the recent cuts in ESOL funding in places like Bradford College been raised with the Government particularly in light of recent plans to accept more Syrian refugees?

**Answer**

ESOL provision plays an important beneficial role in the integration, citizenship, and employment for new arrivals, immigrants and asylum seekers. The supply of sufficient ESOL provision to meet local demand to promote better integration into wider society and the labour market is a key priority identified in our Employment and Skills Strategy.

It is difficult to determine whether there will be sufficient ESOL provision to meet any potential need for Syrian refugees as their eligibility for government funding and need would be determined by their individual circumstance. It is important to focus on what the learners themselves would need. Learners would come from a range of backgrounds. Some learners are likely to be highly educated and skilled; some with multiple life challenges; some that will be traumatised; and a range of ages and learning abilities involved.

Speaking more generally, there has been a significant reduction in government spending on ESOL provision. Access to government funded ESOL has been narrowed to those on active work-related benefits. However, other potential ESOL beneficiaries – the working poor and non-employed women, for example – do not meet the government’s criteria and are thus excluded. It is recognised that the funding and delivery of ESOL does not meet our local community needs and there have been on-going discussions with appropriate government departments on Bradford’s requirements.

We estimate that we have a shortfall of over 600 ESOL places in the District and we have had discussions with the Department of Work and Pensions (DWP) and the Skills Funding Agency (SFA) as part of our on-going strategic discussions with these agencies (these two Agencies fund the majority of ESOL or related provision). The impact of the reduction of funding for ESOL provision on childhood poverty has been raised with DWP through the Childhood Strategy Group.

**9. Councillor Pennington**

Can the Leader of the Council confirm whether the old Keighley College building in North Street will be demolished?

**Answer**

The Council employed Mark Brearley and Company to market the building to local, regional and national interests as the building is not listed, but in a conservation area. The combination of the complexity and size of the building, which was built in 5 phases, combined with the additional constraints associated with conservation area status have proved enough to frustrate progress to any sale.

As a consequence discussion is now underway with partners along with preparation of necessary related information to present to the Portfolio Holder later this year for decision-making on next steps.

It is a matter of public knowledge that funds were set aside some time ago in case demolition turned out to be the best way to return the site to a productive use.

**10. Councillor Hassan Khan**

Can the leader update Council on progress with sub-national devolution?

**Answer**

A formal submission was sent to HM Government on the 4<sup>th</sup> September from the West Yorkshire Combined Authority. This was a Leeds City Region focussed submission, building on the existing City and Growth deals and seeking to secure additional, significant and transformative range of powers and resources. These are to be drawn down from Whitehall and Westminster to the sub-national level and protect the democratic legitimacy of local government.

This is all an extension of the existing Devolution Deal approved in March 2015 covering Transport, Housing, Business Support, Employment and Skills.

The LCR Submission is one of 38 in the UK set for consideration as part of the Spending Review. Announcements are expected to be in the Autumn Statement on the 25<sup>th</sup> November. On-going dialogue and negotiation remains in place both within the Spending

review process and as part of the continued involvement with government and other public bodies on addressing growth, public sector reform and well-being. Leaders in West Yorkshire remain committed and directly involved in protecting and promoting the best interests of their Districts and seeking the best possible powers and resources for greater self-determination, prosperity, well-being and resilience.

**11. Councillor Shafiq**

Can the Portfolio Holder for Education, Skills and Culture outline how the performance of students will be monitored at Laisterdyke Business & Enterprise College?

**Answer**

Students' performance at Laisterdyke is currently being tracked and monitored closely by interim leadership that has a proven track record in improving outcomes. Transition arrangements will be made to ensure that this remains a clear focus as the school moves towards becoming an academy.

**12. Councillor Davies**

At the last Full Council meeting, I asked about how the effectiveness of employing a Recruitment and Retention Strategy manager for Teaching would be measured and I was informed that you were “working on the criteria” – is it possible for the Portfolio Holder for Education, Skills and Culture provide an update on any progress to date?

**Answer**

There are two main measures which are being used to measure success.

- Increasing the number of applications by 50% within the Bradford District
- To retain high quality teachers and leaders in the Bradford District – this level of data is not easy to access however a baseline data set is being established at the moment and will be ready by the end of October so that a Key Performance Indicator can be determined.

Measures to be presented (both quantitative and qualitative data) against the above on an annual basis over the next three years, with emerging patterns being addressed.

**Supplementary Question**

Thanks for the answer. On the first point it says increase the number of applications by 50%. What is the average number of applications at the moment per vacancy?

**Councillor Hinchcliffe**

I do not have those to hand but I can let you have those.

**13. Councillor Dunbar**

With one in 8 households living in fuel poverty in the Bradford District what is the anticipated impact on people in those households of the uncertain future of the Energy Company Obligation and the government's decision to end the Green Deal Scheme on fuel poor households in Bradford? What are the wider implications for the District of the Government's decision to cut subsidies for green energy?

**Answer**

There have been a number of recent policy changes by Government that have had a negative impact on the domestic energy efficiency market, the opportunities to obtain funding for domestic energy efficiency works and the ability of the Council and its partners to reduce fuel poverty in the District.

The scarcity of subsidy available for home energy efficiency measures has meant that potentially fuel poor households cannot afford to have retrofit work carried out on their homes (especially for the high value 'hard to treat' measures mostly required in Bradford). This has been made worse by the closure of the Green Deal and the reduced availability of easily sourced finance for any customer contributions that may be required.

This has had an immediate effect on the local domestic energy efficiency market. The regional Better Homes Yorkshire programme (with Bradford Council as a partner) has got off to a slow start, due to funding challenges for domestic energy measures and reduced level of subsidy depressing demand in the owner occupier / private landlord sectors. A number of well known green energy contractors have recently gone into administration, including Mark Group (one of the largest solar and insulation contractors in the country), Climate Energy (a large managing agent who have worked with the Council in the past) and Tadea UK Ltd (who worked successfully on the previous Bradford bwarm scheme) – the latter causing significant financial problems for a Bradford based building and insulation firm who worked for them as a sub-contractor.

Despite these recent developments, there is still a considerable need for these types of interventions. Latest figures show that there are nearly 30,000 households living in fuel poverty in the Bradford District. It is estimated that an investment of around half a billion pounds would be required to retrofit the homes of these residents and contribute to lifting them out of fuel poverty. This would have an enormous impact on both the lives of these people and the local economy, creating major savings for local health services as well as having significant social and economic benefits.

**Supplementary Question**

Thanks Portfolio Holder for the answer. I just want to ask do you not think in light of your answer that this makes a mockery of David Cameron's claim to be the greenest government ever and also make a further mockery of his claim at conference to make an assault on poverty when independent research shows that up to 600,000 people in the next year could fall into poverty as a result of their welfare reform bill?

**Councillor Imran Khan**

Yes and shame on them.

**14. Councillor Stelling**

To ask the Portfolio Holder for Housing, Planning and Transport - Winter is coming, can the Portfolio Holder detail what support local residents who signed up to the snow warden scheme can expect?

**Answer**

We will be providing advice and guidance on clearing snow, supplies of grit in small, manageable bags and snow shovels where required.

**15. Councillor Swallow**

Can the leader tell us how many working families in the District will lose money as a result of the Government's cuts to Working Tax Credits?

**Answer**

Tax Credits are administered by Her Majesties Revenue and Customs and the Council does not have access to information about the individual claims to make an informed assessment of the impact of the announced changes. Furthermore, the changes announced do not relate specifically to Working Tax Credit and it is the very complicated interplay between the various Benefits and taxation that will dictate the financial impact.

What the Council does know is that in December 2014, 33,000 families received Working Tax Credit, of which 27,000 also received Child Tax Credit. A further 23,000 families received Child Tax Credit only, 15,000 of whom are out of work.

From April 2016, the income threshold, above which Tax Credit is withdrawn, reduces from £6,420 to £3,850 per year, and the amount by which it reduces is increased. This means that the amount of Tax Credit a family is entitled to will be reduced. The Council does not hold the information about income levels for Tax Credit recipients, so it is difficult to predict the number affected. However, given the low level of income that is now protected, it seems likely that a high proportion of the 33,000 families will see some reduction.

Also from April 2016, Working Tax Credit is to be frozen at its current rate, for the next four years. This will affect all 33,000 of our families that are currently in receipt. The same freeze applies to Child Tax Credit, so a further 8,000 families in work and 15,000 out of work, will see no increase for four years. The freeze also applies to Housing Benefit.

From April 2017, Child Tax Credit will be limited to 2 children only, for families with children born after that date. Larger families that already receive Child Tax Credit will continue to receive it at the current level. The Council does not hold the information about how many awards are being made to families with two children

Officers continue to work on understanding the overall impact for our residents.

**16. Councillor Cooke**

Can the Leader of the Council advise when and by whom the decision was made to grant a license for test drilling on Harden Moor?

**Answer**

The decision to issue a licence to undertake up to 8 test boreholes on Harden Moor was taken in March this year by the Strategic Director, Regeneration following consultation with the Portfolio Holder for Housing, Transport and Planning and Portfolio Holder for Environment, Sport & Sustainability.

**Supplementary Question**

Thank you for the answer. Can the relevant Portfolio Holder or the Leader explain why given the sensitivity of this site there was no consultation with ward councillors or indeed any information given to ward councillors meaning that we received the information that we were told that the drilling was going to take place by the first people who were going to conduct the drilling not by the Council. Can we get this right please?



## **Councillor Val Slater**

I will apologise to Councillor Cooke. It was about 18 months ago when Councillor Thornton and I were consulted on this and I distinctly remember that both of us said that one of the first steps that must happen is they must consult with the ward councillors and if that did not happen then you have my apologies and I will raise it with the relevant officers.

## **17. Councillor Jabar**

What is Bradford Council doing to tackle the problem of Dog Fouling? How many tickets/prosecutions has the Council issued in the last two years and how many in the Great Horton Ward?

### **Answer**

The primary responsibility for preventing dog fouling lies with dog owners and it should be wholly unacceptable for people not to clean up after their dogs leaving local tax payers to foot the bill for clearing up their anti-social mess.

Reports of dog fouling are received via the Council's contact centre. Reports are either directed to Environmental Health or the Council Warden Service where further investigation is required.

Any complaints of dog fouling where the offender can be identified and the witness is prepared to provide a supporting witness statement are sent to Environmental Health who will issue a fixed penalty notice to the alleged offender.

Cases where the offender is known but the witness is not prepared to give a witness statement, or where there have been repeated incidents of fouling, are sent to the Council Warden Service. Wardens will write to or visit the alleged offender and will carry out patrols in order to try to identify the dog owners concerned. In addition Wardens will also carry out leaflet drops, door knocking and will place "no fouling" stickers at key locations in an effort to deter irresponsible dog ownership.

Where Council Wardens witness dog fouling incidents they will issue fixed penalty fines to offenders.

Targeted patrols are undertaken at known 'hot spots' including early morning, late night and weekend patrols. When necessary Wardens will undertake patrols in plain clothes in an attempt to identify offenders.

Tackling dog fouling is a priority for the Service but enforcing these offences is difficult because offenders have to be caught in the act. However, support from the public is helping to address this longstanding problem.

The Green Dog walkers scheme is a community led initiative that encourages people to take a pledge to be a responsible dog owner and clean up after their dog. Local volunteers approach other dog walkers in a non-confrontational manner to promote responsible dog ownership. The Neighbourhood Service provides support for such things as armbands, promotional materials and bags. Groups are also encouraged to organise fund raising events to ensure sustainability of the scheme. Its success depends on visibility, and friendly peer pressure to encourage change in attitude. Volunteers sign up to the pledge, wear the armband and commit to carrying extra dog poo bags with them so that they can offer these to anyone that they see who has not got one.

Bradford Council has recently joined forces with environmental charity Keep Britain Tidy and is piloting a new campaign to tackle dog fouling hotspots. Dog fouling tends to occur at night time and during the months with shorter days, as some dog owners feel that they can't be seen 'under the cover of darkness'. The 'We're watching you' series of signs are visible after dark, and use innovative cutting edge materials and are designed to deter dog fouling offences. Pilots in other parts of the country have seen up to an average reduction of 46% in the levels of dog fouling in areas where the posters were used. The pilot campaign is taking place in Shipley and following evaluation of its success a decision will be made on a district wide campaign.

In terms of enforcement action for dog fouling in the financial year 2014/15, 26 Fixed Penalty Notices (FPNs) were issued with 2 prosecutions. From April 2015 to 30<sup>th</sup> September 2015, 4 FPNs have been issued with 2 successful prosecutions. No FPNs have been issued in the Great Horton Ward.

**18. Councillor Ahmed**

What criteria are used for accepting local community asset nominations and what criteria are used for rejecting local community asset nominations in Bradford?

**Answer**

The Council only accepts nominations for the listing of land and property as assets of community value under the Localism Act. The validity of a nomination is assessed against criteria set out in the Act. To be valid the following conditions must be met;

**1. The Property**

The property's current primary use must further the social wellbeing or social interests of the local community, and it is realistic to think that this use will continue. Social interests include culture, recreation and sport. A property will also qualify when its main use in the recent past meets the definition, and it is realistic to think that its use may again fall within the definition within the next five years (whether or not in the same way as before).

**2. The applicant must be eligible to nominate;**

- A local voluntary or community group that is incorporated – this means it has a separate legal status from its members.
- A local voluntary or community group that is not incorporated but has at least 21 members who appear on the electoral roll within CBMDC or a neighboring authority.
- A parish council.
- Neighboring parish councils – if a parish council borders an un-parish area it may nominate asset within that area.

Community interest groups with a local connection which has one of the following structures:

- A charity
- A community interest company
- A company limited by guarantee that is non profit distributing
- An industrial provident society that is none profit distributing.

For a local group to be able to nominate it must be able to demonstrate that its activities are wholly or partly concerned with the local authority area within which the asset is located or with a neighbouring authority (which shares a boundary with Bradford).

Requests for properties to be transferred by community asset transfer are assessed on a case by case basis having regard to the community benefits and viability of proposed projects. Proposals are assessed against the framework set out in the Council's 2015 Community Asset Transfer Policy which can be accessed on the council's website. Operational, properties required to support corporate priorities and properties forming part of the investment estate are excluded from CAT.

**19. Councillor Greenwood**

What numbers of psychiatric patients were sent to hospitals out of Bradford last year and how many since the Mental Health crisis care concordat was launched?

**Answer**

In 2014 Bradford District Care Foundation Trust Acute Care service was sending an average of 7 service users a week to private sector or out of area hospitals. The maximum number of people based in private or out of area hospitals reached a maximum of 20 at one point.

I am please to report that the developments introduced by all agencies working within the Crisis Care Concordat have made a major difference to this situation in 2015.

There have been no out of area acute care placements and no private sector acute care placements made by Bradford/Airedale Mental Health services for 217 days up to today. This figure is for people placed in acute care beds. There are still specialist placements made when necessary.

The reason for this improvement is as follows:

1. The First Response service has been developed by the Care Trust. All NHS, Police and Local Authority crisis response services are now working together in an integrated way.
2. The Local Authority is supporting this with housing, access to support services, integrated social care workers and Approved Mental Health Professionals.
3. We have worked with the voluntary sector to develop the MIND Sanctuary for people in Mental Health crisis.
4. These developments are supported by the Crisis Care Concordat Implementation group that reports to the health and wellbeing board. Bradford now has national recognition for the success of this 'whole system' approach and has recently been part of the Urgent and Emergency Care Vanguard regional bid. This will support further development in this area.

**20. Councillor Sykes**

As a result of the Portfolio Holder for Housing and Planning's apparent change of stance regarding the need to concrete over the Green Belt, can we expect the Council to revise

downwards the number of houses planned to be constructed in the Green Belt, as contained in the Council's Local Development Plan?

**Answer**

First of all I must emphasise that I have not had a recent change of stance. My position has consistently been to ensure that the future needs of the district are positively met and where possible and achievable in so doing seek to promote the reuse of previously developed land and by so reducing the need for change to the green belt. However it has always been recognised that the scale of need necessitates some change to green belt to meet needs in full to 2030 in line with government policy.

As the member will appreciate, the Council's Local Plan is required by the Government to plan positively to meet the needs of the district's population. The approach to assessing both overall housing need and to how and where to accommodate that need has to be in accordance with Government policy and based on a range of evidence including the available land supply. So I can confirm three things:

One - there have been no changes in Government policy or evidence to change the assumption that the district will need at least 42,100 new homes up to 2030.

Two - there have been no significant changes in the evidence base regarding land supply as set out in the Council's latest Strategic Housing Land Availability Assessment (SHLAA). This shows that the district cannot meet its housing needs without a significant contribution from green belt land. While the Government have made some limited but welcome announcements which are aimed at encouraging development on brown field land this does not alter the fundamental problem that there simply is not enough available and deliverable brownfield land in the district to meet its huge need for new homes.

Three - there have been no significant changes to the Government's National Planning Policy Framework (NPPF) relating to green belt.

In conclusion though the Council will be working hard to minimise development within the green belt and will work within its budgetary constraints to stimulate and encourage brown field land, there are no plans to change nor any justification for any change the Core Strategy's policy with regards to the amount of housing or the exceptional circumstances that warrant change to Green Belt in order to meet development needs.

**21. Councillor Swallow**

Could the Portfolio Holder comment on the take up of household recycling bins across the District - what percentage of households broken down by ward and constituency have taken a recycling bin?

**Answer**

The service does not hold data at ward or constituency level, as these are not co terminus with collection rounds.

In response to promoting recycling services, the take up of recycling bins continues to grow steadily as further requests for recycling bins are received from residents around the district. So far this year (January-September) 10,035 recycling bins have been issued, compared to 13,049 for the whole of last year.

**22. Councillor Ferriby**

Can the Portfolio Holder update the Council on Bradford's nomination for Social Worker of the year?

**Answer**

A Bradford Council social worker, Sylvana Keenan, has been shortlisted in the national Children's Social Worker of the year awards.

Sylvana is an outstanding and highly respected member of a skilled and committed multi-agency team that is working to support victims of child sexual exploitation (CSE), reduce the risks of CSE and bring offenders to justice.

Sylvana's nomination reflects not just her own professionalism and dedication but also that of the whole team and the seriousness that the Council, Police and their partners attach to tackling CSE.

On behalf of all members of the Council I want to commend Sylvana and her colleagues for the tremendous work that they are doing to address the scourge of CSE.

The awards ceremony is to be held at the end of November and we wish Sylvana the very best.

**23. Councillor Leeming**

To ask the Portfolio Holder for Housing, Planning and Transport - On the 10th September the Telegraph published comments from the Chair of the Bradford Area Planning Panel regarding retrospective planning applications. Do Councillor Lee's comments signal the Executive's commitment to alter the current planning process?

**Answer**

Firstly I would emphasis that the current planning application processes are set out in the relevant Legislation and Regulations and are not for the Council to change.

The question refers to those planning applications submitted for development that have either been started or completed without planning permission. In many cases, such submissions are as a result of challenge by the Council's planning enforcement section. Whilst regrettable, the existence of the development in question would not prejudice any decision the Council would subsequently make, in terms of approving or refusing planning permission. The planning process remains unaltered following Councillor Lee's comments.

**24. Councillor Davies**

Can the Portfolio Holder for Education, Skills and Culture explain why there is no mention of childminders in the new Education Covenant, as it isn't merely nurseries that provide valuable early years provision?

**Answer**

The Council are clear that it is the joint responsibility of families, parents and carers alongside the variety of settings which provide childcare and Early Education to ensure that all our children receive the very best start in life and in preparing them to be school ready and life-long learners. Parents can access the place of their choice from a range of early years settings not just nursery schools. We are at the start of a consultation process on the contents of the Bradford Education Covenant and will look at this suggestion by Cllr Davies as we consider the feedback received.

**25. Councillor Dunbar**

Will the Leader support the work of 'Just a Ball Game?' and their aim to promote the core values of 'safety, inclusion and respect' around LGBT people, sexual orientation and gender identity in sport and what could the local authority do to further support such work in schools and youth services? N.B. check [justaballgame.co.uk](http://justaballgame.co.uk) for more information?

**Answer**

I was disappointed that other commitments prevented me from attending the launch of Just a Ball Game at Bradford Brewery but was pleased to send a message of support. The Council fully supports the principles of safety, inclusion and respect of LGBT people, sexual orientation and gender identity in all its work. The Youth Service is always keen to use the informal education sessions to further the understanding of the issues affecting LGBT young people and uses these sessions to challenge, promote and increase cohesion within communities. We welcome opportunity to support and further this work alongside others working in the district and officers will be making contact with the organisation to look at what opportunities are available for this locally.

**26. Councillor Swallow**

Could the Portfolio Holder comment on the standards of housing in the Bradford District and on the numbers of empty properties there are? Could she also comment on the work this Council has done to improve standards of housing and bring empty properties back into use?

**Answer**

The Council has recently commissioned a Stock Modelling assessment of housing conditions in the district. A comparison with the results from the previous Stock Condition Survey (2007) indicates that there has been a slight improvement in property conditions but that there are still significant issues with property condition in the private sector and, in particular, in the private rented sector.

The Council uses a range of approaches including advice and information, enforcement in the private rented sector and loans for vulnerable homeowners to improve housing standards. Through these approaches in 2014/15 housing conditions were improved in 2167 properties.

Empty Homes has been a key and successful area of work for the Council for some years. The Empty Homes and Loans Team targets long term empty properties which can have a detrimental effect on neighbours and the wider community. The team uses a combination of enforcement action, advice and financial assistance (equity loans) as well as working closely with community led partnerships and other housing providers to access funding opportunities and to produce solutions for particular properties.

Performance in bringing empty homes back into use has contributed significantly to the amount of New Homes Bonus received by the Council. At the end of 2014 Bradford Council was the 3rd highest performing authority in the country, behind Liverpool and Birmingham, for bringing long term empty properties back into use. Between 2009/10 and 2013/14 a total of 3,360 long term empty homes were brought back into use, contributing to the receipt of over £20m in New Homes Bonus (Please note: the 2014/15 figure for long term empties is yet to be validated and released following submission of the statutory return in October).

Housing standards and empty homes continue to present serious challenges in the District and this is why “Decent Homes That People Can Afford to Live In” continues to be a key cross cutting theme within our New Deal approach.

### **Supplementary Question**

I was interested to read in the papers recently that the Shipley MP Philip Davies had a perspective on this question and I would like to know if the Portfolio Holder agrees that a law requiring homes to be fit for human habitation is an unnecessary burden and that landlords should not be burdened with this?

### **Councillor Val Slater**

No Councillor Swallow I certainly do not agree with that. I think it indicates once more that Philip Davies MP does not live in the real world. We all know that there are homes in Bradford that have got problems. We do know that we have got landlords that do not keep their properties up to standard and in fact we did a pilot initiative checking flats above shops and we were shocked to find out the level of risk and danger there was there so we will be running a further initiative where we will be checking all shops, flats above shops and a particular concern was about fire safety. So yes Philip Davies does not live in the real world and I do not agree with him.

### **27. Councillor Cooke**

Can the Deputy Leader of the Council confirm whether she has met with her counterpart in Leeds to discuss the impact of land allocations in the sensitive Green Belt between Leeds and Bradford and if so how did it go?

### **Answer**

The Leeds City Region (LCR) Planning Portfolios Board was established to support the discharge of the Duty to Cooperate (introduced in the Localism Act) in the preparation of each Local Authorities Local Plan. The Leeds City Region Statement of Cooperation (approved September 2014 sets out the agreed approach for looking at strategic cross boundary implications and alignment of Local Plan Documents. As part of the agreed process emerging local plans are required to complete a duty to cooperate template which sets out the strategic and cross boundary implications of the respective Local Plan document and how they are being considered and addressed. The Local Plans are then presented together with an overview of the strategic and cross boundary issues at key stages to the LCR Planning Portfolio Holders Board. The Leeds Allocations DPD was presented to the meeting in July where cross boundary issues were discussed. While there have been ongoing meetings at an officer level on cross boundary issues, no individual meeting has taken place between the respective portfolio holder from Leeds outside the LCR meetings.

The Leeds Allocations DPD was published for formal comment on 22 September and officers are currently reviewing the proposals and will be briefing the Portfolio holder on any implications for the District and the nature of any response from the Council.

### **Supplementary Question**

Thank you for the answer explaining the officer processes. I am taking that having read the answer that the answer to the question is no. Can the Portfolio Leader confirm that and confirm that she will take efforts to discuss what is really a sensitive and important issue for many thousands of residents of this district?

**Councillor Val Slater**

The answer is yes. Not no if you read the answer properly. I chair the Leeds City Region Planning Portfolio Holders Board. We discuss all plans coming forward so we have had a discussion with, well it depends what you meant by my counterpart at Leeds, did you want me to speak to my counterpart as Deputy Leader, as neither of them covers planning or did you mean my counterpart as the Planning Portfolio Holder? If you meant the latter then yes he was there and we did discuss it.

**28. Councillor Wainwright**

What can Council Wardens and PCSOs do to discourage unsafe and anti-social parking for example across driveways, on pavements forcing pedestrians non to the road and on grass verges and playing fields?

**Answer**

Council Wardens can issue Penalty Charge Notices (PCNs) to any vehicle parked across a driveway, but only at the request of the householder. They can also issue PCNs to any vehicle parked across a kerb dropped to assist pedestrians crossing a road.

Council Wardens cannot however issue to vehicles parked on a pavement, unless there are parking restrictions on the highway, which are usually enforceable to the back of the pavement.

In other circumstance, Police Officers may issue a Fixed Penalty Notice if they consider a vehicle is obstructing a footway for pedestrians. If parking issues were considered to be persistent and part of wider neighbourhood nuisance police/council could consider ASB (Anti Social Behaviour) interventions including warning letters or referral to Restorative Justice (RJ) Hub.

**29. Councillor Dunbar**

Can the Portfolio Holder for Education, Skills and Culture please cite good examples of political education that is developing awareness of and participation in politics and democracy in our schools across the district and what more we could do to support schools who are less developed in this area?

**Answer**

Partnership reviews have not focused specifically on political education so we are not in a position to identify specific examples of good practice. However, all schools include aspects of political education within the PSHCE curriculum. Many schools use the election of student councils to teach about democracy and a number held mock elections this spring to raise awareness of the processes associated with the full election process.

As part of the development of the Language for Learning strategy, a group of primary schools created the 'Woolsack Debating Society'. Last year, 24 primary schools in 8 triads were involved in debating first Woolsack Debating Society annual competition which took place on Tuesday 16 June 2015. Two teams have a debate and the third team acts as the judges. The topic for the final of the debate was "Should museums and art galleries be free?". The children are exceptionally enthusiastic about their debating society and this was a wonderful opportunity for them all to come together.

It should also be noted that Beckfoot School won the Debating Matters National Final 2015 in June this year.



**30. Councillor Sykes**

Does the Council consider that the holding of a public consultation exercise regarding the Community Infrastructure Levy during August was conducive to maximising public participation?

**Answer**

It is critical to make progress towards adoption of Community Infrastructure Levy (CIL) to ensure that development contributes appropriately to infrastructure costs within the District, especially given the restrictions on the use of Section 106 Agreements to secure financial contributions to local Infrastructure from April this year. To this end following approval of the Preliminary Draft Charging Schedule at Executive on 21st July, consultation commenced on 31st July and ran until 11th September for the required 6 week period.

Given the specialist nature of the document the consultation, while open to the public, was targeted at those with the knowledge and competencies to comment on the technical issues contained in the document. The Consultation invited comments on the Preliminary Draft Charging Schedule, Draft Regulation 123 list, Draft Instalments Policy and the supporting Economic Viability Assessment. Apart from the Regulation 123 list which has high level list of types of infrastructure which could be funded by CIL, the consultation did not go into details of what and how infrastructure would be provided at the local level.

The Council is currently considering the comments received to the Preliminary Draft Charging Schedule and is looking to take a Draft version to Executive in November followed by Full Council in December with a view to approving it for submission to government for examination.

**Supplementary Question**

Thanks Val for the answer. How many responses did we get to the CIL consultation?

**Councillor Val Slater**

I think it was around 46 but do not hold me to that. I will send you the exact figure.

**31. Councillor Swallow**

Can the Council quantify the cost of cleaning up chewing gum and what can be done to deal with the issue?

**Answer**

Removing chewing gum is an extremely time consuming and expensive operation. Since 2014 it is estimated between £30,000-35,000 has been spent on removing chewing gum, focused on the heritage streets and the City centre. In terms of enforcement, in the near future, the Council will be trialling a dedicated litter enforcement team. The team will focus predominantly in the town centres and will take a zero tolerance approach to those people who drop litter (which includes chewing gum) with on the spot fines for offenders.

**32. Councillor Reid**

To ask the Portfolio Holder for Housing, Planning and Transport - How many people work in the Network Resilience Team which deals with road closures?

**Answer**

The Network Resilience Team has 16 staff in total. Six staff within the team have the necessary delegated authority to prepare road closure orders.

**Supplementary Question**

I am grateful to the Portfolio Holder for setting my fears at rest. We clearly have the staff in place to do the job. I did wonder in the summer when we had the bizarre situation at Ravenscliffe of first pulling their buses off the estate before the closure order came into force but I am prepared to believe that was simply an occasional blip. We have got people to do the job and should such a thing happen again I trust the Portfolio Holder would support me in saying it should not happen.

**Councillor Val Slater**

Yes.

**33. Councillor Ahmed**

Can the leader please tell us how many children that the Council is responsible for went missing from care last year and the year before?

**Answer**

The total number of missing referrals is drawn from contacts made to the police.

Quarter	Missing Referrals	Children Involved	No of children in care (% of total referrals)	Children missing multiple times
Apr- Jun	77	60	11 (28.6%)	8
Jul - Sep	128	107	23 (33%)	13
Oct - Dec	75	52	13 (41.3%)	8
Jan-Mar	155	115	23 (36.1%)	19
Total	435			

As per the table the number of children per quarter who ran away from a care setting is given in the 4<sup>th</sup> column as is the figure for the percentage of missing referrals for which that group was responsible. So for the first quarter Apr-Jun we had 77 missing referrals 28.6% of which were attributable to 11 children in care. Because the missing issue is analysed in terms of the total number of referrals it is necessary to manually check each quarter to ensure that children who run away on multiple occasions are not counted twice. The number of children looked after by the local authority that went missing in the financial year 2013-14 was 51 this includes 3 older children who went missing from supported placements.

### Missing Statistics 2014-15

Quarter	Missing Referrals	Children Involved	No of Children in care(% of total referrals)	Children missing multiple times
Apr-Jun	138	103	23 (22.3%)	21
Jul -Sep	168	108	28 (25.9%)	15
Oct - Dec	204	131	29 (14.2%)	24
Jan - Mar	199	185	53 (26.6%)	26
<b>Total</b>	<b>709</b>			

For 2014 -15 the overall number of referrals had increased partly due to increased emphasis on missing and changes to the protocol for reporting such incidents but also because we have an increasing group of children who run away on multiple occasions and influence others to do so. In percentage terms the amount of children in care involved in missing incidents has gone down because the overall number of reported incidents has gone up significantly from 435 to 709.

The number of children looked after by the local authority that went missing in financial year 2014 – 15 was 86 including 5 older young who went missing from supported placements.

#### 34. **Councillor Warnes**

Since the light timings at the pedestrian crossing on Saltaire Road (near the junction with Victoria Road) were altered to allow much swifter pedestrian access at the request of the ward councillors, how many other crossings have been similarly adjusted across our District?

#### **Answer**

The pedestrian crossing on Saltaire Road at Victoria Road was altered May 2015 as a result of Councillor Warnes request back in June 2013.

All mid-block PUFFIN crossings that are newly built or refurbished in the future will be configured using the Victoria Road generic specification. Since the introduction of the new methodology at Victoria Road we have modified/installed a further 8 crossings utilising the same specification.

The generic specification for pedestrian crossings will significantly reduce pedestrian waiting times when the signals have already been green to traffic for 20 seconds or more.

### 35. **Councillor Davies**

Can the Portfolio Holder for Education, Skills and Culture confirm the benefit of Bradford being a literacy hub when Key Stage 2 reading standards have fallen this year?

#### **Answer**

The work of the National Literacy Hub is welcomed in the district and the work is valuable. An outline of the work achieved and the workplan ahead is included below. However the National Literacy Hub resource provided by the National Literacy Trust is just one full time worker with a minimal budget so the local authority has never envisaged relying uniquely on the National Literacy Trust work to raise standards. Instead the work adds to an increasing level of support provided across all schools.

e.g. The Shine Partnership (a group of schools in Manningham) are leading on the Talk for Writing Project. The partnership held a conference with national speakers addressing the very pertinent issues of how to teach grammar creatively through Talk for Writing, how to support parents in developing language at home plus other talk-focused workshops.

As for the National Literacy Hub, in its first year, the literacy hub has targeted younger children and their families as outlined below.

As part of the improving school readiness, the Literacy Hub Manager has been working on early literacy through the implementation of the 'Early Words Together' programme working in partnership with 9 Children's Centres and 1 Family Centre within the district. The details and impact of this is outlined below:

The commitment was to develop 50 parent champions across Bradford who have the tools to engage in their children's literacy development. To date 35 parent champions have been trained and the programme has been delivered to at least 100 families across the district.

- Early Words Together surveys highlighted parents describing an increased confidence in sharing books with their children and improved concentration and attention to tasks by their children.
- Parents in the focus groups identified that their children had become more independent and that they as parents had learnt to allow their children to do things themselves.
- Parents who had been involved in the 6 week EWT programme were keen to either continue these sessions or to become involved in other programmes e.g. ESOL classes.

#### Premier League Reading Stars

The hub ran the National Literacy Trust's innovative programme Premier League Reading Stars which harnesses children's passion for football to boost results in reading and writing.

- Children who took part in Premier League Reading Stars activities were significantly more likely to enjoy reading at the end of the project. A small number of children who took part in this programme and their enjoyment of reading increased by 75%. Imran please provide actual number of children involved.
- The increase in reading enjoyment was particularly notable for boys and those on Free School Meals. 65% of children receiving FSMs enjoyed reading after the programme; up from 37%. There was a 74% increase in the number of boys who enjoy reading.

### Creative Writing

This project focused on improving boys' writing and involved the use of Performance Poets working with groups of identified Years 6, 7 and 8 pupils in 3 Secondary schools, 2 Primary schools and 2 Supplementary schools.

The main impact of this programme was the shifting of the young people's (mainly boys) attitude towards writing. The students' work demonstrated a distinct improvement in their organisation and content of their writing. IH to provide number of students involved.

### Dads' engagement

This project involved a particular focus on engaging Dads/Male carers in working with and alongside their children in the development of the home learning environment.

Around 45 dads/male carers participated in this project and the impact is in the process of being measured.

This project is to be further developed in 2015-16 to include staff's training on 'Best practice engaging male carers' with a specific focus on creating opportunities for male carers to support their children's literacy skills (reading, listening and talking skills).

### New programme 2015-16

The Literacy hub has partnered with the National Literacy Trust's Picture the poet programme and internationally acclaimed performance poet and schools practitioner Francesca Beard to produce a programme that will support teachers to encourage their students develop a curiosity about poems and how they work, a willingness to play with language and a desire to discover and define their individual poetry style.

### **Supplementary Question**

Thank you for the comprehensive reply. Just a couple of things that seem to be missing. It says "Imran please provide actual number of children involved under the Premier League Reading Stars" and "IH to provide the number of students involved under the Creative Writing." I do not know if you have got that information.

### **Councillor Hinchcliffe**

Imran Hafeez is the National Literacy Hub Manager so he will provide those statistics. I am happy to pass those over. He is just one person. He does a huge amount as you say but he cannot solve all the problems we have.

### **36. Councillor Whiteley**

Could the Portfolio Holder for Health and Social Care please provide an update of the working of the BEST team, who assess the needs of patients prior to them leaving hospital in preparation for admission in to residential care homes? How many patients required their service on leaving Bradford hospitals and how many assessments were carried out in September by this team?

### **Answer**

The Bradford Enablement Support Team (BEST) provides enablement across the District setting goals with new service users to jointly work toward independence. The BEST service is free for up to 6 weeks and ongoing support after BEST is placed through the Support Options Service commissioning with approved Independent Home Care Providers. 25% of BEST service users are fully independent at the end of enablement with a further 28% having a reduced care package. All new work is referred through the BEST service where home support is needed.

The Bradford Enablement Support Team does not assess for residential care the Social work team at BRI complete the assessments for Long Term Care. In September there were 11 admissions from the acute hospitals and four from the Community Hospitals, 15 in total.

There are currently two Home Care Seniors based in the hospitals, one in AGH working with the Social work Assessment Team/Airedale, Wharfedale & Craven Intermediate Care Hub and a second Home Care Senior is based at St Luke's working with the Virtual Ward in the Intermediate Care Hub. The Intermediate Care Hub is expanding to take all step up care from GPs with effect from 2nd November with a Health and Social Care MDT Triage and assessment. The new BEST Rapid Response team that will be based in the HUB will provide 24 hour rapid response social care prior to the BEST service picking up the work.

The hospital based Home Care Seniors support the discharge process setting enablement goals with patients (and describing the enablement process) from Airedale hospital and in Bradford ensuring a smooth transfer of care from the Virtual Ward into BEST when patients are clinically stable. The expansion of the Intermediate Care Hub in November 2015 will see the introduction of a small BEST Rapid Response Team based in the Hub that will provide a wrap around social care response to prevent hospital admissions.

BEST Plus provides the same service as BEST, but with additional support from therapists. Support is provided to help people regain strength, stamina and improve confidence as well as re-learn the skills necessary for daily living, and also with carrying out therapy plans, for example by supporting people to carry out exercise plans. This service is an integrated service with Occupational and Physiotherapists from Bradford Teaching Hospital.

The BEST/BEST plus team received 219 referrals in the month of September 2015, having analysed the data the source is as follows:-

Bradford Hospitals: 29%  
Bradford Community Hospitals: 16%  
AWC HUB Airedale General Hospital: 18%  
Community: 37%

### **Supplementary Question**

Thank you very much for the comprehensive answer and explaining the actors in the process. I would like to ask how is the assessment of people leaving hospital monitored given my understanding that the team responsible for these assessments was unable to complete all of them and especially those of people returning to care homes.

### **Councillor Berry**

I will certainly get that looked into. I have spent some time with this particular team and I am very impressed with the work that they do but I am also aware that there have been some very significant pressures in the hospital system recently. If there are any concerns I will get that looked into very urgently and get back to you.

**37. Councillor Sykes**

Can the Portfolio Holder for Education, Skills and Culture advise colleagues of how many schools hold booster sessions before and/or after school for pupils who are struggling in key subjects such as English and Maths?

**Answer**

Unfortunately the local authority doesn't collect this kind of specific information. In our most successful schools the quality of class teaching is such that every pupil makes good progress and achieves their potential. This is the aspiration for all of our schools. However I would be surprised if we could find any Bradford school that doesn't use 'catch-up', 'intervention' or 'booster' classes to accelerate the progress of children and young people who could benefit from this additional targeted teaching.

Different schools run these sessions at different times to meet the needs of the pupils and their communities. So some are run before the formal school day begins, some after the end of the formal school day, some at lunchtime and others during the school day when additional teachers and teaching assistants are brought in to split a class into smaller groups during the lesson in that subject. These 'booster' lessons are most effective when children's gaps in learning have been analysed in detail and the teaching is planned to target those specific deficits in learning.

**38. Councillor Fear**

To ask the Leader of the Council - How much does the West Yorkshire Combined Authority have in its reserves?

**Answer**

The projected level of general (transport) reserves at the end of 2015/16 is £7m, arising from the cumulative position on the transport funding and expenditure. The figures were published in the Medium Term Financial Strategy as part of the report to the meeting of the Combined Authority on September 17<sup>th</sup> 2015

**Supplementary Question**

Given the amount of money £7m to the Combined Authorities Reserve and the financial pressures on this Council do we have a plan to get any of this money back?

**Councillor Green**

Just because money is in reserves does not mean it is uncommitted and as our Director of Finance will tell you every organisation keeps some reserves back in case of closure and payment and therefore an element of that is for that and others is for capital programme spends and other spends that have not been started or completed yet. I was out of the room when the West Yorkshire leaders were delegating responsibility for the Budget Sub-Committee of the Combined Authority and therefore I am chairing it. We are currently going through the budget and we are challenging all levels of the reserves line by line. You have to remember it is not all Bradford's money, it is the five local authorities and when we have looked at it and set a budget this year in which members of this authority will have a say we will be in a better position to tell you exactly where the financial situation of the West Yorkshire Combined Authority is.

39. **Councillor Townend**

Would the Portfolio Holder for Environment, Sport and Sustainability agree, that instead of just trying to squeeze every last drop of recycling from Baildon and other wards where recycling rates are high, it would be worth increasing the focus on areas with poor recycling rates as this is where the more significant improvements can be achieved and would he confirm who by and why it was decided to roll out the new bins system in the order of the areas that it is to be?

**Answer**

We are implementing the Domestic Waste and Recycling Policy (the Bin Policy), which aims to increase recycling rates across the District, alongside a District-wide round restructuring exercise to deal with the increased number of domestic properties that must be serviced across the District.

One of the key aims of the Bin Policy is to "squeeze every last drop of recycling" out of the residual waste bin presented by **every** household in the District and into a recycling waste bin. With that in mind, our workforce will be targeting non-recycling households **wherever** they are in the District and encouraging them to correctly sort their recyclable waste into the grey recycling waste bin.

We have two depots in the district, one in Bradford and one in Keighley, and the decision was taken to start in the smaller area to try to minimise any potential disruption. The work will be completed in two phases, with the Keighley Depot based collection rounds, which includes Baildon, commencing in November and Bradford Depot based rounds following in February 2016.

We recognise that some Wards in the District have a poor recycling rate, particularly in areas of high density housing where there isn't as much room for recycling bins. Consequently, efforts will inevitably focus on areas of poor performance and, in addition, we are piloting a DCLG funded project to explore alternative means of collecting recyclable household waste through the creation of communal collection facilities.



## Report of the Director of Finance to the meeting of Executive to be held on 21 July 2015.

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### Subject:

**Medium Term Financial Strategy 2016-17 to 2018-19 and beyond**

### Summary statement:

The Medium Term Financial Strategy focuses on how the Council intends to respond to the forecasted public sector funding reductions as a result of the ongoing austerity measures imposed by the Government's spending plans. It sets out the approaches and principles the Council will follow to ensure the Council remains financially viable and delivers on its priorities.

Inevitably the Forecast shows a Council continuing to get smaller. On top of the Budget decisions taken in February 2015, it identifies an immediate need to identify revenue savings of a further c £19m in order to set a Budget in February 2016. In the following year, 2017-18 the residual funding gap increases steeply to £59m before continuing to rise to £140m by 2021-22.

*A second 2015 Budget is expected on 8 July 2015. Its impact on the MTFs will be reported verbally at the meeting.*

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Accounting and Projects  
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**Portfolio: Leader of the Council**

**Overview & Scrutiny Area:**

**Corporate**



## 1. SUMMARY

- 1.1 In the medium term the Council is expecting to have to bear a disproportionate share of public sector funding reductions as a result of the ongoing austerity measures imposed by the Government's spending plans. The Medium Term Financial Strategy (MTFS) sets out the approaches and principles the Council will follow to ensure the Council remains financially viable and delivers on its priorities of:
- Good schools and a great start for all our children
  - Better skills, more good jobs and a growing economy
  - Better Health and better lives
  - Safe, clean and active communities
  - Decent homes that people can afford to live in.
- 1.2 Inevitably the Forecast shows a Council continuing to get smaller. On top of the Budget decisions taken in February 2015, it identifies an immediate need to identify revenue savings of a further c £19m in order to set a Budget in February 2016. In the following year, 2017-18 the residual funding gap increases steeply to £59m before continuing to rise to £140m by 2021-22.
- 1.3 With general Government funding RSG forecast to reach zero in 2020-21, the Council's ability to grow both its local council tax and business rates together will take on increasing significance. Equally important if the Council is to remain affordable and deliver sustainable public services is the New Deal the Council is looking to strike with the citizens of the District. Only by changing people's behaviour and expectations in terms of what is reasonable for them to expect from local services can with reduced resources the Council achieve positive results for citizens, their families, communities and the District.

## 2. BACKGROUND

- 2.1 The Strategy forms part of the Council's planning and performance framework, and provides the context for the more detailed budgeting process.
- 2.2 The MTFS is refreshed each year, to give a rolling three-year assessment of the fiscal environment, after the close of the previous year, and before the budgeting round commences. As was the case last year, it has also been extended to provide a longer term view up 2021-22
- 2.3 The MTFS (Appendix A) comprises three sections
1. Purpose, priorities and principles – page 2
  2. Medium Term Financial Forecast and Gap Analysis – page 4
  3. Risks associated with the Forecast – page 7

Followed by a series of Annexes

- Annex A Current Cost and Resource Structure and savings delivered.  
Annex B Expenditure Forecast Assumptions



Annex C	Resource Forecast Assumptions
Annex D	Planning Framework
Annex E	Capital Investment Plan

### **3. OTHER CONSIDERATIONS**

The Strategy is typically affected by Forward Plan decisions being considered by Executive and Council which have material financial implications.

### **4. FINANCIAL & RESOURCE APPRAISAL**

The Strategy is a financial and resource appraisal.

### **5. RISK MANAGEMENT AND GOVERNANCE ISSUES**

The principal risks arising from the strategic assessment spring from:

- the sensitivity of financial estimates to actions beyond the immediate control of the Council, in particularly Government decision on local authority financial regimes and spending levels
- the capability of the Council to influence Council Tax and Business Rates

### **6. LEGAL APPRAISAL**

Non specific

### **7. OTHER IMPLICATIONS**

Non specific

#### **7.1 EQUALITY & DIVERSITY**

Non specific

#### **7.2 SUSTAINABILITY IMPLICATIONS**

Non specific

#### **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

Non specific

#### **7.4 COMMUNITY SAFETY IMPLICATIONS**

Non specific

#### **7.5 HUMAN RIGHTS ACT**

Non specific



## **7.6 TRADE UNION**

Non specific

## **7.7 WARD IMPLICATIONS**

Non specific

## **8. NOT FOR PUBLICATION DOCUMENTS**

None

## **9. OPTIONS**

The Strategy does not propose different options, though it is based on a central estimate of incomes and expenditures determining the Council's resource position.

## **10. RECOMMENDATIONS**

10.1 That Executive consider the Medium Term Financial Strategy as an assessment of the Council's financial outlook to 2018-19 and beyond, and as a framework for it to remain financially viable and deliver sustainable public services in line with its priorities.

10.2 That Executive recommends the updated and revised Medium Term Financial Strategy at Appendix 1 of this report be forwarded to Council for approval.

## **11. APPENDICES**

Appendix 1 Medium Term Financial Strategy 2016-17 – 2018-19, including the Annexes to the Strategy

## **12. BACKGROUND DOCUMENTS**

Council Budget Report 26<sup>th</sup> February 2015 Document O



**City of Bradford Metropolitan  
District Council**

**Medium Term  
Financial Strategy**

2016-17 – 2018-19

## **PURPOSE, PRIORITIES AND PRINCIPLES OF THE MEDIUM TERM FINANCIAL STRATEGY (MTFS)**

### **1.1 Purpose and priorities**

The MTFS sets out how the Council intends to respond to:

- the forecasted size of the financial challenge it faces in both the medium and longer term (Medium Term Financial Plan – Annex A)
- the constraints of the national and local landscape
- the risks to financial resilience.

In the current financial climate the Council's principal financial aim is to remain viable so that it continues to work with partners, other organisations, residents and communities to deliver positive outcomes on its priorities of:

- Good schools and a great start for all our children
- Better skills, more good jobs and a growing economy
- Better Health and better lives
- Safe, clean and active communities
- Decent homes that people can afford to live in.

To remain affordable and deliver sustainable public services, the MTFS has four main objectives:-

- Continue the trend of recent years to manage down the Council's recurrent cost base in line with reductions in overall resources
- Maintain income levels and increase them where possible, including growing the Council Tax and Business Rates tax base
- Prudently use unallocated reserves and balances to smooth the transition to a lower cost base and accommodate unforeseen challenges, and ensure that longer term liabilities and risks are adequately covered
- Seek to benefit from future devolved arrangements for the region.

### **1.2 Approach and principles**

The approach to deliver the MTFS is consistent with the **New Deal** the Council is seeking to strike with citizens about what matters to local people and what it is reasonable for them to expect from local services at a time of significant further reductions in Government funding.

The principles that will influence the choices the Council will make in the future are set out in the **New Deal** and are summarised below:

- **Enabling Community Leadership** – a culture and system of governance which is vibrant inclusive and democratic.
- **Working closely with partners** - maintain cost-effective partnerships, through pooling resources and collaborating with various organisations in the District

- **Reducing demand, changing expectations and behaviour** -
  - managing and reducing demand for services through changing citizen's behaviour, recognising that people have responsibilities as well as rights.
  - changing public expectations about the level and scope of Service they can expect from the Council and the role they can play in help achieve positive results for themselves, their families, communities and the District.
- **Investing in prevention and early intervention** – taking action early to stop problems getting worse or from happening in the first place.
- **Reducing inequalities and tackling poverty** – targeting resources where they are most needed to address inequalities and poverty.
- **Devolution** - to ensure the Council can operate effectively at neighbourhood, District and regional level. The Council's approach shaped by the outcome of devolution.
- **Productivity and Value for Money** - making sure that services give value for money and maximise the potential of all the District's assets, be they in the public, private or third sectors or within the community.

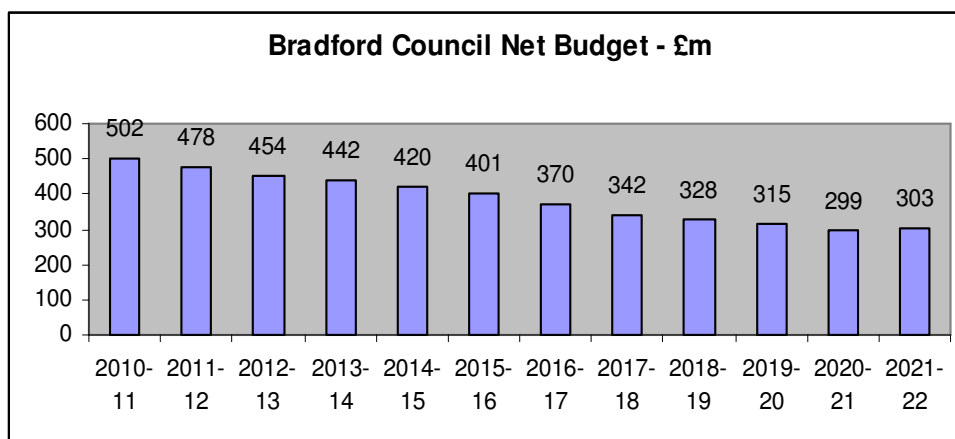
A robust performance management framework arrangement will make sure value for money, sustainability, efficiency gains and the effectiveness of resource allocations can be demonstrated across all Council services, partnerships and commissioned service delivery; and that mechanisms are in place by which performance against these can be measured and managed. This will provide an increasingly sophisticated understanding of performance against district wide and local priorities set within the context of the financial outlook.

This forecast is based on a series of assumptions which are detailed in Annexes B and C. It starts from the current financial structure of the Council, which is analysed in more detail at Annex A.

The strategy and principles set out above lay down the framework and constraints for the next stage in the continuous cycle of operational and financial planning. Annex D shows in outline the plan for that next phase of planning and Annex E the Capital Investment Plan.

## MEDIUM TERM FINANCIAL FORECAST AND GAP ANALYSIS

- 2.1 The medium term and longer term forecasts set out in Table 1 and Table 2 derive from comparing forecast expenditure assuming no changes to current plans, with forecast income, to give a deficit to be managed out through budget decisions.
- 2.2 The starting point for the Forecast is the current financial structure of the Council, which is analysed in Annex A. It also assumes that the 2015-16 saving proposals (£35.1m) and the full year impact in 2016-17 (£27.4m) are all delivered in full.
- 2.3 Both the forecast cost structure and forecast future resources are affected by a number of factors, some that are within our control and others that are not, for example the second 2015 Budget on 8 July and the 2015 Spending Review in the Autumn. In Annex B we detail the material factors that are likely to affect the Council's spending forecasts and in Annex C the national and local influences that will influence the Council's future resource forecasts.
- 2.4 In 2010 the Council's adjusted net budget was in the region of £500m, it is now £401m. A 20% drop in the amount of cash available to fund services which have also been subject to inflation pressures and increases in demographic-led demand. Projecting the future resources available to the Council over the next six years it is forecast that the Council's net budget will decrease by a further 24% before reaching £303m in 2021-22, dipping to £299m in 2020-21.



- 2.5 Based on current projections to contain spend within the forecasted resources will require savings or additional income to be raised totalling £19m next year, with a further £40m in 2017-18. By 2021-22, six years time the total savings required will have reached £140m. When these savings are added to the £170m savings already made since 2011-12 this gives an eleven year cumulative total of £310m savings.
- 2.6 On 26 February 2015 Council approved a balanced 2015-16 budget that required £35.1m of savings to be delivered and used £15.0m of unallocated reserves. In the next two financial years, having assumed a Council Tax increase of 1.6% in both years, funding deficits of £14m and £55m respectively were identified to be met by future Budget decisions.
- 2.7 Since the 2015-16 Budget was approved a larger than forecast deficit on the Business Rates Collection Fund at 31 March 2015 and the removal of future



increases in Council Tax has resulted in revised forecasted deficits of £19m in 2016-17 and £59m in 2017-18 to be addressed.

- 2.8 The degree of future spending cuts proposed in the Autumn Statement and the (first) Budget 2015 are severe. With the prospect of protections being extended to the NHS, Schools and Defence and two thirds of the cuts being made in the next two years, the prognosis for Local Government funding is ominous. However until the size and magnitude of the reductions are revealed in the second 2015 Budget and the 2015 Spending Review the projections in this Forecast remain based on pre 2015 Election projections.

**TABLE 1 CUMULATIVE THREE YEAR MEDIUM TERM FORECAST**

	<b>2016-17 Forecast £'000</b>	<b>2017-18 Forecast £'000</b>	<b>2018-19 Forecast £'000</b>
<b>NET EXPENDITURE</b>			
2014-15 Base Budget	400,760	400,760	400,760
Reversal of non recurring investment	(2,044)	(2,354)	(2,599)
Full year effect of recurring pressures	4,200	4,200	4,200
<b>Sub total</b>	<b>402,916</b>	<b>402,606</b>	<b>402,361</b>
<b>FUNDING CHANGES</b>			
Education Services Grant	94	462	816
Localisation of Council Tax Support	125	125	125
Local Council Tax Support and Housing Benefit Admin	320	612	877
Local Reform and Community Voices	28	53	76
New Homes Bonus Grant	(1,190)	371	371
Lead Local Flood Authorities Grant	51	51	51
Return of New Homes Bonus Top Slice	0	14	236
Public Health District Health Visiting (full year effect)	(6,133)	(6,133)	(6,133)
Sub total	(6,705)	(4,445)	(3,581)
<b>INFLATION</b>			
Pay Award ( 1.0% in 2016-17, 2% in 2017-18 & in 2018-19)	2,227	6,726	11,315
Contract Price Indexation (1.5% in 2016-17, rising to 2.0%)	3,505	7,741	12,531
Income (0% in 2016-17, 1% thereafter)	0	(860)	(1,728)
Employers LGPS Contribution	0	2,640	2,640
Employers contracted out	5,100	5,100	5,100
<b>Base Net Expenditure Requirement</b>	<b>407,043</b>	<b>419,508</b>	<b>428,638</b>
Demographic Pressures in Adults	1,500	3,000	4,500
Adult Social Care Services costs	4,600	4,600	4,600
Better Care Funding to protect Adult Social Care Services	(4,600)	(4,600)	(4,600)
2015-16 Budget decisions	(27,418)	(27,397)	(27,397)
Public Health District Health Visiting (full year effect)	6,133	6,133	6,133
Transitional Funding	224	(521)	(756)
<b>Net Expenditure Requirement</b>	<b>387,482</b>	<b>400,723</b>	<b>411,118</b>
<b>RESOURCES</b>			
Localised Business Rates	(74,249)	(74,720)	(76,238)
Business Rates Collection Fund deficit	4,317	2,623	
Top Up Business Rate Grant	(57,747)	(59,397)	(61,400)
Rate Support Grant	(81,053)	(58,343)	(37,218)
Use of Reserves – Corporate unallocated	(7,608)	0	0
Use of Reserves - Earmarked	(1,400)	(355)	(120)
Council Tax Income	(150,926)	(151,790)	(152,655)
<b>Total resources</b>	<b>(368,666)</b>	<b>(341,982)</b>	<b>(327,631)</b>
<b>Budget shortfall</b>	<b>18,816</b>	<b>58,741</b>	<b>83,487</b>
<b>Memorandum</b>			
Council tax base	131,000	131,750	132,500
Council tax Band D	£1,152.11	£1,152.11	£1,152.11

**TABLE 2 CUMULATIVE SIX YEAR OUTLOOK**

	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>
	<b>Forecast</b>	<b>Forecast</b>	<b>Forecast</b>	<b>Forecast</b>	<b>Forecast</b>	<b>Forecast</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
<b>NET EXPENDITURE REQUIREMENT</b>	<b>387,482</b>	<b>400,723</b>	<b>411,118</b>	<b>421,642</b>	<b>432,329</b>	<b>443,184</b>
<b>RESOURCES</b>						
Localised Business Rates	(74,249)	(74,720)	(76,238)	(77,763)	(79,318)	(80,904)
Business Rates Deficit	4,317	2,623				
Top Up Business Rate Grant	(57,747)	(59,397)	(61,400)	(63,242)	(65,139)	(67,093)
Rate Support Grant	(81,053)	(58,343)	(37,218)	(20,000)	0	0
Use of Reserves - Corporate	(7,608)	0	0	0	0	0
Use of Reserves - Earmarked	(1,400)	(355)	(120)	(120)	0	0
Council Tax Income	(150,926)	(151,790)	(152,655)	(153,519)	(154,383)	(155,247)
<b>Total resources</b>	<b>(368,666)</b>	<b>(341,982)</b>	<b>(327,631)</b>	<b>(314,644)</b>	<b>(298,840)</b>	<b>(303,244)</b>
<b>Budget shortfall Memorandum</b>	<b>18,816</b>	<b>58,741</b>	<b>83,487</b>	<b>106,998</b>	<b>133,489</b>	<b>139,940</b>
Council tax base	131,000	131,750	132,500	133,250	134,000	134,750
Council tax Band D	£1,152.11	£1,152.11	£1,152.11	£1,152.11	£1,152.11	£1,152.11

### RISKS ASSOCIATED WITH THE FORECAST

- 3.1 Inevitably in the current financial climate and in the early days of a new Government the numbers of uncertainties, sources of risk attached to the forecast are significant.
- National policy announcements /the future of local government including Emergency Budget in July 2015 and Spending Review in Autumn 2015
  - Business Rates Review process, 2017 Revaluation, appeals against the rating list and future increases in the Business Rate multiplier
  - Integration of health and social care
  - Inflation – a 1% variance in pay equates to £2.2m and a 1% change in prices would have @ £2.0m impact on expenditure assumptions
  - Debt management – will the Council hold sufficient cash balances not to have to take out any new borrowing over and above the £10m per annum assumed in the capital financing cost projections ( see Annex D paragraph 1.16)
  - Change management risk
  - Academies/Schools sector – how many more schools will convert to Academy
  - Contractual risk
  - What will devolution, regional activity and the City Deal mean for Bradford
  - Impact of demographics both in terms of additional demand but also additional opportunities.
  - Deliverability of existing budget decisions

#### 4.1 ANNEX A: CURRENT COST AND RESOURCE STRUCTURE AND SAVINGS DELIVERED TO DATE

To put the size of the challenge facing the Council into context an understanding of the current cost, resource base and savings delivered to date is required.

##### a) Cost Base

Whilst the Council continues to have overall accountability for £1.3bn of spend, it cannot spend directly £433m which is controlled by schools. This leaves in 2015-16 a gross expenditure budget of £863m (£401m net expenditure) to fund non school activity.

2015-16	Gross Expt	Net Expt
	£m	£m
Council Services	862.8	400.8
Schools	433.0	0
	1,295.8	400.8

If the £182m spent on benefit payments, the £38m required to meet the cost of the long term PFI contracts, the £24m levy paid to the West Yorkshire Combined Authority (WYCA), the £43m that must be spent on Public Health activity and the £50m capital financing budget are excluded from the gross expenditure budget, this leaves a much smaller gross cost base, £488m, from which to drive out further savings.

Whilst the Net Budget today is £401m, by 2021-22 it is forecast to be just over £305m. That's a 20% drop from today in the amount of cash available to fund services which will be continue to be subject to some inflation and increases in demographic-led demand.

Of the net budget of £401m almost one third is allocated to Adult Services. This emphasises that if the Council is going to balance its books in the long term and make sure the services it provides are sustainable, controlling demand and spend on Adult and Integrated Health Care is key.

2015-16 Budget	Gross Expt £m	Net Expt £m	% of Net Budget
Adults and Community Services	159.7	122.4	30.5%
Children's Services	571.8	72.0	18.0%
Capital financing, WYCA & contingency	78.1	78.1	19.5%
Regeneration & Culture	100.9	41.3	10.3%
Environment & Sport	77.5	41.9	10.4%
Department of Finance	220.3	27.4	6.8%
Human Resources	8.9	6.9	1.7%
City Solicitor	8.0	5.9	1.5%
Non Service	8.4	(10.1)	(2.5%)
Policy Programme	2.3	2.3	0.6%
Property Programme	1.2	0.9	0.2%
Public Affairs & Communications	1.4	1.3	0.3%
Chief Executive	0.7	0.7	0.2%
Public Health	42.6	0.0	0.0
Travel assistance	14.0	9.8	2.5%
	<b>1,295.8</b>	<b>400.8</b>	<b>100.0%</b>

**b) Resource base**

The Table below shows that in 2015-16, 55% of the Council's net expenditure is funded from Council tax (38%) and locally retained Business Rates (17%).

Sources of Funding in 2015-16	Gross £m	%	Net £m	%
Schools Grants	433.0	34%	-	-
Other Govt Grants	291.5	23%	-	-
Revenue Support Grant	107.4	8%	107.4	27%
Fees, Charges, Contributions	170.5	13%	-	-
Council Tax and previous year surplus	152.1	12%	152.1	38%
Business Rates and previous year surplus	68.7	5%	68.7	17%
Government "Top Up Grant"	56.6	4%	56.6	14%
Use of Reserves	16.0	1%	16.0	4%
	<b>1,295.8</b>	<b>100%</b>	<b>400.8</b>	<b>100%</b>

Looking at the prospective composition of the Council's net budget today compared to six years time (see the table below) the points to make are:

- Government Revenue Support Grant today is £108m. It drops steeply over time, and forecasted to reach zero in 2020-21
- Whilst the Council might choose to increase Council Tax current rules require a referendum for increases above 2%
- Council Tax income today makes up 38% of the net budget. It rises to 51% by 2021-22 (an increase from just over one third to more than a half)
- Localised business rates are £69m today – the aim is to grow them to £81m by 2021-22, around 15%

<b>Prospective Composition of Funding of Council Net Budget £m</b>							
	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
	£m	£m	£m	£m	£m	£m	£m
Revenue Support Grant	107	80	56	35	20	0	0
Localised Business Rates	69	74	75	76	78	79	81
Government "Top Up Grant"	57	58	59	61	63	65	67
Collection Fund balance	2	-4	-3	0	0	0	0
Use of reserves	16	9	0	0	0	0	0
Council Tax	150	151	152	153	154	154	155
<b>Total</b>	<b>401</b>	<b>369</b>	<b>342</b>	<b>328</b>	<b>315</b>	<b>299</b>	<b>303</b>
<b>Prospective Composition of Funding of Council Net Budget %</b>							
	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
	£m	£m	£m	£m	£m	£m	£m
Revenue Support Grant	27%	22%	17%	11%	6%	0%	0%
Localised Business Rates	17%	20%	22%	23%	25%	26%	27%
Government "Top Up Grant"	14%	16%	17%	19%	20%	22%	22%
Collection Fund balance	0%	-1%	-1%	0%	0%	0%	0%
Use of reserves	4%	2%	0%	0%	0%	0%	0%
Council Tax	38%	41%	45%	47%	49%	52%	51%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

The clear message as the Council is required to absorb further reductions in Government funding is that the Council's ability to grow both its local council tax base and local business rates base in order to sustain services and deliver on priorities will take on increasing significance.

**c) Savings delivered to date**

Five consecutive years of reductions in Government funding, and inflationary and demographic pressures have required the Council to make savings over the period of £170m.

	2011-12	2012-13	2013-14	2014-15	2015-16	Total
	£m	£m	£m	£m	£m	£m
Savings	48.7	28.5	26.1	31.8	35.1	170.2

Of the £170m saved to date, £112m, two thirds has come from improved efficiency, management and back office reductions, revised contracts, better commissioning and cutting non service.

By 2021-22 it is estimated that to balance the books over £140m more in savings and additional income (35% of the current net budget) will have to be found –on top of the £170m already made and increases in Council tax.

To date the Council has absorbed a disproportionate share of Government funding reductions and protected basic services. The Council will continue to focus on reducing costs and improving efficiency and productivity but finding new savings totalling 35% of the current net budget may mean that it will no longer be possible to protect all frontline services.

## **ANNEX B: EXPENDITURE FORECAST ASSUMPTIONS**

### **1.1 Inflation**

#### **a) Pay**

Although the Council does not receive any specific funding for pay awards an amount equivalent to 1.0% for 2016-17 and 2% for each year thereafter has been assumed. Services are expected to absorb incremental increases.

#### **b) Non Pay**

As in 2016-17 no inflationary increases have been provided for standard, non contractual expenditure budgets.

The Bank of England published their forecast of CPI in May 2015, which indicated that inflation would increase to 2% by the end of 2016-17. Given this an inflation rate of 1.5% has been assumed for contract inflation as the average rate during 2016-17, levelling off at 2.0% in future years. Premises and Transport costs have been increased by 2% in all years.

In recognition of current low levels of inflation, all Services have been protected from inflation increases to their income budgets in 2016-17 with an uplift of 1% in each subsequent year.

### **1.2 Employers national Insurance**

The ending of contracted out arrangements for pension schemes from April 2016 is forecasted to increase employers national insurance contributions for those employees who currently contribute to the Teachers / Local Government Pension scheme by an additional 3.4% of pay which attracts national insurance.

### **1.3 Pension Contribution Rates**

The next Actuarial Valuation will take place in December 2016. Employers pension contribution rates have been fixed at 14.2% until the end of 2016-17. The forecast assumes that further provision will have to be made in 2017-18 to address the back service pension deficit which at 31 March 2014 stood at £63m.

### **1.4 Demand-Led Service Pressures**

With the exception of the continuing cost pressure within Adult Services no other demand led cost pressures have been built into the forecast.

### **1.5 West Yorkshire Combined Authority (WYCA)**

From 1st April 2015 the WYCA began operations overseeing strategies for growing the economy, creating jobs, developing new affordable homes and improving the transport network. Whilst in 2015-16 the levy paid to the WYCA by the Council was increased by a relatively small amount £61,000, discussions as to how to bridge the gap between the

aspiration to deliver a £1.4bn Transport Fund compared to the Government's commitment of £1bn over 20 years may result in an increase in contributions from local Councils from 2016-17. Any such increases have not been factored into the Forecast.

### **1.6 Service and Non Service Saving Proposals**

The Forecast assumes that the Service and Non Service savings approved by Council on 26 February 2015 when setting the Council's balanced revenue budget for 2015-16 will be achieved in full. If the tracking of these savings identifies this not to be the case, the Forecast assumes Services will absorb the shortfall through compensating savings.

Likewise the forecast has incorporated the full year 2016-17 effect of the savings and investment proposals set out in the 26 February Budget Report.

### **1.7 Better Care Fund (BCF)**

The 2015-16 Base Budget includes a £4.6m contribution from the Better Care Fund to support Adult Social Care Services. The forecast is reliant on this funding continuing.

### **1.8 Care Bill**

The Care Bill brings a number of challenges to the Council but until further information is available the forecast takes a neutral stance in terms of the impact of the new cap on care costs.

### **1.9 Independent Living Fund**

From 1 July 2015 the administration of the Independent Living Fund becomes the responsibility of the Council. As yet there is no confirmation of the actual funds to be transferred ( in 2014-15 the funding to individuals amounted to approximately £2.2m). the Forecast assumes the same level of expenditure matched by Government funding.

### **1.10 Living Wage**

The Council will implement the current level of living wage for non-schools Council employees from mid 2015-16. The Forecast does not reflect any additional financial pressures arising from any future increases in the living wage.

### **1.11 Devolution**

At the time of writing, discussions were underway between senior Leaders of the Regions, Councils and Government about a devolution agreement. For the purposes of the Forecast in this document, no assumptions, either positive or adverse have been made about the financial consequences of such a deal.



## ANNEX C: RESOURCE FORECAST ASSUMPTIONS

### 1.1 National influences

With ongoing fiscal consolidation and Local Government a non protected Service above average cuts in funding are to be expected in the next two years. However it is not only the quantum of cuts that has had an effect on the Council's resource position but how the cuts have been distributed between local authorities.

2015-16 changes in spending power, the notional measure calculated and preferred by the Government to compare changes to funding levels shows Bradford's reduction in spending power is 3.9 %, a percentage over twice the national average cut. As it is unlikely that the second Budget will tackle the issue of distribution of funding between authorities, the Forecast assumes that the Government will not seek to address the disproportionate impact past cuts in funding have had on Council's such as Bradford with low tax bases and high needs.

#### a– Revenue Support Grant (RSG) ( 8% of 2015-16 gross funding excluding schools and 27% of 2015-16 net expenditure)

The Final 2015-16 Local Government Settlement announced in February 2015 was a one year Settlement. It confirmed that in 2015-16 the Council will see its general funding, (the Revenue Support Grant (RSG)) it receives from Central Government reduced from £149m in 2014-15 to £107m, a cut of £42m, 28%. The 2015-16 Local Government Settlement is not expected to be reopened but cannot be totally ruled out. However no further reduction in DCLG funding in 2015-16 has been built into the forecast.

Early indications following the General Election are that cuts in resources for Local Government will be greater than announced to date and that there will be a sharper squeeze on real spending in 2016-17 and 2017-18.

With no firm post election data available, the timing and magnitude of further reductions in Revenue Support Grant built into the Forecast assume national reductions in Local Government spending will continue to fall at the same rate as over the period 2010-15. A fall in 2016-17 of 9%. Whilst this reduction has been ratified by one of the Council's advisers, other independent advisers suggest two thirds of the cuts could occur in the first two years, (12% in 2016-17 and 2017-18) and 6% in the subsequent two years.

The potential impact of these two different views on the severity and profiling of the RSG the Council can expect to receive is set out in the Table below.

Forecasted RSG	2016-	2017-18	2018-19	2019-20	2020-21
	17				
	£'m	£'m	£'m	£'m	£'m
RSG included in the forecast	81	58	37	20	0
Alternative profile of reductions	69	37	22	8	0
<b>Difference – the amount to be added to the deficit</b>	<b>12</b>	<b>21</b>	<b>15</b>	<b>12</b>	

The first indication as to the accuracy of the projections included in this Forecast will be the Chancellors Second 2015 Budget, expected on 8 July 2015. However with a spending review not expected until the Autumn, final individual authority allocations for 2016-17 and

subsequent years may not be confirmed until the Provisional Local Government Settlement in December 2015.

## 1.2 Local Influences

### a) **Business Rates ( 8% of 2015-16 gross funding excluding schools and 17% of 2015-16 net expenditure)**

Forecasting the amount of income the Council will be able to raise through locally retained Business Rates is complex and affected by both national and local decisions.

For future years the MTFP assumes a minimum underlying level of growth in the Council's net Business rates yield consistent with an annual increase in Business rates multiplier capped at 2%. With inflation currently running below 2% this may in the first few years of the Forecast prove optimistic. In 2016-17, the yield from Business Rates has been increased by £3.0m, to reflect the Council's share of the new Westfield Shopping Centre.

In 2015-16 the Council has budgeted to receive £7.4m in Section 31 grants to compensate the Council for the loss of business rates income as a result of Business Rates Reliefs included in the Autumn Statement. If the Government chose to end the funding for Retail Reliefs and the Council ended the scheme, the loss of Section 31 grant, the equivalent of approximately £1.6m in 2015-16 would be mitigated by an increase in Business Rates income. An overall neutral impact on the Forecast. However if the Council chose to continue to award retail relief this would add £1.6m to the Forecast funding gap.

The Forecast assumes that the Council's current Discretionary Rate Relief continues in its current form and is not extended to include growth incentives.

The cost of appeals against the 2010 rating list continues to adversely affect the Council's Business Rates income. At 31 March 2015, based on information provided by the Government's Valuation Office Agency in May 2015, there were 1642 appeals outstanding with a Rateable Value of £116m. To cover the cost of settling these appeals an estimated £15.0m has been provided for in the Business Rates Collection Fund. This has contributed to a deficit on the Business Rates Collection Fund at 31 March 2015. Bradford's share of which (49%) will need to be recouped in 2016-17 and 2017-18 from locally retained Business Rates income in order to bring the Collection Fund back into balance.

The Council continues to commit to being a Member of the Leeds City Region Pool along with the other four West Yorkshire Authorities, Harrogate and York. The advantage of the pooling arrangement is that levy income generated by Leeds, Harrogate and York is retained in the region as opposed to being paid over to the Government. The future distribution of any levy income generated will be determined by the Leeds City Region Business Rates Joint Committee and is outside the scope of this Forecast.

### b) **Council Tax Levels (17 % of 2014-15 gross funding excluding schools and 38% of 2014-15 net expenditure)**

With a 2015-16 Band D Council tax of £1,152.11 the Council continues to set one of the lowest Band D Council Taxes of all Metropolitan Districts – 4<sup>th</sup> lowest out of 36 in 2015-16.

In total the Council budgeted to raise £150.1m in Council Tax in 2015-16.

Any future increase in Council Tax will be consulted on as part of the Budget process. The resources included in the Forecast therefore assume no increase in Council Tax but for planning purposes a 1% increase in Council Tax would raise in the region of £1.5m .

Likewise as the terms of any future Council Tax Freeze grant offers are still to be confirmed, the Forecast does not include a 2016-17 Council Tax Grant.

With early indications pointing to a growing number of new properties being built in the District the Council Tax base has been increased by an estimated 820 Band D properties in 2016-17 and a further 0.6% in subsequent years. This may prove to be a relatively cautious estimate and will be kept under review as the Local Plan is implemented.

The Council Tax Reduction Scheme provides help with Council Tax for people on low incomes. As a result of more people being in employment the CTR awarded in the current year is reducing. This gives the Council the opportunity to either:-

- change the current CTR scheme by increasing the protection granted to vulnerable groups or reducing the percentage of Council tax residents on low income are expected to pay or
- increase the Council Tax base included in the Forecast and reduce the funding gap identified in each year of the Forecast.

With no guarantee that referendum limits (currently 2%) and freeze grant offers will remain the same over the life of the MTFP; this again adds further uncertainty to forecasting the resources that will be available to the Council.

## 2.1 Core Funding – specific grants

The 2015-16 Local Government Settlement also included details of the main grants that will be paid to the Council and used to fund over £66m of the Council's gross expenditure, the most significant being the ring fenced Public Health Grant.

	<b>2015-16 £m</b>
Local Council Tax Support and Housing Benefit Admin Subsidy	3.558
Lead Local Flood Authorities (paid via LSSG)	0.051
Local Reform and Community Voices/ DH Revenue Grant	0.309
Adult Care Act New Burdens	2.288
Public Health Grant	35.333
Education Services Grant	7.100
New Homes Bonus	9.238
Returned New Homes Bonus top sliced monies	0.406
Section 31 Business Rates Compensation	
Small Business Rates	3.927
Top Up and Multiplier 2% Cap	1.843
Retail Reliefs	1.641
<b>Total</b>	<b>65.694</b>

**a) Public Health**

To cover the cost of public health services delivered by the Council, the Department of Health will pay the Council a ring fenced grant of £35.3m in 2015-16. Mid way through the year this will be increased by £6m to cover the part year cost of the responsibility for District Health Visiting transferring to the Council. For planning purposes it has been assumed that the ring fencing will remain and there will be no increase for inflation. This means future contract inflationary pressures will have to be absorbed from the within the £35.3m resource allocation.

In June 2015 the Chancellor announced an in year £200m (7%) cut in Public Health funding. If a 7% cut was applied across the board this would result in a £2.6m reduction in the Public Health funding the Council receives – a disproportionate impact on the Council whose Public Health funding is fully committed. The impact of such a cut on service delivery will be made known to the Government when the consultation on the proposed reduction in funding is opened. It is currently not known whether the cut is recurring.

**b) Education Services Grant (ESG)**

The Council and Academies in the District are allocated an Education Services Grant on a per pupil basis according to the number of pupils for whom they are responsible. As a result of a cut of £200m in ESG announced in the 2014 Spending Review the Council's ESG in 2015-16 has been reduced by just under £2m. The future net reductions in ESG factored into the forecast take into account an estimated 3500 per year pupils transferring to Academies offset by an increase of 1000 pupils per annum coming into maintained schools. The grant is not ring fenced; therefore the forecast has not assumed that savings equal to the reduction in the grant will be made in those areas that ESG currently funds.

**c) New Homes Bonus Grant**

New Homes Bonus (NHB) allocations received to date and anticipated for future years have been built into the MTFP base to support the corporate budget requirement. As at October 2014, (the basis for the Year 5, 2015-16 payment) almost 8500 new homes and affordable homes have been built and long term empty homes brought back into use.

2016-17 is the sixth and final year the Council will receive NHB for Year 1 new homes and long term empties brought back into use. Whilst there has been no announcement as to whether the scheme will continue, the Forecast has assumed that 2017-18 will become the Year 1 of the next six year round of NHB and the grant earned in 2011-12 will drop out.

The estimated grant for 2016-17 is lower than the past three years. The reason being that for the first time in six years the Council is starting to see an increase in properties empty for more than six months. This is partly due to the fact that a couple of new student blocks are currently empty. A position that could change come the Autumn.

	2011-12 £'000	2012-13 £000	2013-14 £000	2014-15 £000	2015-16 £000	2016-17 £000	2017-18 £00
Year 1 (Actual)	2,760	2,760	2,760	2,760	2,760	2,760	0
Year 2 (Actual)		1,056	1,056	1,056	1,056	1,056	1,056
Year 3 (Actual))			1,664	1,664	1,664	1,664	1,664
Year 4 (Actual))				1,777	1,777	1,777	1,777
Year 5 (Actual)					1,612	1,612	1,612
Year 6 (Est)						1,100	1,100
Year 7 (Est Year 1)							1,200
<b>New &amp; Empty Homes</b>	<b>2,760</b>	<b>3,816</b>	<b>5,480</b>	<b>7,257</b>	<b>8,869</b>	<b>9,969</b>	<b>8,318</b>
Year 1 (Actual)		94	94	94	94	94	94
Year 2 (Actual)			92	92	92	92	92
Year 3 (Actual)				87	87	87	87
Year 4 (Actual)					96	96	96
Year 5 (Est)						90	90
Year 6 (Est)							90
<b>Affordable Housing Premium</b>	<b>0</b>	<b>94</b>	<b>186</b>	<b>273</b>	<b>369</b>	<b>459</b>	<b>549</b>
<b>Total</b>	<b>2,760</b>	<b>3,910</b>	<b>5,666</b>	<b>7,530</b>	<b>9,238</b>	<b>10,428</b>	<b>8,867</b>

#### d) Local Council Tax Support and Housing Benefit Administration

With no clarity on the when Housing Benefit Administration will fully transfer to the Department of Work and Pensions (DWP), a reduction of 9% has been assumed in the two separate grants the Council receives to fund the cost of administering Council Tax reduction (CTR) scheme and Housing Benefit . The reduction has been factored into the underlying funding gap as opposed to being addressed by the Service.

#### e) Local Welfare Assistance Funding

The Forecast assumes no external funding for Local Welfare Assistance.

### 3.1 Schools Funding

Of the Council's gross spend of over £1.3bn, £433m is spend by schools and funded from the ring fenced grants, Dedicated Schools Grant (DSG), Pupil Premium and Post 16 funding. In addition, under the oversight of the Schools Forum, it was agreed for 2015-16 that an element of the DSG would continue to contribute to the Council's budget and capacity, especially around school improvement activities and early childhood services.

The continuation of this allocation will be reviewed in time for setting the 2016-17 Budget and will be discussed in the context of the step change towards a sector-led school improvement model and the development of the role of the Council as a commissioner of services. This direction of travel will have implications for the value of DSG funding that continues to be allocated to support the Council's budget and capacity for school support services.

The funding system for schools is currently very fluid and the timescale for the introduction of the anticipated national funding formula for primary and secondary schools is still unclear.

#### **4.1 Reserves**

At the start of year, the Council has £34m of unallocated reserves, £15m of which have been used immediately to support the 2015-16 Budget. With a further £7m allocated to partly bridge the forecasted revenue deficit in 2016-17 this leaves just £11m (1.3% of the Council's gross budget excluding schools) as a contingency reserve.

The level of unallocated reserves will be kept under the review, in the light of the Council's External Auditor's recommendation in their June 2015 report on the Council's arrangements for securing Value for Money "that unallocated reserves should not be allowed to fall below the level determined prudent by the Council's Section 151 Officer".

All other balances are set aside to meet the cost of future commitments and political priorities. The utilisation and purpose of which will be subject to regular scrutiny.

## **ANNEX D: PLANNING FRAMEWORK AND STRATEGIES FOR DELIVERING PRIORITIES AND EFFICIENCIES**

The Council currently faces an increasing demand for its services as a result of demographic changes and rising costs. At the same time Government funding cuts mean that the money to pay for them is going down. Under these circumstances how the Council and other public bodies work with people, communities, businesses and the voluntary sector to improve and protect local services will need to change.

While the Council will continue to focus on reducing costs and increasing efficiency it cannot afford to provide all the services it currently pays for. Some will have to reduce and some will have to stop and some will have to be done differently.

Together with partners the Council therefore intends to strike a new deal about what people should be able to expect from local services, what it is reasonable to pay or pay more for, what they are responsible for themselves and within their communities, what people can contribute and what support they might need.

The Council has started talking to local people and as many interested parties as possible about the challenges and the changes that need to be made. These conversations are helping the Council and its partners develop choices and plans about the future. The outcome a new deal with people about what they can expect from local services and, in return, what they could do more of themselves to help.

The conversation will continue over the life of the strategy. People will continue to have opportunities to get involved in a District wide conversation about how they work together with the Council and its partners to get the right results with less money and more demand.

### **1.1 Budget Setting**

To manage changes in future resources, service demand and the impact on spending levels requires a robust planning framework. Budget setting is at the core of the financial planning process. It is a complex process that must be fully integrated with the authority's strategic planning, service planning and value for money planning.

In determining its Budget, the Council will take account of the public sector equality duty as detailed in the Equality Act 2010. Strategic Directors in consultation with Portfolio Holders will seek to address any concerns about any potential disproportionate impact of particular proposals on any 'protected characteristic' group (as defined by the Act) when carrying out their responsibilities under the budget setting process. The Council will also adopt the same approach in assessing the impact of budget proposals on low income groups.

The Council will ensure that there is meaningful consultation throughout this process. The Council will ensure it meets its legal obligations in this respect, both as a public authority responsible for the delivery of services in the District, and as an employer (in the event that workforce implications are envisaged).

The Council will apply rigorous project management principles to its budget setting process to ensure consistency, effective management of interdependencies across Council services and compliance with the principles of the current internal design.

## **1.2 Value for Money**

The Council will use a full range of strategies, approaches and tools to ensure it gets value for every pound it spends. They include:

- Exploring the options for innovative and alternative models of service delivery
- Commissioning and procurement strategies and frameworks
- Reviewing and identifying the opportunities to share services and jointly commission services with other organisations
- A performance management framework
- Use of wide range of management information on efficiency and productivity
- External benchmark and other comparative indicators
- Qualitative surveys
- User involvement (co-production, devolved decision-making) and emphasis on social value
- Demand management and other techniques to manage non-pay costs
- Pricing and charging
- Contract management tools
- Business case and other decision-support techniques
- Cross-Agency pooling of resources
- System and process reviews

## **1.3 Partnership Working**

The partnerships and networks are responsible, with the Bradford District Partnership (BDP) Board, for shared outcomes identified by the BDP and partnerships. The Board provides strategic leadership and oversight to the delivery of shared priorities and provides a collective response to challenges facing the district.

## **1.4 Relationship with the Voluntary and Community Sector**

The Council values its relationship with the Voluntary and Community Sector (VCS) as a partner and recognises the significant role it plays in delivering on our shared priorities for the District.

As Government reforms and reductions in public spending continue to take effect, the Council remains committed to working with the VCS through the Bradford District VCS Assembly, engaging in a mature and ongoing dialogue about delivering on priorities and addressing the key strategic issues affecting the District. In particular, the Council will seek the close involvement of the sector in reviewing VCS commissioning arrangements.

## **1.5 Relationship with Business Sector**

To help deliver a thriving local economy and support business growth the Council maintains strong links to the business community in order to understand its needs and help identify potential opportunities for investment and growth. The Council will continue this approach to working with the private sector through direct contact with business and through relevant partnerships/networks. This activity helps to both promote



Bradford District as a place to do business in and to support local entrepreneurs, skills and the delivery of additional employment opportunities.

## **1.6 Community Budgets / Payment by Results**

The Council is committed to making wise use of the totality of all of the assets and resources available to the District. This means thinking more radically and planning for larger-scale transformational change in service delivery. It is clear that efficiency measures alone will not be sufficient to meet the challenges that the District faces.

## **1.7 Internal Changes**

### **Managing the Council's Buildings**

The Property Programme to manage the Council's buildings is now seven years into a 10 year invest-to-save strategy. Since its inception 65 properties have been vacated and gross revenue savings of £5.1m per year generated. Future objectives will include;

- Completing approved schemes as planned and continuing work to optimise the size and quality of the Council's estate
- Identifying opportunities to share property with other public sector partners as part of the Governments One Public Estate initiative
- Ensuring that all property issues generated from the Council's New Deal programme are managed.

## **1.8 Reserves Policy**

In turbulent financial times, the Council's unallocated reserves enable a balanced budget to be set as the Council moves to a smaller organisation. However they cannot sustain day to day services on an ongoing basis.

The Council will continue to use balances prudently, recognising that the volatile fiscal climate requires the Council to remain resilient, through the retention of adequate balances.

At the start of 2015-16, unallocated reserves of £34m available to support the annual revenue budget represented approximately 2% of gross Council expenditure. When the planned use of £22m unallocated resources over the two year period 2015-16 to 2017-18 is taken into account, this figure drops to just over 0.8%.

Accordingly, reserves should be used only to:

- Support transitional arrangements both organisational and in our communities, in recognition of the fact that some changes cannot be implemented in one financial year or over the short-term.
- Fund non-recurrent or time limited activities contributing to Council priorities (where there is a compelling business case)
- Support invest-to-save activity

The Council has a long standing principle to maintain a prudent level of general reserves. This is currently set at 2.5% of the net budget each year and informed by a risk assessment.

## **1.9 Fees, Charges and Income Stability**

In the past two years a clear picture emerged of the difficulties faced by Services dependent on external fees and charges. To address this matter selected income targets have been reduced. Going forward Services should continue to

- maximise income opportunities whilst having regard to Council and partners priorities, service performance and the impact on key service groups and businesses in Bradford.
- have regard to the cost of collection when setting charges and aim to recover promptly all income that it is due.

## **1.10 Council Tax Setting**

Historically the Council has set relatively low levels of Council Tax, below the averages for both Metropolitan Districts and all local authorities in England. This means that there is a wider gap between resources and expenditure when there are reductions in central government funding than would be the case if Council Tax were at average levels.

Going forward the key objective will be to strike a balance between protecting services, investing in priority areas, delivering value for money and setting an appropriate level of Council Tax.

The Council aims to collect a minimum of 97.4% of all Council Tax debt raised.

## **1.11 Budgetary Control and Monitoring**

- Budgets will be controlled by the relevant budget holders, monitored regularly throughout the year and reported alongside performance information to individual Assistant Directors and Strategic Directors on a monthly basis. Executive will receive quarterly reports to ensure that action is taken to address any significant unplanned deficits or surpluses.
- Service areas are required in the first instance to accommodate unforeseen expenditure or income shortfalls from within their approved cash limits in any particular year. Allocations from reserves will only be made if there is no alternative and on the approval of Executive.

The detailed principles applying to all aspects of financial management are set out in the Council's Constitution.

## **1.12 Internal Control and Reporting**

The maintenance of a sound internal control environment is paramount, and the Council has developed and embedded effective corporate governance. Within the prevailing internal and external protocols and guidance, including the local Code of Corporate Governance, the Council will aim to deliver best practice in this important area.

Financial monitoring and reporting will be undertaken in accordance with the budget management and control framework and in line with the corporate financial monitoring and reporting timetable. The current and estimated year end financial position will be reported, including progress against savings targets at regular intervals to both Members and officers. Reporting will be on an exception basis bringing managers' and Members' attention to important financial issues linked to cost drivers and strategy. The emphasis will be on future corrective action to bring performance back on track rather than explaining past performance.

Quarterly financial monitors presented to Members will report on key balance sheet balances as well as the forecast revenue and capital expenditure positions.

### **1.13 Improvements in Management Information**

A programme of work continues to make more use of activity-based and unit cost information, to focus more on productivity and value for money. It is planned that increasing emphasis will be placed on performance reporting alongside financial stewardship reporting.

### **1.14 Performance Management Arrangements**

The regular reporting of key corporate indicators and measures to Members is a key element of the Council's corporate performance framework that provides assurance around service performance, the Council's contribution to District outcomes, value for money and informs decision-making. At a time of reduced resources and increasing demand, the Corporate Indicator set is part of a performance framework that helps the Council be smarter about where to allocate its budget and assets and to measure their impact.

In June 2014 Executive reviewed the current Corporate Indicator set and agreed a revised set of 37 Corporate "delivery" indicators that measure the Council's performance in delivering services and its contribution to the District priorities and 14 Corporate "health" indicators to improve grip over organisational efficiency.

### **1.15 Transparency**

The Council is committed to adhering to the statutory Transparency Code that provides local people with the tools and information they need to enable them to play a bigger role in shaping the services the Council provides.

### **1.16 Capital Financing and the Capital Investment Plan**

Capital spending will remain a significant aspect of the Council's financial strategy, with planned capital investment of £217m over the next three years (See Annex E for a breakdown of the individual schemes included in the latest Capital Investment Plan (CIP)).

The Council's objectives in managing the CIP and its financing are:

- To ensure that the schemes in the CIP are funded in the most cost effective way for the Council.
- To ensure that the financing costs fall as revenue resources reduce and therefore do not become an unsustainable burden on the Council revenue.

- To manage the portfolio of debt in such a way that the Council is not exposed to major shifts in interest rates by managing the maturity structure of debt and exposure to interest fluctuations.
- To ensure that capital spending is aligned to the Council's priorities

Given the Government no longer provides additional resources to fund new borrowing by the Council, key to the Council's capital financing strategy is to manage down its corporate borrowing and at the same time reduce the reliance on external borrowing.

To achieve this aim the Council will

- use in the first instance internal cash balances when high interest external loans mature and
- continue to invest in schemes that either generate additional income (e.g. affordable housing schemes) or reduce costs (e.g. office rationalization that reduces running costs and allow for disposals) to pay for the capital financing costs of the prudential borrowing.

Since 1 April 2014 £79.4m of the Council's external loans have matured. This will be followed by £25.9m in 2016-17. By the 31 March 2017 the Council's remaining External Debt is expected to stand at £312.9m.

Based on the current planned capital investment and the above repayment of external loans profile it is expected that the Council will need to take out £10m per annum of new external borrowing. The position will continue to be reviewed in the light of actual cash balances and capital investment plans.

A Project Appraisal Group is the expert officer forum for reviewing the Capital Investment Plan and scrutinising individual business cases, in support of Directors and Members.

All capital receipts will be treated as a Corporate Resource.

### **1.17 Risk Management Strategy**

The Council has in place a comprehensive Risk Management Strategy and action plan. All financial decisions take place within the principles set out in the risk management strategy. Responsibility for the management of financial risk is shared between elected members and officers with overall risk management being the responsibility of the Executive.

The Risk Management Strategy provides a framework which is designed to enable the Council to take a proactive approach to the identification and management of risk and opportunity, and to ensure that it is best placed to seize the opportunities that present themselves. The Council will not be risk averse, and will seek to seize and maximise opportunities by the appropriate identification and management of risk.

In constructing and assessing the annual budget for the forthcoming year, a comprehensive financial risk assessment is undertaken for all parts of the budget, including sensitivity analysis, and steps are taken to manage identified risks to the extent appropriate.

The Council has adopted the Covalent Risk management database for recording, monitoring and overall management of its risk register. It provides a consistent method for scoring and evaluating a risk status and promotes pro-active risk management.

The Risk Register is reviewed, assessed and updated on a regular basis, with each service formally documenting its key risks and potential impacts and the actions taken to mitigate those risks.

## ANNEX E: CAPITAL INVESTMENT PLAN

Scheme No	Scheme Description	Budget 2015-16	Budget 2016-17	Budget 2017-18	Budget 2018-19
		£'000	£'000	£'000	£'000
<b>Adult &amp; Community Services</b>					
CS0008	HIV Capital Grant	78	0	0	0
CS0237	Great Places to Grow Old - Adult Residential Strategy	7,307	4,300	10,590	0
CS0239	Community Capacity Grant	550	3,076	0	0
CS0257	BACES Mattresses – purchase of mattresses rather than leasing	32	0	0	0
CS0275	Bfd Demetia Friendly Environment Pilot	2	0	0	0
CS0311	Autism Innovation Capital Grant	18	0	0	0
CS0312	Integrated IT system - new scheme	746	0	0	0
<b>Total – Adult &amp; Community Services</b>		<b>8,733</b>	<b>7,376</b>	<b>10,590</b>	<b>0</b>
<b>Children's' Services</b>					
	Surestart Early Years and Childcare Grant	63	0	0	0
CS0025	Childrens Home Residential Provision	143	0	0	0
CS0181	SEBD School (ESB)	5	0	0	0
CS0231	C&I School	3	0	0	0
CS0249	Schools DRF	2,000	0	0	0
CS0256	2yr old Nursery Educ Expansion Programme	507	0	0	0
CS0278	Targeted Basic Needs	2,820	0	0	0
CS0286	Outdoor Learning Centres	643	0	0	0
CS0297	Universal Free School Meals - Kitchens	238	0	0	0
CS0012	School Access Initiative	17	0	0	0
CS0022	Devolved Formula Capital	1,549	0	0	0
CS0030	Capital Improvement Work	116	0	0	0
CS0030	Capital Improvement Work	43	0	0	0
CS0042	Primary Capital Programme	43	0	0	0
CS0199	Wyke Manor School Decom & Demolition	1	0	0	0
CS0240	Capital Improvements Programme	7,641	1,959	0	0
CS0244	Primary Schools Expansion Programme	16,050	9,684	0	0
CS0313	School Capital Loans (Solar Panels, Buildings etc)	50	950	0	0
CS0314	Foster Homes Adaptation	37	0	0	0
CS0316	Tracks Educational provision	125	0	0	0
CS0321	Spencer Rd Rec Ground Lighting Scheme	19	0	0	0
CS0322	Horton Park Primary Open Spaces	65	43	0	0
<b>Total - Children's' Services</b>		<b>32,143</b>	<b>12,636</b>	<b>700</b>	<b>0</b>
<b>Public Health</b>					
CS0315	Bridge Enterprise, Training and Development Centre	350	0	0	0
<b>Total - Public Health</b>		<b>350</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Environment &amp; Sports</b>					
CS0060	Replacement of Vehicles (funded by prudential borrowing with revenue funding identified by service dept)	3,000	3,000	3,000	3,000
CS0066	Ward Investment Fund	42	0	0	0
CS0063	Waste Infrastructure and Recycling projects	0	0	1,100	0

## City of Bradford Metropolitan District Council's Medium Term Financial Strategy

CS0090	Landfill Restoration Sugden End	41	0	0	0
CS0151	Building Safer Communities Capital Proj	42	5	0	0
CS0274	Bradford Enhanced Recycling Collection Bid	28	0	0	0
CS0283	Above Ground Fuel Storage	60	0	0	0
CS0121	Roberts Park	55	0	0	0
CS0129	Scholemoor Project	83	0	0	0
CS0187	Comm Sports Field & Facilities	53	0	0	0
CS0229	Cliffe Castle Restoration	3,880	0	0	0
CS0245	Doe Park	223	0	0	0
CS0284	City Centre Sports Facility	134	0	0	0
CS0320	5 x Non Turf Cricket Pitches	50	0	0	0

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<b>Total - Environment &amp; Sports</b>		<b>7,700</b>	<b>3,005</b>	<b>4,100</b>	<b>3,000</b>
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### Regeneration - Culture and Tourism

CS0107	Markets	143	0	0	0
CS0247	Replace Box Office Equipment	12	0	0	0

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<b>Total - Regen - Culture &amp; Tourism</b>		<b>155</b>	<b>0</b>	<b>0</b>	<b>0</b>
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### Regeneration - Property & Economic Development

CS0094	Property Programme (bworks)	257	0	0	0
CS0262	Property Programme - Office Rationalisation / Former Library	4,230	1,000	0	0
CS0294	Property Programme - Essential Maintenance	2,157	0	0	0
CS0295	Property Programme - Invest to Save	249	0	0	0
CS0309	Birklands-Mail Finishing Equipment	7	0	0	0
CS0308	Property Programme 15/16	2,340	0	0	0
CS0132	Community Hubs	60	0	0	0
CS0213	Park Dam	9	0	0	0
CS0269	Burley In Wharfedale Culvert repair	100	0	0	0
CS0084	City Park	205	0	0	0
CS0085	City Centre Growth Zone	8,300	275	0	0
CS0086	LEGI	51	0	0	0
CS0087	Bradford Centre Regeneration	14	0	0	0
CS0189	Buck Lane	206	0	0	0
CS0228	Canal Road	100	200	0	0
CS0241	Re-use of Former College Buildings Keighley	567	0	0	0
CS0266	Superconnected Cities	1,052	0	0	0
CS0290	Odeon	12	0	0	0
CS0291	Tyrils	1,500	0	0	0
CS0265	LCR Revolving Econ Investment Fund	0	3,956	0	0
CS0285	Strategic Development Fund	0	1,417	0	0
CS0303	Former furniture city site (Adjacent to Forster Square)	250	0	0	0
CS0323	One City Park (Tyrils Site)	400	5,200	0	0

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<b>Total - Regen – Property &amp; Economic Development</b>		<b>22,066</b>	<b>12,048</b>	<b>0</b>	<b>0</b>
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### Regeneration - Climate, Housing, Employment & Skills

CS0230	Beechgrove Allotments	277	0	0	0
CS0050	Carbon and Other Management Efficiencies incl Saltaire Hydro	2,202	1,800	0	0
CS0134	Computerisation of Records	10	0	0	0
CS0136	Disabled Housing Facilities Grant	2,909	850	0	0
CS0137	Development of Equity Loans	795	0	0	0

## City of Bradford Metropolitan District Council's Medium Term Financial Strategy

CS0144	Empty Private Sector Homes Strategy	1,058	250	0	0
CS0157	DEEP/Community Warmth	153	0	0	0
CS0305	LCR Green Deal Communities Project	554	0	0	0
CS0158	Regional HALS	11	0	0	0
CS0160	New Affordable Housing - Longfield Dve	143	0	0	0
CS0223	New Affordable Housing - Beech Grove	221	0	0	0
CS0225	Affordable Housing Programme 2011-2015	3,190	100	0	0
CS0308	Affordable Housing Programme 2015-2018	1,600	12,750	12,000	750
CS0250	Goitside	611	0	0	0
CS0280	Temporary Housing Clergy House	1,300	900	121	0

<b>Total - Regen - Climate, Housing, Employment &amp; Skills</b>		<b>15,034</b>	<b>16,650</b>	<b>12,121</b>	<b>750</b>
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### Regeneration - Planning

CS0131	Keighley Town Centre Heritage Initiative	902	0	0	0
CS0178	Ilkley Moor	32	0	0	0
CS0179	Landscape Environmental Improvement	85	0	0	0
CS0281	Saltaire - Public Realm imp	645	0	0	0

<b>Total - Regeneration - Planning</b>		<b>1,664</b>	<b>0</b>	<b>0</b>	<b>0</b>
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### Regeneration - Highways & Transport

CS1000	Countances Way - Bridge grant	0	30	0	0
CS0091	Capital Highway Maintenance	4,565	0	0	0
CS0095	Bridges	1,086	0	0	0
CS0096	Street Lighting	508	0	0	0
CS0097	Bridge Assessments	100	0	0	0
CS0099	Integrated Transport	1,018	0	0	0
CS0103	WY Casualty Reduction Partnership	87	0	0	0
CS0164	Local Intgrtd Transp Area Com CS0164	1,346	0	0	0
CS0168	Connecting the City (Westfield Agreement)	229	0	0	0
CS0169	Public Realm Improvements, City Centre	33	0	0	0
CS0172	Saltaire Roundabout Congestion & Safety Works	250	217	0	0
CS0175	Connect 2 (Manchester Rd F'bridge)	11	0	0	0
CS0232	Local Sustainable Transport Fund	61	0	0	0
CS0252	Measures to Support Hubs	48	0	0	0
CS0264	Highway to Health	815	0	0	0
CS0282	Highways Strategic Acquisitions	385	215	0	0
CS0289	Local Pinch Point Fund	1,449	0	0	0
CS0293	West Yorkshire & York Transport Fund	687	0	0	0
CS0306	Strategic Transport Infrastructure Priorities	0	12,260	0	0
CS0302	Highways Property Liability Reduction Strategy	384	0	0	0
CS0307	Bus Hot Spots	37	0	0	0
CS0310	Clean Vehicle Technology Fund	64	0	0	0
CS0317	VMS Signage	400	0	0	0
CS0319	Challenge Fund	1,380	0	0	0

<b>Total - Regen - Highways &amp; Transport</b>		<b>14,943</b>	<b>12,722</b>	<b>0</b>	<b>0</b>
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### Reserve Schemes & Contingencies

	General Contingency	0	1,681	2,000	2,000
CS0277	Wyke Manor Ph2 Sports Dev	0	493	0	0
CS0284	City Centre Sports Facility	0	2,842	17,617	13,401
	Street Lighting Invest to Save	0	846	0	0



## City of Bradford Metropolitan District Council's Medium Term Financial Strategy

Essential Maintenance Provision	0	2,000	2,000	2,000
Depot Strategy	0	0	3,000	0
Oastler Market Redevelopment	0	1,235	0	2,630
Westgate Carpark	0	660	300	300
Additional Equity Loans	450	0	0	0
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<b>Total - Reserve Schemes &amp; Contingencies</b>	450	9,757	24,917	20,331
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<b>TOTAL - All Services</b>	93,023	68,853	51,728	24,081
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## **Report of the Strategic Director, Regeneration to the meeting of the Executive to be held on 15 September 2015**

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### **T**

**Subject: Bradford District Local Plan – Bradford District Waste Management Development Plan Document (DPD) Publication Draft**

#### **Summary statement:**

The Bradford District Waste Management Plan Development Plan Document (DPD) is being prepared as part of Bradford Local Plan which will form the statutory development plan for the District, in line with the approved Local Development Scheme. The DPD will provide the planning policy framework for determining future planning applications to 2030 in conformity with the emerging policies in the Local Plan Core Strategy.

Following consultation in 2011 and development of supporting technical evidence a publication draft version of the Bradford District Waste Management DPD has been prepared for submission to government for independent examination. This report outlines the publication draft, as well as the key considerations which have shaped the document including consultation, technical evidence and national policy. The report is seeking approval of the Bradford District Waste Management DPD for submission to Secretary of State following a period for formal public representations.

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Mike Cowlam, Strategic Director – **Portfolio: Housing, Planning and Transport Regeneration**

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**Overview & Scrutiny Area:**  
**Environment & Waste Management**  
**Overview & Scrutiny**



## **1. SUMMARY**

- 1.1 The Bradford District Waste Management Plan Development Plan Document (DPD) is being prepared as part of Bradford Local Plan which will form the statutory development plan for the District, in line with the approved Local Development Scheme. The DPD will provide the planning policy framework for determining future planning applications to 2030 in conformity with the emerging policies in the Local Plan Core Strategy.
- 1.2 Following consultation in 2011 and development of supporting technical evidence a publication draft version of the Bradford District Waste Management DPD has been prepared for submission to government for independent examination. This report outlines the publication draft, as well as the key considerations which have shaped the document including consultation, technical evidence and national policy. The report is seeking approval of the Bradford District Waste Management DPD for submission to Secretary of State following a period for formal public representations.

## **2. BACKGROUND**

- 2.1 In accordance with the Planning & Compulsory Purchase Act 2004, the Council has commenced the preparation of the Local Plan, formerly known as the Local Development Framework (LDF) for the Bradford District, in line with the agreed Local Development Scheme, adopted by the Council July 2014. The Local Plan will ultimately supersede the current Bradford District Replacement Unitary Development Plan (as saved by the Secretary of State Oct 08). The Council is committed to producing the following suite of Development Plan Documents:

- Core Strategy
- Allocations Development Plan Documents (DPD)
- Bradford City Centre Area Action Plan DPD (AAP)
- Shipley and Canal Road Corridor Area Action Plan DPD (AAP)
- Waste Management Development Plan Documents (DPD)

- 2.1 The Waste Management DPD sets out the planning framework for managing the District's waste in a sustainable manner to 2030. It includes policies and allocations for the management of waste in line with the national waste strategy and relevant European regulations. It deals with all types of waste including municipal.
- 2.2 The Planning & Compulsory Purchase Act 2004, as amended by the Localism Act provides the Legal basis for the preparation of the statutory development plan. This is supplemented by detailed regulations in particular Town and Country Planning (Local Planning) (England) Regulations 2012. The Development plan process is made up of 5 main stages.

Stage 1 Initial Evidence gathering

Stage 2 Initial Consultation and continued work on evidence gathering (reg18)

Stage 3 Publication and Submission (Reg 17, 19 and 22)

Stage 4 Examination (Reg 23-24)



## Stage 5 Adoption (Reg 26)

- 2.3 The Waste Management DPD has reached stage 3. Work under stage 1 and 2 is summarised below with reference to previous engagement and technical work.
- 2.4 The Waste Management Development Plan Document - Publication Draft contained in Appendix 1, has been based upon the National Planning Policy Framework (NPPF) and practice guidance and extensive community/stakeholder engagement and consultation, and technical evidence and research. Each of these elements is considered in turn below.

## Consultation and Engagement

- 2.5 As part of the Local Plan for Bradford District, the Council is committed to producing a Waste Management Development Plan Document (DPD) which will identify sites for waste management and policies for their delivery and implementation in support of the approach set out in national and regional planning guidance as well as the Local Plan: Core Strategy.
- 2.6 The Waste Management DPD will provide the detailed policy framework for managing all types of waste including, municipal, commercial and industrial, construction, demolition and excavation waste, hazardous waste and agricultural waste. It would also allocate sites for the major waste streams (Local Authority Collected Waste, Commercial & Industrial Waste).
- 2.7 The DPD has been subject to 3 rounds of public consultations as outlined below.
- 2.8 Following consultation on Issues and Options in 2009/2010 (approved by Executive on 20 October 2009) the Council prepared a Preferred Approach report.
- 2.9 Work commenced on the Waste Management DPD with the preparation of the Issues and Options report. The Executive approved this report for public consultation at its meeting on 20th October 2009. It was published for consultation between 9th November 2009 and 25th January 2010.
- 2.10 Following consultation on the Preferred Approach in 2011 (approved by Executive on 14 January 2011) the Council has prepared a revised shortlist of proposed sites (approved 16<sup>th</sup> September 2011) which were consulted on between October 2011 and December 2011.
- 2.11 The detail of the previous stages of consultation including scale and nature of comments as well as the council's response is set out in the Statement of Consultation.



## Technical Evidence

- 2.12 Following comments during the consultation stages with regard to the soundness of the evidence base supporting the DPD, the Council commissioned consultants Urban Vision Ltd. to undertake a 'Forecasting and Capacity Gap Analysis Study' in 2013 with a further update in 2015. The main objectives of the study were to:
- Establish waste arisings forecasts for the waste streams of Commercial and Industrial (C&I), Municipal Solid Waste (MSW), Construction, Demolition and Excavation (CDEW), Agricultural and Hazardous within the Bradford District; for the next 15 years (the plan period 2013 - 2030);
  - Establish the existing operational capacity of waste management facilities treating MSW and C&I waste within the Bradford District; (including a breakdown of tonnages of waste that are just bulked/transferred);
  - Establish the capacity gap for MSW and C&I waste
  - Establish the number of sites/facilities required to manage the capacity gap for MSW and C&I Waste for the plan period
  - Become a key part of the Baseline Evidence Base Report supporting the contents of the Waste Management DPD.
- 2.13 The Study made recommendations based on a number of scenarios which dictate the quantity of waste to be planned for and the resulting effect on the number of sites required for Local Authority Collected Waste and Commercial & Industrial Waste arisings.
- 2.14 The Study has identified a current significant shortfall in recycling, treatment and energy from waste facilities to manage Local Authority Collected Waste and Commercial and Industrial Waste arisings.
- 2.15 A 'Waste Forecasting and Capacity Gap Analysis Model' has also been produced as part of the Study. This will be used for future monitoring of the DPD, and can also be used in support of officer's decision on planning applications / planning appeals for waste management facilities.
- 2.16 The results and recommendations of the 'Bradford Waste Needs Assessment, Capacity Gap Analysis and Site / Facility Requirement Study' have been considered, and have been used in the production of the Publication Draft.
- 2.17 The results and recommendations of the 'Bradford Waste Needs Assessment, Capacity Gap Analysis and Site / Facility Requirement Study' will be published alongside the Publication Draft.
- 2.18 In addition to the above technical evidence, a full Sustainability Appraisal (SA) was undertaken by independent consultants Ramboll Environ at key stages of the Waste Management DPD preparation. In addition to this, a Habitats Regulations Assessment (HRA) screening and subsequent full assessments, have been prepared by Ramboll Environ, which assess the impact of the policies and proposals set out in the Waste Management DPD on the environmental integrity of



the South and North Pennine Moors Special Protection Areas (SPA's) and Special Area's of Conservation (SAC's).

### **Local Plan Tests of Soundness**

2.19 The Publication Draft is the final stage prior to submission to Secretary of State for independent examination in public with a government appointed Planning Inspector. As such this is the stage when it becomes the plan that the Council wishes to see adopted. At the Publication Draft stage the Council needs to ensure that it will pass the key tests at independent examination in public.

2.20 The Local Plan will be examined by an independent Planning Inspector whose role is to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it is sound. To this end, the Council, as the local planning authority, should submit a plan for an examination in public which it considers is "sound" – namely that it is:

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

2.21 In approving the Publication Draft the Council must be content that the plan is 'sound' in terms of the above key tests. A failure to submit a sound plan could result in either delay in the plan being found sound due to the need for further work including evidence, changes and related consultation and a delayed examination. It may also result in the need to withdraw a plan altogether to allow for further work and resubmission to the Secretary of State.

### **2.22 Publication Draft - Bradford District Waste Management DPD**

As noted above, significant work has been undertaken since the last public consultation on the DPD to ensure robust and up to date technical evidence in support of the chosen waste management strategy and policies.

The document is made up of 7 sections as follows:



1. Introduction
  2. Vision and Objectives for Waste Management
  3. The Need for New Waste Management Facilities
  4. Planning for Waste Management Facilities
  5. Managing Other Waste Streams
  6. Waste Development Management Policies
  7. Delivery and Monitoring
- 2.23 Section 1 sets out the introduction including context for the DPD and links with the Local Plan Core Strategy policies. The Bradford District Waste Management DPD is in compliance with the emerging Local Plan – Core Strategy and Policies WM1 and WM2 (Waste Management) as proposed to be modified.
- 2.24 Section 2 sets out the vision and objectives for waste management in the District and includes a vision statement, objectives, national and local policy context, the waste hierarchy and cross boundary considerations.
- 2.25 The Waste Management DPD sets out the following **vision to 2030**:-

*“Bradford District needs to take responsibility for the waste it generates, undertaking a step-change in the way it manages its waste, through more sustainable waste management, moving the management of waste up the waste hierarchy of: prevention; preparing for re-use; recycling; other recovery and only disposing of waste as a last resort. We aspire to achieve net self-sufficiency, managing the waste we generate at the nearest appropriate facilities, and will put in place the necessary structures and systems to enable this to happen including the promotion of a range of technologies and cross-boundary working where appropriate”.*

- 2.26 In order to fulfil the vision, the Waste Management DPD has the following 5 objectives which have informed policies and site proposals:-

*“**Objective 1:** To achieve net self-sufficiency, managing our own waste where appropriate, through maximising opportunities for waste reduction and increasing the amounts of waste we re-use, recycle, compost and recover meeting national and regional targets over the period to 2030, but also working with appropriate waste authorities who may manage Bradford Waste arisings within their District, therefore ensuring the best environmental and sustainable solution to waste management*

***Objective 2:** To minimise the amount of residual waste sent on to landfill sites within and outside Bradford District as appropriate and to support the movement of waste up the waste hierarchy*

***Objective 3:** To ensure that the expansion of existing facilities and the development of new waste facilities support the planned growth and waste needs of the Bradford community and are delivered in a manner which protects the District's*





environmental assets and safeguards human health

**Objective 4:** To support the use of waste as a raw material / energy source for local industry and communities both existing and new. Bradford Council supports the production of waste derived fuels where it is not possible to re-use or recycle the waste; and

**Objective 5:** To work in collaboration with appropriate local authorities and waste industry operators to ensure that sub-regional waste (and if necessary beyond the sub-region) issues are effectively considered and planned for in accordance with the duty to co-operate. Cross boundary issues including the movement of waste and locating of facilities near to source must be managed and planned for collectively where possible”.

- 2.27 Section 2 also sets out how the Council will work collaboratively with other local authorities with responsibilities for waste through Policy W1 (Cross Boundary Working).
- 2.28 Section 3 establishes the need for waste facilities in the District set within the context of the most up to date waste forecasting evidence. This section also presents tables on summary of current waste arisings as well as forecast waste arisings in Bradford to 2030. This evidence has highlighted the total waste arisings the Council should plan for to 2030 through the DPD whilst also ensuring opportunities to reduce, re-use and recycle waste. The evidence base also identified a significant capacity gap for the management of Local Authority Collected Waste and Commercial and Industrial Waste arisings.

#### **Bradford’s Waste Management Capacity Requirements by 2030**

Waste Stream	Capacity Requirements by 2030 (Tonnes)
Agricultural Waste	283,133
Commercial and Industrial Waste	602,721
Construction Demolition and Excavation Waste	495,515
Hazardous Waste	21,311
Local Authority Collected Waste	279,282
<b>Total</b>	<b>1,681,962</b>

- 2.29 Section 4 identifies six proposed sites for the management of Local Authority Collected Waste and Commercial and Industrial Waste Facilities across the District with allocation statements supporting plans. The capacity gap analysis has been translated into land requirement for new waste management facilities to be allocated through the DPD. The Council has ensured that there is a choice and mix of potential waste management sites across the District in order to support the



waste hierarchy objectives and to address the capacity gap. The sites to be allocated are:

- Site WM1 – Princeroyd Way, Ingleby Road, Listerhills
- Site WM2 - Ripley Road, Bowling
- Site WM3 - Aire Valley Road, Keighley
- Site WM4 - Bowling Back Lane Household Waste Collection Recycling Site,
- Site WM5 - Merrydale Road, Euroway, Bradford
- Site WM6 - Steel Stock and Scrapholders Site, Birkshall Lane

- 2.30 Agricultural and Construction Demolition and Excavation wastes will continue to be managed on site where they arise. Hazardous waste will continue to be managed outside of the District on a sub-regional and regional level.
- 2.31 Section 5 sets out policies for managing waste streams which include construction, demolition and evacuation waste, other waste (Hazardous waste from waste water sites and agricultural waste streams and residual waste without recovery and residual landfill.
- 2.32 Section 6 sets out development management policies to control the nature, characteristics, operation and impacts of waste management facilities including the identification sites and loss of existing facilities.
- 2.33 Section 7 sets out the delivery and monitoring framework by which the Council will measure the performance to the DPD over the plan period.

#### **Submissions to Government for Examination**

- 2.34 The Executive are recommended to approve the Bradford District Waste Management Development Plan Document Publications Draft for submission to the Secretary of State for independent examination by the Planning Inspector. Submission is a decision for Full Council and as such, subject to the decision of Executive, the Publication Draft will need to be considered and approved by Full Council on 20<sup>th</sup> October 2015.
- 2.35 Once approved the Waste Development Plan Document Publication Draft will be issued for formal public representations for a period of 6 weeks in line with the Government Regulations. At this stage representations are invited on the 'soundness' or otherwise of the plan to be considered by the examining Planning Inspector appointed by Central Government. This stage is not a consultation stage. To this end the engagement in support of the publication will be limited to assist those making representations and understanding the chosen approach and supporting evidence.
- 2.36 The Council will then collate any representations made at Publication stage. If the consideration of the representations highlight an issue which would make the plan unsound the regulations allow for further changes prior to submission, though these should be the exception.



- 2.37 Following submission to government an independent Planning Inspector will be appointed to undertake the Examination in Public into the soundness of the plan. The examination will take the form of roundtable hearings into key matters determined by the Planning Inspector taking into account the representations and the evidence base. Those who made representations would have a right to appear at the examination. The Inspector would normally review the plan and representations to be satisfied that the plan can proceed to examination.
- 2.38 Following examination the Planning Inspector would provide a report setting out whether the plan is sound with reference to the key tests outlined above. The inspector can recommend non substantive changes to the plan as part of the report. If significant soundness issues are found they may result in the plan being found unsound and further work required and the plan being resubmitted for examination.
- 2.39 If the plan is found sound the inspectors report and recommendations would be brought back to the Council for consideration and a decision on formal adoption. Once adopted the Bradford District Waste Management Development Plan Document would be part of the statutory plan for the district and replace certain of the currently saved policies of the RUDP.

### **3. OTHER CONSIDERATIONS**

- 3.1 An up to date statutory Local Plan is important for communities, business and investors as this ensures certainty and investor confidence in the Bradford District. It also will assist in supporting the attraction of much needed investment into infrastructure projects based on clearly articulated plans for delivering growth investments in the District. Central Government through a House of Commons Ministerial Statement (20 July 2015) by Brandon Lewis (Minister of State for Housing & Planning) has set a deadline for early 2017 for Councils to produce Local Plans, with those Councils failing to do so facing intervention from the Communities Secretary in order to accelerate local plan production. Central Government has also stated that it will publish new league tables showing progress made by Councils on their Local Plans. It is therefore important that the Council has an adopted Bradford District Waste Management DPD, which forms part of the Bradford District Local Plan, in place before the 2017 deadline.
- 3.2 Following the termination of the PFI process, the Council has approved the Municipal Waste Minimisation and Management Strategy at Council's Executive Committee on 13th January 2015. The new 'strategy summarises the current waste services and performance levels, highlights future waste policy development, and the need to manage waste to more sustainable levels, by minimising waste, encouraging re use and improving recycling at the kerbside. The strategy also summarises the outcomes of the Soft Market Test (SMT) and from this outlines the procurement strategy needed to secure residual waste treatment services required from 2017. The 'Strategy and Waste Management DPD are closely aligned and will support the delivery of their respective aims and objectives.



#### **4. FINANCIAL & RESOURCE APPRAISAL**

- 4.1 The preparation of the Local Plan is undertaken by the Development Plan group, which is funded from within the Department's resources, supported by a one off corporate growth payments to cover abnormal costs of consultation and engagement, Technical studies and examination cost. An adopted Bradford District Local Plan provides certainty to financial investors and will enable delivery of economic and housing developments and associated infrastructure and in turn lead to an increase in additional Council Tax and Business Rates revenue for the Council.

#### **5. RISK MANAGEMENT AND GOVERNANCE ISSUES**

- 5.1 There are risks to the Council as a result of not having an up to date Local Plan. These include uncertainty for decision making and potential costs from successful appeals. There is also the risk of direct intervention by Central Government with reference to the House of Commons Ministerial Statement (20 July 2015) by Brandon Lewis (Minister of State for Housing & Planning) with a deadline for early 2017 for Councils to produce Local Plans, with those Councils failing to do so facing intervention from the Communities Secretary in order to accelerate local plan production.

#### **6. LEGAL APPRAISAL**

- 6.1 The Bradford District Waste Management Development Plan Document has been prepared in line with the appropriate, legislation (UK and EU), regulations and guidance. The report details how the legal obligations under the Planning and Compulsory Purchase Act 2004 and Regulations are being met.
- 6.2 Once the examination process is complete, adoption is the final stage of putting a Local Plan in place. This requires confirmation by full Council (Regulation 4(1) and (3) of the Local Authorities (Functions and Responsibilities) (England) Regulations 2000). On adopting a Local Plan, the local planning authority has to make publicly available a copy of the plan, an adoption statement and Sustainability Appraisal in line with regulations 26 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

#### **7. OTHER IMPLICATIONS**

##### **7.1 EQUALITY & DIVERSITY**

- 7.1.1 The consultation on the Waste Management Development Plan Document is undertaken in line with the Statement of Community Involvement, which sets out how the Council will seek to engage the community in the preparation of development plan documents. In order to achieve this it seeks to set a framework to ensure representative and inclusive involvement and engagement at all stages of document preparation. Particular consideration is given in the document to hard to



reach groups. In addition the Bradford District Waste Management DPD has been subject to an Equality Impact Assessment screening.

## **7.2 SUSTAINABILITY IMPLICATIONS**

7.2.1 All Local Plan Development Plan Documents are required to be subject to Sustainability Appraisal (SA) including Strategic Environmental Appraisal (SEA) at all key stages. The SA seeks to assess the likely impacts of the policies and proposals of the relevant plan. A full SA was undertaken by independent consultants Ramboll Environ at key stages of the Waste Management DPD preparation. In addition to this, a Habitats Regulations Assessment (HRA) screening and subsequent full assessments, have been prepared by Ramboll Environ, which assess the impact of the policies and proposals set out in the Waste Management DPD on the environmental integrity of the South and North Pennine Moors Special Protection Areas (SPA's) and Special Area's of Conservation (SAC's).

## **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

7.3.1 The Local Plan is subject to sustainability appraisal throughout its development, which identifies the likely impacts of the plan and where appropriate any mitigation to manage any negative impacts.

The consultation and engagement plan will seek to use sustainable means and locations as far as practicable.

## **7.4 COMMUNITY SAFETY IMPLICATIONS**

7.4.1 There are no direct community safety implications arising from Bradford District Waste Management DPD

## **7.5 HUMAN RIGHTS ACT**

7.5.1 The SCI sets out how all individuals can have their say on the development plan documents. Anyone who is aggrieved by the Bradford District Waste Management DPD as drafted has a right to be heard at an independent examination in public following submission to the Secretary of State.

## **7.6 TRADE UNION**

7.6.1 There are no Trades Union implications.

## **7.7 WARD IMPLICATIONS**

7.7.1 Affects all wards across the District.

## **7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS**

7.8.1 None



## 8. NOT FOR PUBLICATION DOCUMENTS

8.1 None

## 9. OPTIONS

9.1 The Council has a duty under the Planning and Compulsory Purchase Act 2004 to prepare the Local Plan for the District in line with the approved Local Development Scheme. The Council can determine the nature, make up, of the Local Plan it wants to put in place in order to meet its statutory duty, as well as the timetable for their preparation. The currently agreed Local Plan programme, as set out in the approved Local Development Scheme (LDS) was adopted by the Council at the meeting of the Executive in July 2014.

9.2 The process for the preparation of each DPD is prescribed by statute and regulation. In order to ensure a sound plan it is important that the Council ensures it follows the regulations, ensures effective and robust consultation, ensures it is founded upon up to date and robust evidence. All DPDs are submitted to the Secretary of State for independent examination to test whether they are sound with reference to the tests set out in legislation and regulations. Failure to ensure a robust approach could result in a DPD being found unsound by the Inspectorate.

9.3 National planning reforms retain the need for local planning authorities to prepare a Local Plan for their District and in light of the National Planning Policy Framework (NPPF) the government is seeking Councils to progress Local Plan work as a matter of urgency.

9.4 Three Option are presented to Executive as follows:-

### Option 1

9.5 The first option is to approve the Publication Draft as proposed for submission to government. The document is considered sound by officers and in position to submit to government for examination. This option would continue progress towards the adoption of an up to date development plan in line with the NPPF presumption.

### Option 2

9.6 The second option is to not approve the Publication Draft for submission. This would risk progress to put in place an up to date development plan in line with NPPF and increase uncertainty and confidence in the district for both communities and investors.

### Option 3

9.7 The third option is to approve the publication draft as proposed but with further changes as proposed by members. The document in Appendix 1 has been produced to ensure a sound plan and has been subject to separate key tests including Sustainability Appraisal. Any changes depending on the significance may require further work to support (NPPF compliance/ Technical evidence) which may delay possible submission.



9.8 The Executive and Full Council are recommended that the version in Appendix 1 is approved in line with Option 1. The other options would have significant implications for the timetable for putting in place an up to date Local Plan.

## 10. RECOMMENDATIONS

10.1 ***That it be recommended to Council that the Bradford District Waste Management Plan DPD Publication Draft be approved for the purposes of submission to the Secretary of State for independent examination pursuant to Section 20 of the Planning and Compulsory Purchase Act 2004.***

10.2 ***That prior to submission, the Publication Draft is issued for formal representations for a period of 6 weeks, in line with the Engagement Plan in Appendix 2.***

10.3 ***That the Assistant Director (Planning Transportation and Highways) in consultation with the relevant portfolio holder be authorised to make minor amendments of redrafting or of a similar nature as may be necessary prior to formal publication for representations of the Bradford District Waste Management Plan DPD Publication Draft.***

10.4 ***That delegated authority be given to the Assistant Director Planning Transportation and Highways in consultation with the relevant portfolio holder to make minor amendments of redrafting or of a similar nature before submitting the Bradford District Waste Management Plan DPD to the Secretary of State once the 6 week period for representations has been completed.***

## 11. APPENDICES

Appendix 1 – Bradford District Waste Management DPD  
Appendix 2 – Engagement Plan

## 12. BACKGROUND DOCUMENTS

Bradford Waste Needs Assessment, Capacity Gap Analysis and Site / Facility Requirement Study (2013/Update 2015)  
Statement of Community Involvement  
Statement of Consultation  
Sustainability Appraisal – Non Technical Summary  
Sustainability Appraisal  
Habitats Regulation Assessment Screening and Appropriate Assessment  
Equalities Impact Assessment Screening



## Appendix 1

Local Plan for the Bradford District

Waste Management DPD

Publication Draft

XXXX 2015



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# 1. Introduction

## Overview

- 1.1 City of Bradford Metropolitan District Council's planning policies relating to waste management are currently contained within the Replacement Unitary Development Plan (2005) (RUDP). Under the Planning and Compulsory Purchase Act (2004) local authorities are required to replace UDP's with a Local Plan. The Local Plan for Bradford will comprise a series of detailed Development Plan Documents to guide development within the District; including waste facilities.
- 1.2 The Council have previously consulted on the waste management policies to be included within the Local Plan Core Strategy, which will set out the strategic policies for the District over the plan period. This included the testing of issues and options and identification of a preferred Core Strategy policy approach to the scale of waste arisings, the nature of waste arisings, and associated spatial dynamics (including cross-boundary considerations).

**Waste policies WM1 and WM2 set out in the Core Strategy establish the strategic framework for policies and guidance within the Waste Management DPD.**

## The Waste Management DPD

- 1.3 The purpose of this Waste Management Development Plan Document (referred to in the remainder of this report as 'the Waste Management DPD') is to expand on the Core Strategy relating specifically to waste management. The Waste Management DPD has been developed in line with European and national guidance and best practice, The Waste Management DPD is an important tool in ensuring that the District has sufficient and appropriate waste infrastructure to deliver established aspirations for net self-sufficiency in waste management where appropriate, over the plan period. It outlines the Council's strategy for the effective management of waste arisings generated within the District over the plan period including:
- Mechanisms for identifying land suitable for waste management facilities in the District over the plan period, including identification of sufficient land relative to forecast waste arisings;

- Policies and guidance to be used by the Council when determining planning applications for waste management-related developments; and
- National, Regional Sub-regional waste management considerations based on consultation with local authorities, statutory agencies and key stakeholders through the Yorkshire and Humber Waste Technical Advisory Body (Y&H WTAB) and Duty to Co-operate.

## **Sustainability Appraisal**

- 1.4 The Waste Management DPD has been subject to a Sustainability Appraisal during the course of its preparation in line with the requirements of the Planning and Compulsory Purchase Act (2004). The Sustainability Appraisal has considered the potential impacts of the policies and proposals within the DPD against an agreed set of environmental, social and economic indicators and benchmarks.
- 1.5 The findings of the Sustainability Appraisal have been utilised in the identification of the publication draft policy approach to waste management set out in this document.
- 1.6 The Sustainability Appraisal Report sets out in full the methodology and findings of the assessment undertaken, including how the findings have been fed back into each stage of the DPD process.

## **Community Stakeholder Involvement**

- 1.7 The Council have previously consulted on the Issues and Options and Preferred Approach versions of the Waste Management DPD in autumn 2009, January - April 2011 and again in October - November 2011 respectively. The Issues and Options paper set out the key issues and options faced for waste management within Bradford District including those relating to amount, location, and handling of waste arisings at the current time within the District, and the objectives for the future. The Preferred Approach Report identified the policy direction and approach to waste management, setting out the alternative approaches that the Council could take in relation to different waste arisings.
- 1.8 This document sets out the waste policies including amendments made from the Preferred Approach version of the document based on the findings of public consultation and the sustainability appraisal of the Issues and Options, Preferred Approach and Preferred Approach: Revised Chapter 5.. The policies also incorporate updated information to reflect the latest evidence available at publication. An analysis

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of the consultation responses received and the resulting modifications are set out in the accompanying Statement of Consultation

## How Do I Get Involved?

- 1.9 This document will be published for public consultation over a [insert number] week period commencing [insert date] and ending [insert date].
- 1.10 Hard copies will be made available for reference at the main planning offices and libraries as set out in the Engagement Plan.
- 1.11 The Engagement Plan sets out the proposed methods to be used as part of the engagement in line with the adopted Statement of Community Involvement. This will seek to assist the public and other interest organisations and bodies to find out more about the document and help them engage with the process and submit comments.

## How to comment?

- 1.12 Comments are invited using the online Comment Form or the paper comment forms available upon request. While comments not using the form will be accepted those making comments are encouraged to use the form to assist both the Council in processing representations but also any Inspectors consideration of comments. Please note that representations cannot be treated as confidential and will be made available on the council's website.
- 1.13 The Council is keen to promote the submission of comments electronically and would encourage anyone with appropriate facilities, such as email, to make their responses in this way. Comments should be returned to the Council by using:

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

- 1.14 Where it is not possible to comment using electronic means, representations can be sent via mail to:

**Bradford District Local Plan  
City of Bradford MDC  
Development Plans Team  
2<sup>nd</sup> Floor (South) Jacobs Well  
Manchester Road**

**Bradford**

**BD1 5RW**

**Hand Delivered** to the following planning offices:

**Jacobs Well - Groundfloor reception, BD1 5RW (Mon-Thurs 9am to 5pm, Fri 9am to 4.30pm).**

- 1.15 If you have any queries regarding the Area Action Plan or the consultation process please contact the Development Plans team on **01274 433679** or email [planning.policy@bradford.gov.uk](mailto:planning.policy@bradford.gov.uk).

**What happens next?**

- 1.16 After the Publication Draft stage the Council will consider the comments received and consider whether any modifications need to be made to the plan before submitting the AAP to the Government. The AAP will then be considered by an independent inspector at a public examination. The Inspector's role is to consider whether the plan can be considered to be sound having regard to a number of factors including the plans compliance with national planning policy. The Examination process may result in a judgment that the plan would be sound if subject to a number of modifications. If modifications are necessary these would be published by the Council and subject to consultation before adopting the AAP through a meeting of the Full Council.

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## Vision and Objectives for Waste Management

### Introduction

- 2.1 The vision and overarching objectives for the management of waste across Bradford District sets the structure and parameters for policies included within the Waste Management DPD. The vision and objectives establish the scale and patterns of waste management facilities over the plan period.
- 2.2 The DPD identifies waste management facilities within the District boundary in the context of the regional and sub-regional capacity to ensure a more sustainable pattern of waste management in the future. With regard to achieving greater self-sufficiency, the policy approach is to continue the commitment to reducing waste arisings and for the District to achieve net self-sufficiency, handling its own waste arisings where appropriate and sustainable, but also to support the need for a regional and sub-regional approach to waste management in compliance with policy guidance.
- 2.3 The key issues facing Bradford District in relation to waste management within the District, established through analysis undertaken in the preparation of the evidence base underpinning this document, are summarised as:
- European, national and regional policy places an imperative on Bradford District to sustainably manage its own waste arisings rather than relying on landfill and the continued export of waste arisings outside of the District, except when it is a more environmentally beneficial, sustainable and appropriate to use waste treatment facilities within neighbouring authorities in the Yorkshire and Humber Region and for specialist/low volume waste, beyond the Y&H Region.
  - A recognised need to ensure that waste, of all types, is treated at the nearest appropriate waste management installation. This conforms to national guidance, including the need to consider capacity on a cross-boundary basis.
  - The need for a flexible approach to identifying site supply to accommodate current and forecast waste arisings emerging over the plan period; with a combined need to ensure scope for adaptability to respond to future circumstances and changing approaches to waste management including technological advancement.

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## Vision

*Bradford needs to take responsibility for the waste it generates, undertaking a step-change in the way it manages its waste, through more sustainable waste management, moving the management of waste up the waste hierarchy of: prevention; preparing for re-use; recycling; other recovery and only disposing of waste as a last resort. We aspire to achieve net self-sufficiency, managing the waste we generate at the nearest appropriate facilities, and will put in place the necessary structures and systems to enable this to happen including the promotion of a range of technologies and cross-boundary working where appropriate.*

## Waste Management Objectives

- 2.4 The vision is supported by five waste management objectives, which have been developed giving clear regard to the requirements of European and established national policy guidance and best practice including the National Planning Policy for Waste (Oct 2014), and Waste Management Plan for England (Dec 2013).
- 2.5 The five waste management objectives for Bradford District, which should be read collectively, are:

Objective 1: To achieve net self-sufficiency, managing our own waste where appropriate, through maximising opportunities for waste reduction and increasing the amounts of waste we re-use, recycle, compost and recover meeting national and regional targets over the period to 2030, but also working with appropriate waste authorities who may manage Bradford Waste arisings within their District, therefore ensuring the best environmental and sustainable solution to waste management;

Objective 2: To minimise the amount of residual waste sent on to landfill sites within and outside Bradford District as appropriate and to support the movement of waste up the waste hierarchy;

Objective 3: To ensure that the expansion of existing facilities and the development of new waste facilities support the planned growth and waste needs of the Bradford community and are delivered in a manner which protects the District's environmental assets and safeguards human health;

Objective 4: To support the use of waste as a raw material / energy source for local industry and communities both existing and new. Bradford Council supports the production of waste derived fuels where it is not possible to re-use or recycle the waste; and

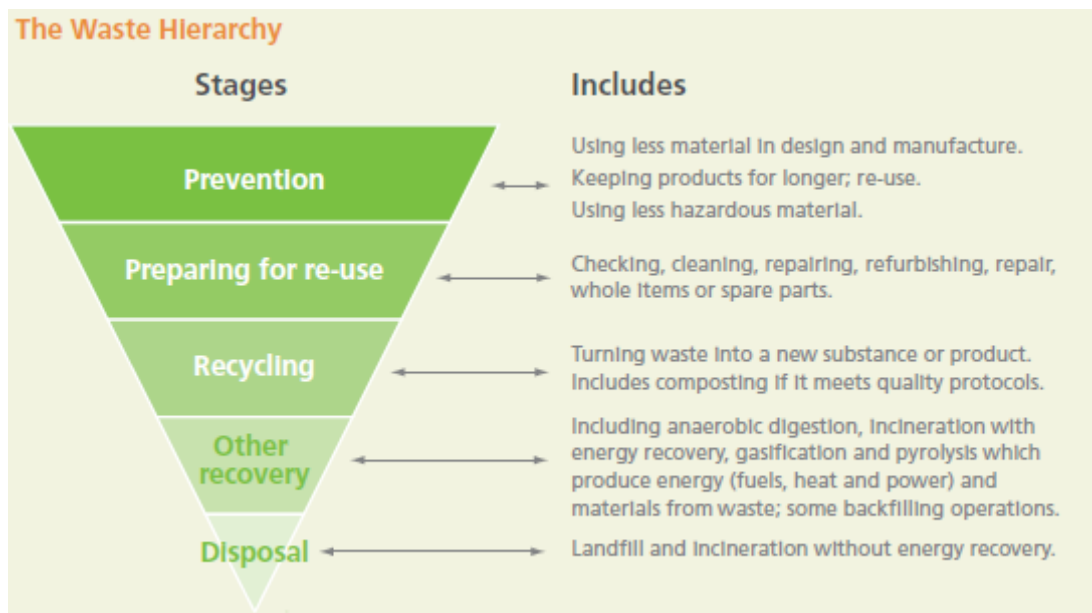
Objective 5: To work in collaboration with appropriate local authorities and waste industry operators to ensure that sub-regional waste (and if necessary beyond the sub-region) issues are effectively considered and planned for in accordance with the duty to co-operate. Cross boundary issues including the movement of waste and locating of facilities near to source must be managed and planned for collectively where possible.



## The Waste Hierarchy

- 2.6 The European Community's Waste Framework Directive (2008) (Directive 2008/98/EC of the European Parliament and of the Council) establishes that the first objective of any waste policy should be to minimise the negative effects of the generation and management of waste on human health and the environment. It further states that waste policy should aim to reduce the use of resources, and favour the practical application of the National Waste Hierarchy.
- 2.7 The Waste Hierarchy is enshrined in UK law through the Waste (England and Wales) Regulations 2011. The hierarchy is set out below and is a key principle underpinning UK policy relating to waste management. It establishes the prioritisation of waste prevention, but emphasises the need to take all available opportunities for re-use, recycling, and other recovery of those wastes which cannot be eliminated before final disposal is considered. In line with national guidance in the National Planning Policy for Waste (2014) and the National Waste Plan for England (2013), the Council is adopting the National Waste Hierarchy to be applied within the District, as there is no evidence or justifiable reason to depart from it.

**Figure 2: The Waste Hierarchy**



Source: DEFRA Review of Waste Policy in England and Wales, 2011

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## Other Key Policy Context

### National

#### *The Localism Act*

- 2.8 The Localism Act received Royal Assent in November 2011 and devolves many decision making powers and responsibilities from Central Government to local authorities and communities. It includes substantial new responsibilities and flexibilities for local authorities through a general power of competence and a duty to co-operate. The Act does however reserve to Central Government wide-ranging powers to ensure that local decisions do not conflict with national policy priorities.
- 2.9 Duty to co-operate establishes that there is a need for coordination at a spatial level higher than individual local planning authorities. In particular, some elements of planning such as the provision of infrastructure to support development may require some form of co-operation between local authorities.

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*National Planning Policy Framework*

- 2.10 Working in tandem with the Localism Act, the Government has published its National Planning Policy (March 2012) (NPPF) which was consulted upon in draft form from July to October 2011. The NPPF has an extensive series of measures to streamline existing national planning policy guidance into a new consolidated set of priorities to consider when planning for and deciding on planning applications for new development. The NPPF is an overarching planning framework for all types of development, not specifically waste.

*National Planning Policy for Waste (October 2014)*

In October 2014, the National Planning Policy for Waste superseded Planning Policy (PPS) 10 – Planning for Sustainable Waste Management. The document sets out how positive planning plays a pivotal role in delivering the ambitions sets out in the Waste Management Plan for England:

- Delivery of sustainable development and resource efficiency, including a provision of modern infrastructure, local employment opportunities and wider climate change benefits, by driving waste management up the waste hierarchy;
- Ensuring that waste management is considered alongside other spatial planning concerns, such as housing and transport, recognising the positive contribution that waste management can make to the development of sustainable communities;
- Providing a framework in which communities and businesses are engaged with and take more responsibility for their own waste, including by enabling waste to be disposed of or, in the case of mixed municipal waste from households, recovered, in line with the proximity principle;
- Helping secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment; and
- Ensuring the design and layout of new residential and commercial development and other infrastructure (such as safe and reliable transport links) complements sustainable waste management, including the provision of appropriate storage and segregation facilities to facilitate high quality collections of waste.

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The document also sets out detailed waste planning policies and should be read in conjunction with the National Planning Policy Framework, the Waste Management Plan for England (2013) and National Policy Statements for Waste Water and Hazardous Waste, or successor documents.

*Waste Management Plan for England*

- 2.13 Waste Management Plan for England (2013) and associated documents, combined with equivalent plans being produced by the devolved administrations in Scotland, Wales and Northern Ireland, and Gibraltar, together with local authorities' local waste management plans will fulfil the requirement in Article 28 of the revised Waste Framework Directive<sup>2</sup> (WFD). Article 28 requires that Member States ensure that their competent authorities establish one or more waste management plans covering all of their territory.
- 2.14 The Waste Management Plan for England is a high level document which is non-site specific. It provides an analysis of the current waste management situation in England, and evaluates how it will support implementation of the objectives and provisions of the revised WFD. National planning policy on waste is currently set out in Planning Policy Statement 10 'Planning for Sustainable Waste Management. It provides the planning framework to enable local authorities to put forward, through local waste management plans, strategies that identify sites and areas suitable for new or enhanced facilities to meet the waste management needs of their areas. This policy is currently being updated and has been subject to public consultation. Once it has been finalised, the updated policy will replace Planning Policy Statement 10 as the national planning policy for sustainable waste management.

*Municipal Waste Minimisation and Management Strategy (January 2015)*

- 2.11 Following the termination of the PFI process, the Council has approved the Municipal Waste Minimisation and Management Strategy at Council's Executive Committee on 13th January 2015. The new 'strategy summarises the current waste services and performance levels, highlights future waste policy development, and the need to manage waste to more sustainable levels, by minimising waste, encouraging re use and improving recycling at the kerbside. The strategy also summarises the outcomes of the Soft Market Test (SMT) and from this outlines the procurement strategy needed to secure residual waste treatment services required from 2017.

**Cross-boundary Considerations**

- 2.12 The Waste Management DPD must give consideration to cross-boundary issues when setting spatial policy and waste site allocations.
- 2.13 Due to conflicting timetables of plan preparation across West Yorkshire, it has not been possible to allow for a comprehensive joint-area planning for waste management facilities to take account of the comparable activities across adjoining authorities and known cross-border flows of waste to and from Bradford. Consultation has been undertaken with adjacent authorities as part of the preparation of this document to consider any sub-regional implications and ways of working together in the future.
- 2.14 Additionally, the Yorkshire & Humber Waste technical Advisory Body (Y&H WTAB) has been operational since April 2014 for which there is considered discussion and agreement on cross boundary waste matters. There is a memorandum of understanding drawn up to ensure:
- planned provision for waste management in the Yorkshire and Humber Area is co-ordinated, as far as is possible; and
  - the approach to waste planning throughout the Yorkshire and Humber Area is consistent as possible between authorities.
  - a framework for the on-going liaison and co-operation between waste planning authorities in the Yorkshire and Humber Area.

A Yorkshire & Humber Waste Position Paper (July 2014) has also been drawn up and records kept and shared of on-going major/strategic facilities in the planning process, with planning, being built and operational. The Y&H Waste position paper has identified a number of key messages which the Y&H WTAB continue to

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collaboratively address to ensure there are no unmet waste requirements in the Y&H area.

- 2.15 The Waste Management DPD therefore does consider opportunities for joint cross-boundary working on waste matters and also reflects the possibility of a continued Bradford and Calderdale joint initiative for Municipal Solid Waste management facilities.
- 2.16 The Waste Management DPD acknowledges National Planning Policy on Waste and the Bradford Council appeal decision at Buck Park (APP/W4705/A/11/2154371 when considering cross-boundary approaches to waste management. Specifically, it is noted that "there is no requirement for individual authorities to be self-sufficient in terms of waste infrastructure and transporting waste to existing infrastructure to deliver the best environmental solution should not considered a barrier", as reflected in the Objectives.
- 2.17 The Localism Act also introduced a statutory duty to co-operate as part of the planning process. The duty establishes that there is a need for coordination at a spatial level beyond individual local planning authority boundaries. In particular, some elements of planning such as the provision of infrastructure to support development will require some form of co-operation between adjoining local authorities and public bodies. Further information regarding co-operation with local authorities and public bodies can be found in the Statement of Consultation and the Duty to Co-operate Statement.

### **W1: Cross Boundary Working**

Bradford Council will continue to work collaboratively with neighbouring local authorities with responsibilities for waste and other local authorities where waste import / export relationships exist. This will ensure a co-operative cross-boundary approach to waste management is established and maintained. In order to achieve this, the Council will:

- Share relevant information, data and its analysis relating to current and future waste arisings across all waste streams, technologies and performance in reducing, re-using, recycling and disposing of waste;
- Work collaboratively on emerging waste development plans and their future updates where appropriate and practical;
- Attend and contribute to the Regional Y&H Waste Technical Advisory Body (or any future equivalent) adhering to the MOU.
- Provide comment on waste related planning applications where appropriate to do so;
- Support the commissioning of joint monitoring reviews, data updates and specific waste related studies to support sub-regional waste management and future policy development where appropriate and practical.
- Promote (where possible) modal shift in the movement of waste from road to more sustainable forms of transport.
- Attend and contribute to any groups, bodies or meetings to support cross boundary working on waste .

### **Waste Management Objectives**

Objective 5

### 3. The Need for New Waste Management Facilities

#### Introduction

- 3.1 The future scale of waste arisings and the waste management facilities that need to be planned and accommodated in Bradford District is critical. This section considers the need for new waste management facilities.
- 3.2 Analysis is based on the most recently available information from the Environment Agency's Waste Data Interrogator (2012) together with other data obtained from the Environment Agency, the Council's own records and forecast waste arisings as presented within the Environmental Agency's North West Commercial and Industrial Waste Survey 2009 (Published 2012) and Defra's National Commercial and Industrial Waste Survey 2009 (2012) as one of the best data and evidence sources. A detailed explanation of the methodology and sources used to calculate waste arisings and forecasts is included in the Evidence Base Report.
- 3.3 The majority of current waste arisings within Bradford District come from Commercial and Industrial Waste (C&I), Construction, Demolition and Excavation Waste (CDEW) and Local Authority Collected Waste (LACW) which combined equate to just under three quarters of the total arisings. Table 1 sets out the District's current waste arisings.

**Table 2: Summary Current Total Waste Arisings in Bradford (2012)**

Type of Waste Arising	Arisings (Tonnes)	%
Agricultural Waste	283,132	20.204
Commercial Waste	254,314	18.20
Industrial Waste	219,773	15.71
Construction Demolition and Excavation Waste	350,000	25.02
§ Hazardous Waste	19,155	1.37
° Local Authority (Including Calderdale Residual)	272,668	19.50
U <b>Total***</b>	<b>1,399,042</b>	<b>100</b>
Waste Water**	1,024,568	
<b>Type of Waste Arising</b>	<b>Arisings (Tonnes)</b>	<b>%</b>

: Environment Agency Waste Data Interrogator (WDI) 2012\*.

Yorkshire Water 2014\*\*.

Total Being Planned for in the Waste Management DPD through either planning policy or site allocations or a combination of both\*\*\*.



## Forecast Waste Arisings

The projected forecast waste arisings for Bradford District draws on the most reliable and robust data available for each waste stream. The Council are taking forward a 'Growth' based scenario, which follow a growth rate of 33% estimated GVA for all the waste streams of Commercial, Industrial, Agricultural, CDEW and Hazardous. A separate growth rate has been applied to Local Authority Collected Waste.

**Table 2: Forecast Waste Arisings in Bradford (2013–30) using Bradford Waste Forecasting Model**

Waste Stream	2013	2015	2020	2025	2030
Agricultural Waste*	283,133	283,133	283,133	283,133	283,133
Commercial and Industrial Waste*	513,830	538,326	558,882	580,329	602,721
CDEW*	447,604	455,709	472,360	483,800	495,515
Hazardous Waste*	19,153	19,764	20,267	20,782	21,311
Local Authority Collected Waste – Bradford**	226,085	227,880	257,738	268,780	279,282
<b>Total Tonnes</b>	<b>1,489,805</b>	<b>1,524,812</b>	<b>1,592,380</b>	<b>1,636,824</b>	<b>1,681,962</b>

Source: \*Bradford Council Waste Data Forecasting Model, \*\*Bradford Council Waste Strategy Team

- 3.4 As illustrated in Table 2, the projected waste forecasts calculate an overall growth in waste arisings across the District between 2013 and 2030.
- 3.5 Waste water is not currently forecast over the plan period (to 2030) due to the operational requirements of Yorkshire Water. The Council will continue close working with Yorkshire Water on any future monitoring and updates to the Plan and the supporting evidence base.
- 3.6 While these levels of total waste arisings should be planned for, the Waste Management DPD also ensures that opportunities to reduce, re-use and recycle waste will be maximised and that some flexibility and contingency in the levels of future waste management facilities provision will be made on a monitor and manage basis.

- 3.7 Future monitoring of the evidence base underpinning the DPD policies will inform and adjust the levels of waste arisings to be planned for. More information relating to the methodology used in the forecasting of waste arisings, can be found in accompanying Evidence Base Report.

## **The Need for New Waste Management Facilities**

- 3.8 It must be made clear at this point that Bradford Council will only be allocating Waste Management Facilities for the treatment of Local Authority Collected Waste (LACW) and Commercial and Industrial Waste (C&I). This strategic approach is based on the following factors:
- LACW and C&I are consider priority waste streams
  - The need to reduce biodegradable waste to landfill and the movement up the hierarchy
  - Sites will generally be larger in scale and of strategic importance
  - Other waste streams are capable of being managed 'on-site'
- 3.9 The management of all other waste streams (agricultural, CDEW and Hazardous) shall be planned on a policy based criteria approach.
- 3.10 Bradford's ability to handle its own waste will improve through the delivery of new and expanded planned waste management facilities. This will be supplemented through increasing rates of re-use and recycling, and future development applications (as windfall opportunities to meet need).
- 3.11 To ensure the appropriate level of the waste management capacity on allocated sites is planned for, the existing treatment capacity within the District must be established.

### **Re-Use, Recycling, Composting and Residual Treatment Capacity Need**

The majority of existing waste arisings in the Bradford District are either bulked up at waste transfer stations and exported to other districts in the region for treatment and final disposal; or processed to extract recyclable material and to create Refuse Derived Fuel for exportation to Europe . Much of reasoning behind these waste movements are down to private business arrangements between companies, but this is

clearly not the most sustainable solution for the management of waste arising in the Bradford District.

The current lack of recycling, treatment and residual management facilities within the Bradford District is a key factor in why much of the waste arisings from the District is currently exported. The clear existing capacity gap combined with future requirements under a 'Growth' scenario with 'Maximised Recycling' results in a significant need for new waste management facilities within the District to enable the Council to achieve its vision of self-sufficiency. The Council has identified capacity need for LACW and C&I across the plan period (to 2030) as follows:

**Table 3 – Existing Capacity Gap in Bradford District**

<b>Waste Management</b>	<b>Existing Capacity Gap (Tonnes)</b>
Landfill (non-hazardous)	59,439
Landfill (hazardous)	74
Landfill (CD&E)	201,200
Energy recovery (LACW & C&I)	203,169
Incineration (Specialist High Temp)	833
Recycling (C&I and LACW)	400,084
Recycling (aggregates CD&E)	112,975
Recycling (specialist materials– including metal recycling, End of Life Vehicles and WEEE)	-1,059
Composting	34,340
Residual Mechanical Treatment	109,146
Treatment Plant (including Anaerobic Digestion, specialised treatment of biodegradable liquids and wastes, organic waste treatment by distillation)	-52,376

The figures above take account of the need to achieve the following Recycling and Recovery Targets:

- Commercial and Industrial Waste – 75%
- Local Authority Collected Waste - 75%

## W2: Bradford's Future Waste Capacity Requirements

There is a requirement to accommodate for 1,681,962 tonnes of waste arisings over the period to 2030. In providing for this level of waste, the Council will support the prevention of waste, its re-use, recycling and other recovery (including energy from waste) in accordance with the Core Strategy policy WM1. The Council aim is to achieve net self-sufficiency and acknowledges the most appropriate and sustainable solution to waste management may result in relying on treatment capacity in adjacent authority areas, in line with European and national policy guidance.

**Table 4 – Bradford's Waste Management Capacity Requirements**

Waste Stream	Capacity Requirements by 2030 (Tonnes)
Agricultural Waste	283,133
Commercial and Industrial Waste	602,721
Construction Demolition and Excavation Waste	495,515
Hazardous Waste	21,311
Local Authority Collected Waste	279,282
<b>Total</b>	<b>1,681,962</b>

A range of appropriate waste management sites have been identified for Local Authority Collected Waste (LACW) and Commercial & Industrial Waste (C&I), providing capacity to meet projected waste forecasts. The forecast figures should be seen as a minimum, allowing flexibility in the event that the recycling target is not met. There is a need for additional capacity for LACW and C&I waste to that already permitted or where permission is currently sought, in order to provide a suitable level of flexibility, contingency and choice. This will ensure waste operators can effectively deliver the Local Authority Collected waste and C&I waste facilities required.

Construction, Demolition and Excavation Waste, Agricultural Waste and other waste arisings will be processed in-situ where such waste arises. Where waste minimisation and in-situ processing is not practically achievable through re-use or recycling, suitable waste management facility sites for these waste streams will be permitted subject to criteria-based site location and development management policies.

Sufficient national and regional capacity to handle Hazardous waste arisings over the plan period currently exists. Sufficient sub-regional capacity also exists for the management of residual waste for final disposal. Cross-boundary co-operation and co-ordination in planning for Hazardous and Landfill waste arisings will continue to be achieved through active, collaborative work between Bradford Council and neighbouring authorities.

### **Waste Management Objectives**

Objectives 1, 2, 4

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## 4. Planning for Waste Management Facilities

### Introduction

- 4.1 The established capacity gap is now needed to be translated into a land requirement for new waste management facilities to be allocated within the DPD. This can be extrapolated by working on a broad estimate of approximately 50,000 – 70,000 tonnes per hectare of most standard treatment technologies. This equates to a minimum need of approximately 17 hectares of developable land for allocated waste management sites of various sizes and distributed across the District. More information relating to the methodology of calculating 'Need' and the 'capacity gap', can be found in the accompanying Evidence Base Report.
- 4.2 Providing a choice and mix of potential waste management sites across the District is important to support waste hierarchy objectives. An appropriate mix of sites will help accommodate different waste streams (particularly MSW and C&I waste) allowing waste operators flexibility to develop the necessary waste management facilities the District needs.
- 4.3 A comprehensive site assessment<sup>1</sup> has been undertaken to identify the short list of potential site allocations for waste management set out in Policy W3. A long list of sites comprising of existing employment allocations (from the Replacement Unitary Development Plan) and sites submitted through the call for sites process have been evaluated through the first stage of the site assessment process. The list of sites not excluded by stage 1 were then further evaluated using a traffic light system to assess which were most appropriate for waste management facilities.
- 4.4 Sites with the largest number of green scores were concluded to have the greatest potential to accommodate MSW or C&I waste management facilities although site size will still determine the use of certain sites for waste management using particular technologies or operations. A comprehensive matrix of site scores and suitability for each waste facility is set out in Site Assessment Criteria Methodology and Assessment Paper.
- 4.5 A number of sites have been shortlisted as having potential to accommodate more than one type of waste management facility, subject to Environmental Permits being obtained. Any development proposals on shortlisted sites must accord with the relevant Waste Development Management policies as set out in Section 7 of this document. For

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<sup>1</sup> Site Assessment Report (January 2011), Revised Site Assessment Report (October 2011)

further information on the site assessment process see the full Site Assessment Report which accompanies this document.

### **W3: Proposed Waste Site Allocations**

**The following sites are identified as suitable allocations for waste management facilities, with sufficient capacity, in the context of waste arisings currently and forecast and sub-regional supply for LACW and C&I, to meet need over the plan period:**

**Site WM1 (Formerly Site 1) – Princeroyd Way, Ingleby Road, Listerhills**

**Site WM2 (Formerly Site 11) - Ripley Road, Bowling**

**Site WM3 (Formerly Site 78)- Aire Valley Road, Keighley**

**Site WM4 (Formerly Site 92)- Bowling Back Lane Household Waste Collection and Recycling Site**

**Site WM5 (Formerly Site 104) - Merrydale Road, Euroway**

**Site WM6 (Formerly Site 121) - Steel Stock and Scrapholders Site, Birkshall Lane**

**Further information on these sites are in the following section.**

### **Waste Management Objectives**

Objectives 1, 3, and 4



**Site Allocations  
and  
Proposal Statements**

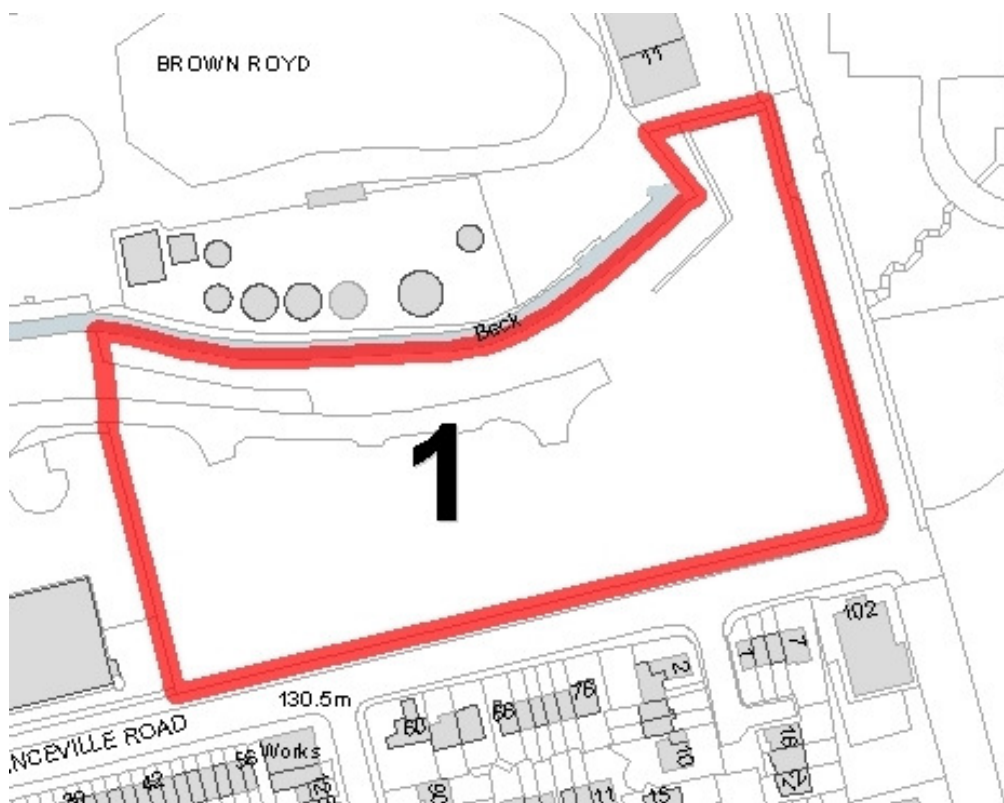
**Site WM1 (Formerly Site 1) – Princeroyd Way, Ingleby Road, Listerhills (2.1 Ha)**

**Site Status** - The site is an allocated employment site and within an allocated employment zone (Employment Allocation BW/E1.17 and Employment Zone BW/E.6.2 – Replacement Unitary Development Plan (2005)), with no site specific use outlined within Strategic Objectives. The site is currently a vacant and cleared employment site, within an existing industrial sector of the Bradford urban area, but is adjacent to food production premises and medium density residential uses. Site access is in place and is adjacent to the A6177 (Ingleby Road). The site is flat and no abnormally high development costs have been identified through the site assessment process.

**The site achieved “green” in 13 of the 14 criteria.**

**Potential Site Use(s)** - Any enclosed recycling activity , Mechanical Biological Treatment, Clean Material Reclamation Facility, Dirty Material Reclamation Facility, Anaerobic Digestion

**Site unsuitable for** – Advanced Thermal Treatment, Conventional Thermal Treatment, Open Air Waste Treatment Types.



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**Infrastructure Requirements**

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## **Transport**

The site benefits from an existing access and a road infrastructure which is suitable for HGVs and associated traffic. The access also serves a builders merchant.

The site is accessed from the A6177 Ingleby Road which forms part of the outer ring road and suffers from extensive congestion particularly during peak periods.

The impact of HGVs on sensitive receptors/local residential areas close to the site will need to be investigated. And any HGV traffic associated with the proposal should be routed on strategic highways away from residential areas.

Car and cycle parking facilities should be provided in accordance with Local Plan standards.

A Transport Assessment should be submitted with a planning application to identify mitigation measures to minimise the impact of the development on the surrounding road network. The Transport Assessment should establish trip generation levels and distribution based on predicted throughput and origin/destination of waste. Impact of development on highway capacity would need to be assessed to ensure that the key junctions in the vicinity of the site operate satisfactorily under existing and proposed traffic conditions. Any application should also be accompanied by a robust Travel Plan to encourage the use of sustainable modes of transport.

**Utilities** – Access to national grid / capacity of grid for local energy production?

**Floodrisk and Drainage** – Part of the development site lies within Floodrisk Zone 3.

## **Mitigation Requirements**

Future development proposals on this site must take into account a Sequential approach to site layout to avoid any development taking place within Flood Zone 3, and must be accompanied by a flood risk assessment.

In addition, there is a need to deliver an 8m buffer to the watercourse running to the north of the site as part of any development on Site 1, to form a wildlife buffer zone, which should be free from all built development and any formal landscaping should not be incorporated into the buffer zone. The buffer zone should be planted with locally native species of UK genetic provenance and be appropriately retained and managed throughout the lifetime of the development.

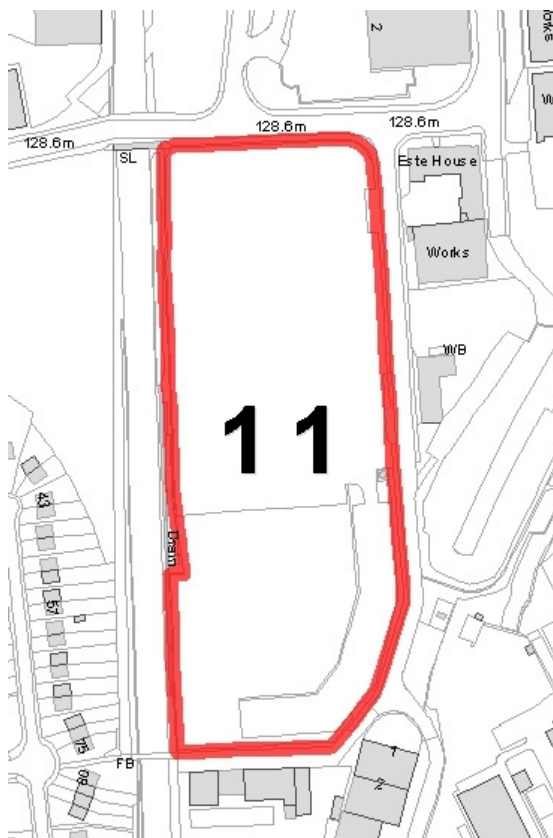
The applicant must demonstrate there will be no detrimental impact upon residents in the surrounding area, including users of the nearby recreation space and cycle route. Any detrimental impacts arising from the construction and operation of any waste management use on the site must be properly mitigated against.

**Site WM2 (Formerly Site 11) - Ripley Road, Bowling (2.35 Ha)** – The site is partially allocated as an employment site and wholly within an allocated employment zone (Employment Allocation BW1.3 / Employment Zone BN/6.1 - Replacement Unitary Development Plan (2005)) with no site specific use outlined within Strategic Objectives. The site is currently a vacant and cleared employment site being used as a skip hire depot, within an existing industrial sector in the Bradford urban area. Site access is in place and is adjacent to the A641 (Manchester Road) and A650 (Wakefield Road). The topography of the site is flat and are no abnormally high development costs have been identified through the site assessment process. The site currently has an extant planning consent to build an energy recovery facility (Planning Application Ref. 09/05140/FUL, 13/01257/FUL (renewal)).

**The site achieved “green” in all 14 criteria.**

**Site suitable for – Any enclosed recycling activity, Mechanical Biological Treatment, Clean Material Reclamation Facility, Dirty Material Reclamation Facility, and Pyrolysis and Gasification**

**Site Unsuitable for - Conventional Energy from and Open Air Waste Treatment Types**



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## **Infrastructure Requirements**

### **Transport**

The site is located in a predominantly industrial area, which is accessed, by a number of routes from the strategic highway network. Any HGV traffic associated with the proposal should be routed away from residential areas and towards strategic highways.

There is an existing site access which may be suitable subject to provision of suitable visibility splays. There should be adequate on-site parking, turning and waiting area to ensure the site operation does not lead to on-street parking, reversing out of the site or queues on the adjacent highway network.

There are likely to be some improvements required to the surrounding pedestrian and cycling infrastructure.

The impact of HGVs on sensitive receptors/local residential areas close to the site will need to be investigated. Access for HGVs should be sensitively controlled through signing and routing agreements.

Car and cycle parking facilities should be provided in accordance with Local Plan standards. A Transport Assessment, including capacity assessment of the Ripley Road/Ripley Street junction, should be submitted with a planning application to identify mitigation measures to minimise the impact of the development on the surrounding road network. The Transport Assessment should establish trip generation levels and distribution based on predicted throughput and origin/destination of waste. Any application should also be accompanied by a robust Travel Plan to encourage the use of sustainable modes of transport.

**Utilities** – Access to national grid / capacity of grid for local energy production? District heat network potential due to proximity to the city centre? Stand off distance from the railway line?

**Floodrisk and Drainage** – No Floodrisk Issues. However, a land drain runs under the south east corner of the site.

### **Mitigation Requirements:**

There is a surface water drain on the site although no easement is required to be taken into account by future development.

Development proposals will need to ensure the significance (including the setting) of the Registered Historic Park and Garden of Bowling Park to the south-east of this area is not harmed. This will need to be demonstrated through robust analysis in the heritage statement submitted with the planning application.

Site is noted to be a flat cleared site with no abnormal physical development constraints. No detailed surveys have been undertaken relating to ground contamination, which would be required in advance of development of proposals on the site.

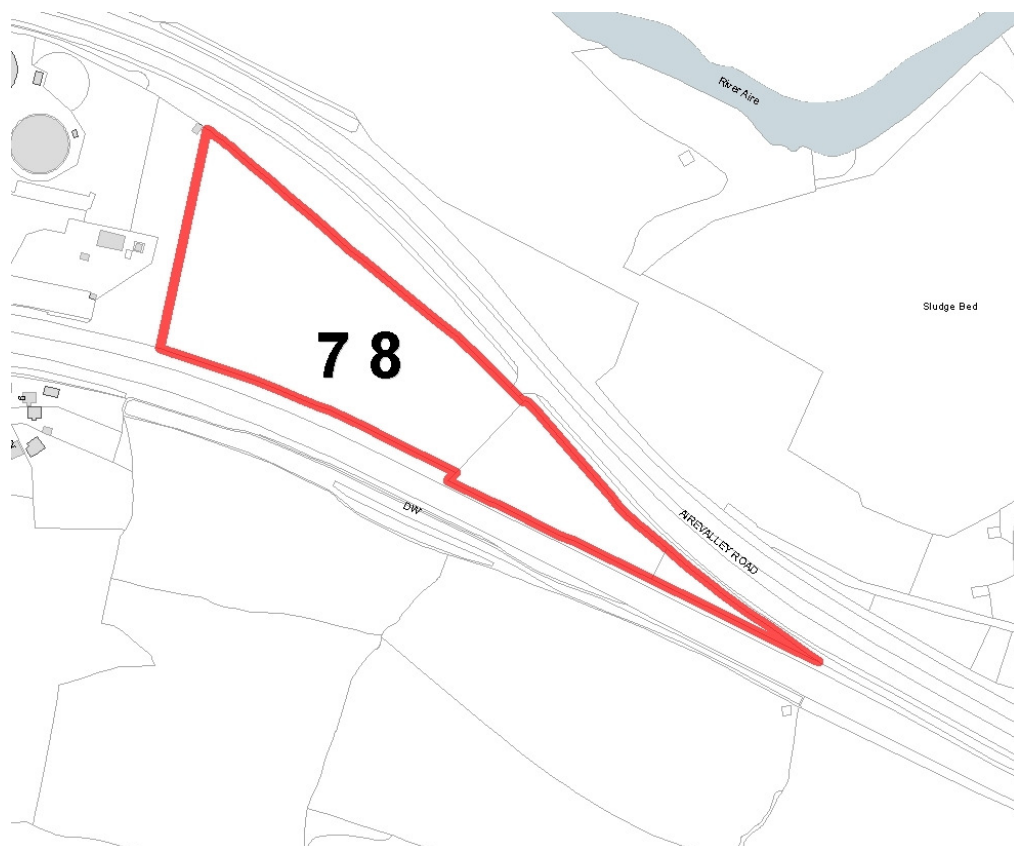
The applicant must demonstrate there will be no detrimental impact upon residents in the surrounding area, including users of the nearby recreation space. Any detrimental impacts arising from the construction and operation of any waste management use on the site must be properly mitigated against.

**Site WM3 (Formerly Site 78) - Aire Valley Road, Worth Village Keighley (2.8 Ha)** – The site is an allocated employment site within an employment zone (Employment Allocation K/EN1.12 and Employment Zone K/EN6.3 – Replacement Unitary Development Plan (2005)), with no site specific use outlined within Strategic Objectives. The site is currently a vacant employment site at the edge of an industrial sector of the Keighley urban area, adjoining the large gasholder site. The site has existing access to the A650 (Airevalley Road) and adjoins the railway line. The site is largely flat but contamination from former uses may result in abnormally high development costs to remediate. The site is currently subject to an extant planning consent for a mixed used development including employment uses. Planning permission granted in 2013 for plant to recover energy from Waste 13/04217/FUL

**The site achieved “green” in 12 of the 14 criteria.**

**Site Suitable for – Any enclosed recycling activity, , Energy from Waste Facility.Mechanical Biological Treatment, Clean Material Reclamation Facility, Dirty Material Reclamation Facility, In-Vessel Composting Facility, Anaerobic Digestion Facility, Pyrolysis and Gasification Facility.**

**Site Unsuitable for – Open Air Waste Treatment Facilities**



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## **Infrastructure Requirements**

### **Transport**

There is an existing site access from the A650 Aire Valley Road but this requires improvement to an appropriate standard. The preferred access arrangement would be a left in/left out arrangement with acceleration and merger tapers on the A650 to ensure HGVs can enter and exit the site safely. A Safety Audit would be necessary to review any proposed access arrangements. Pedestrian and cycle access for staff and visitors should be provided into the site via Airedale Road/Marley Road. Car and cycle parking facilities should be provided in accordance with Local Plan standards. The impact of HGVs on sensitive receptors/local residential areas close to the site will need to be investigated. Access for HGVs should be sensitively controlled through signing and routing agreements.

A Transport Assessment, including an assessment of potential vehicular movements to and from the site and impact on the function and capacity of the A650, should be submitted with a planning application to identify mitigation measures to minimise the impact of the development on the surrounding road network. The Transport Assessment should establish trip generation levels and distribution based on predicted throughput and origin/destination of waste. Any application should also be accompanied by a robust Travel Plan to encourage the use of sustainable modes of transport.

**Utilities** – *The applicant shall investigate the feasibility of connecting to the national grid for the supply of electricity.*

**Floodrisk Drainage** – No floodrisk issue identified

### **Mitigation Requirements:**

The site is noted to be a flat cleared site. Investment will be required to improve direct site access including specifically for improvement for HGV movement either through existing estate adjacent or from dual carriageway.

No detailed surveys have been undertaken relating to ground contamination, which would be required in advance of development of proposals on the site. Previous uses on the site suggest that contamination may be an issue.

The applicant must demonstrate there will be no detrimental impact upon residents in the surrounding area. Any detrimental impacts arising from the construction and operation of any waste management use on the site must be properly mitigated against.



The applicant must submit detailed information relating to any mitigation against the potential impact of any waste development upon the Grade I listed East Riddlesden Hall.

When assessing the environmental impacts of any proposed development on the site, the applicant must take into account any ecological impacts upon the surrounding South Pennine Moors Special Protection Area (SPA) and Special Area of Conservation Area (SAC).

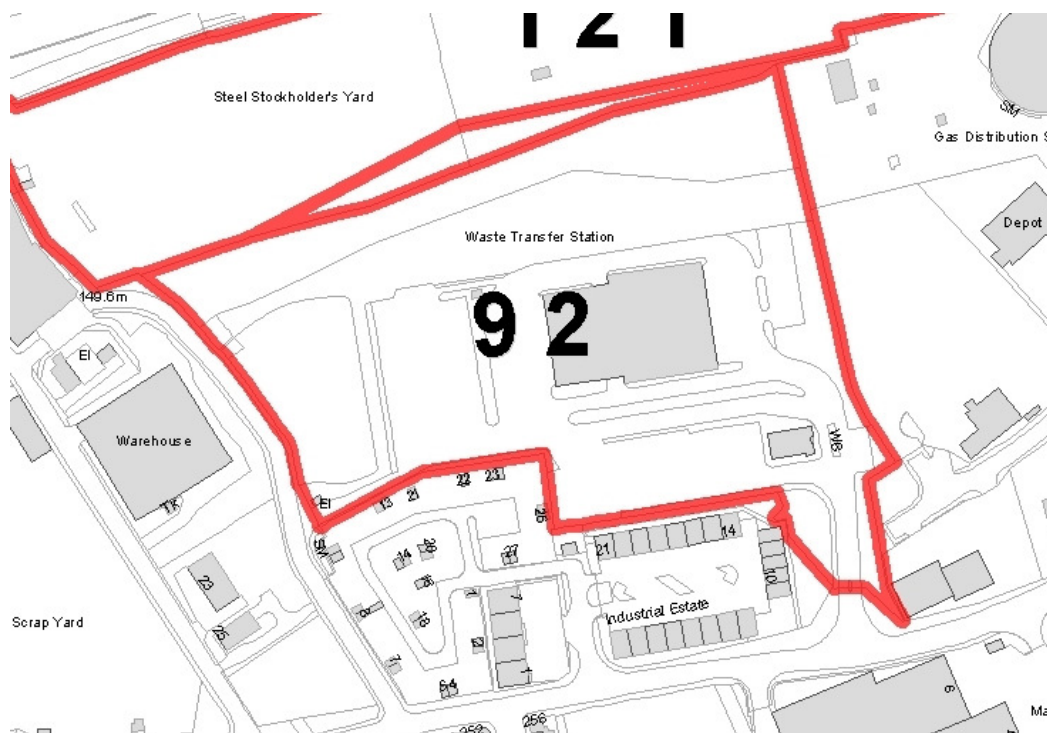
**Site WM4 (Formerly Site 92) - Bowling Back Lane Household Waste Collection and Recycling Site (4.27 Ha)** - The site is located within an employment zone (Employment Zone BN/E6.1 – Replacement Unitary Development Plan (2005)) and is currently operating as a Household Waste Collection and Recycling Site. The site is within an existing industrial sector of the Bradford urban area, but also adjoins a Gypsy/traveller site to its south west boundaries. The site has good access to the A650 (Wakefield Road) and A6177 (Stickler Lane), both of which are accessed through mainly industrial areas. The site is largely flat but existing structures would need clearance although this unlikely to result in abnormally high development costs. The site was the focus of the now terminated Waste PFI project and was granted planning permission in November 2012 for a Material Recycling Facility and Energy Recovery Plant (Planning Ref. 12/01947/FUL).

**The site is currently in council ownership.**

**The site achieved “green” in 12 of the 14 criteria.**

**Site Suitable for – Any enclosed recycling activity, Mechanical Biological Treatment, Clean Material Reclamation Facility, Dirty Material Reclamation Facility, Energy from Waste Facility, In-vessel Composting, Anaerobic Digestion Facility, and Pyrolysis and Gasification.**

**Site Unsuitable for – Open Air Waste Management Facilities**



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## **Infrastructure Requirements**

### **Transport**

The site benefits from existing access and a road infrastructure which is suitable for HGVs and associated traffic.

There are existing on-street parking problems on Bowling Back Lane in the vicinity of the access and therefore a TRO may be required.

Car and cycle parking facilities should be provided in accordance with Local Plan standards.

The impact of HGVs on sensitive receptors/local residential areas close to the site will need to be investigated. Access for HGVs should be sensitively controlled through signing and routing agreements; in particular a routeing agreement would be required to prevent any increase in HGVs using Parry Lane.

A Transport Assessment should be submitted with a planning application to identify mitigation measures for minimising the impact of the development on the surrounding road network. Trip generation levels and distribution should be established based on predicted throughput and origin/destination of waste. Impact of development on highway capacity would need to be assessed to ensure that the key junctions in the vicinity of the site operate satisfactorily under existing and proposed traffic conditions. Any application should also be accompanied by a robust Travel Plan to encourage the use of sustainable modes of transport.

**Utilities** – No utilities issues identified

**Floodrisk Drainage** – No floodrisk issues identified

### **Mitigation Requirements:**

The site is noted to be a flat cleared site. Site access in place, may require improvement but not considered a major constraint. Site clearance required.

Detailed surveys of the site have been undertaken as part of the approved planning permission. Full details of which can be found on the Council's website. The high pressure gas main has now be rerouted and no longer runs through the site, therefore the site footprint has now been maximised.

Mitigation to ensure there is no detrimental impact arising to the adjacent Gypsy and Traveller site will be required.

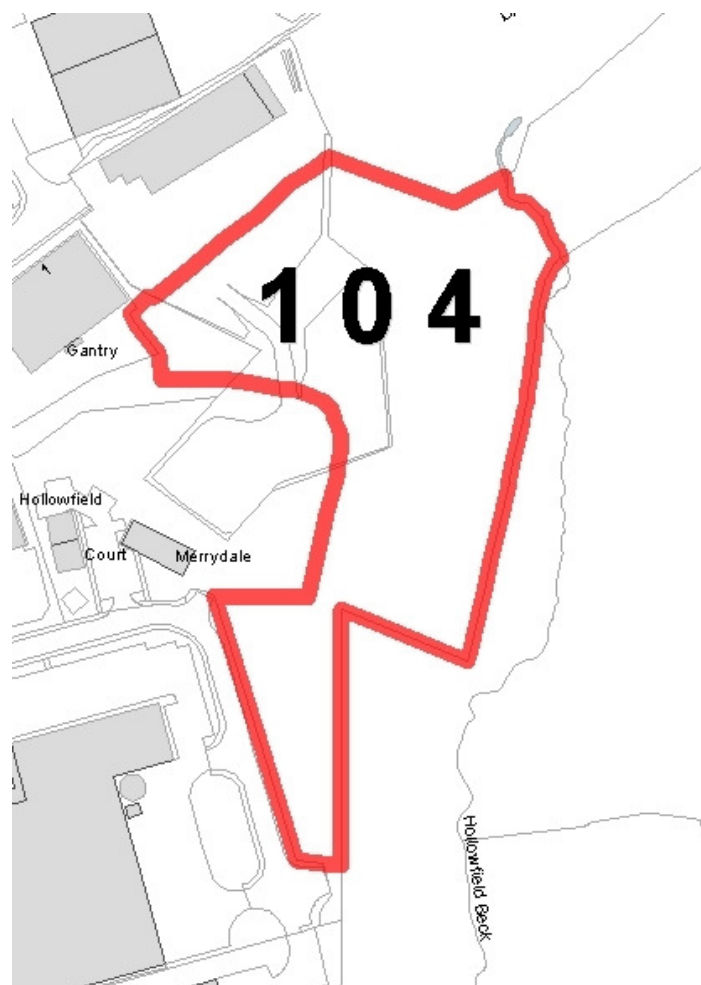
The applicant must demonstrate there will be no detrimental impact upon residents in the surrounding area. Any detrimental impacts arising from the construction and operation of any waste management use on the site must be properly mitigated against.

**Site WM5 (Formerly Site 104) - Merrydale Road, Euroway (2.0 Ha)** – The site is an allocated employment site within an employment zone (Employment Allocation BS/EN1.18 and Employment Zone BS/EN6.2 – Replacement Unitary Development Plan (2005).) The site is currently vacant and is located within an industrial sector (Euroway Trading Estate) of the Bradford urban area. The site has good access to the M606, which is accessed through the trading estate. The site is largely flat and no other significant development costs identified through the site assessment process. The site is currently subject to an extant planning consent to build a warehouse/employment unit.

**The site achieved “green” in 12 of the 14 criteria.**

**Site Suitable for - Any enclosed recycling activity, Mechanical Biological Treatment, Clean Material Reclamation Facility and Pyrolysis and Gasification.**

**Site Unsuitable for – Conventional Thermal Treatment and Open Air Waste Treatment**



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## **Infrastructure Requirements**

### **Transport**

The site is situated is located on an industrial estate and therefore benefits from road infrastructure which is suitable for HGVs and associated traffic.

A new site access will need to be provided off Roydsdale Way to appropriate highway standards.

Consultation with the Highways Agency will need to take place in relation to any increase in traffic accessing the M606.

Car and cycle parking facilities should be provided in accordance with Local Plan standards.

A Transport Assessment, including capacity assessments of the nearby M606 junction 2 and the M606/A6177 Staygate Roundabout, should be submitted with a planning application to identify mitigation measures to minimise the impact of the development on the surrounding road network. The Transport Assessment should establish trip generation levels and distribution based on predicted throughput and origin/destination of waste. Any application should also be accompanied by a robust Travel Plan to encourage the use of sustainable modes of transport.

**Utilities** – No utilities issues identified

**Floodrisk Drainage** – No floodrisk issues identified

### **Mitigation Requirements:**

The site is largely flat and cleared. There is a need to provide access to the site. There is some tree coverage, which would require clearance although it is assumed that this would not result in abnormally high development costs

The site is located within a former coal mining area, and therefore maybe subject to potential stability issues in regards to the former workings and the resulting mine gas. The Council will expect full surveys to be undertaken and submitted with any planning application.

No detailed surveys have been undertaken relating to ground contamination, which would be required in advance of development of proposals on the site.

The applicant must demonstrate there will be no detrimental impact upon residents in the surrounding area and the users of the nearby Greenspace. Any detrimental impacts arising from the construction and operation of any waste management use on the site must be properly mitigated against.

When assessing the environmental impacts of any proposed development on the site, the applicant must take into account any impacts upon the surrounding Bradford Wildlife Areas.

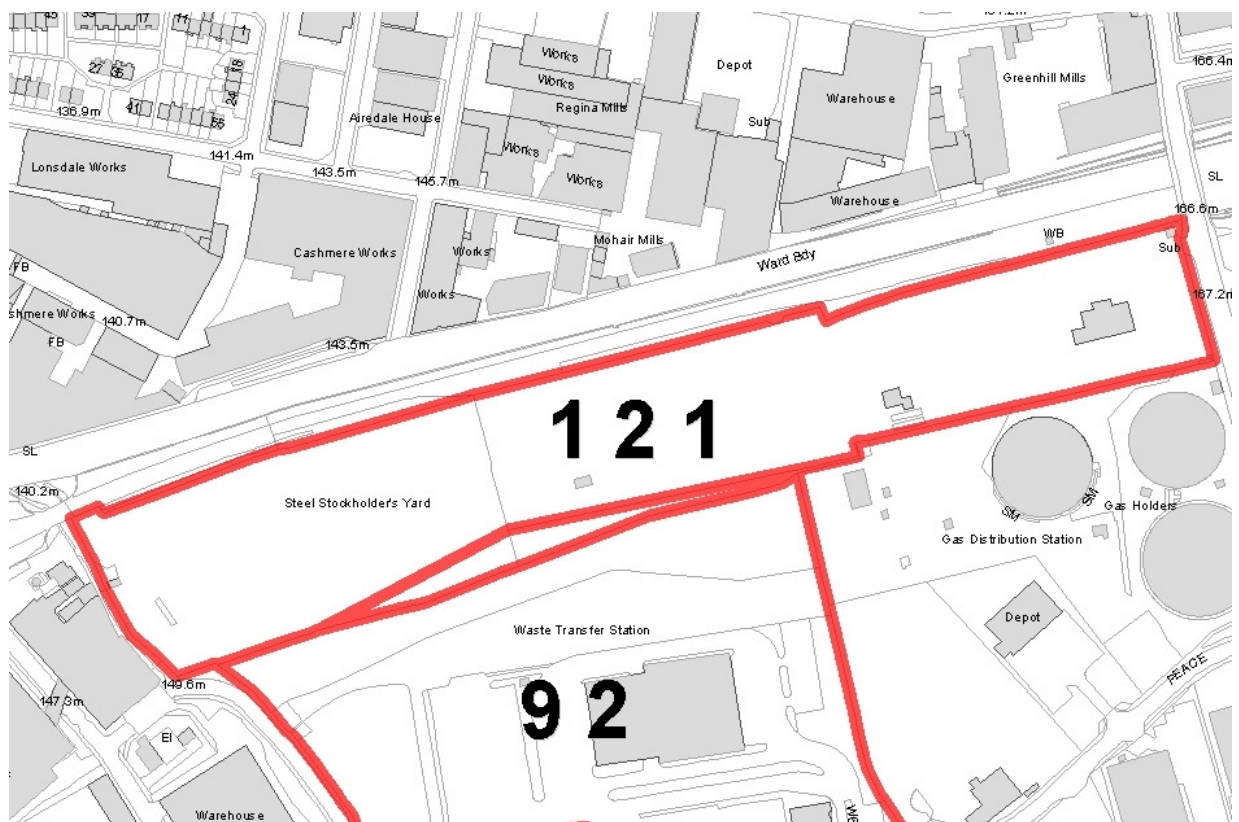
Due to the presence of mature trees on site, the applicant will be expected to submit an arboriculture report on the assessment of whether the trees are to be retained or mitigated.

**Site WM6 (Formerly Site 121) - Steel Stock and Scrapholders Site, Birkshall Lane (4.1 Ha)** – The site is within Allocated Employment Zone BN/E6.1 of the Replacement Unitary Development Plan (2005) and is currently operating as an existing waste management facility (steel scrap and recycling). The site is located within an industrial sector of the Bradford urban area and benefits from good road access to the A650 (Wakefield Road) and A6177 (Sticker Lane). The site also benefits from an existing operational railway siding, accessing the rail network on the Bradford (Interchange) and Leeds Line. The site is largely flat and existing structures on site would require clearance and contamination from the current use may lead to abnormally high development costs, but no other significant development cost were identified through the site assessment process.

**The site achieved “green” in 12 of the 14 criteria.**

**Site Suitable for – Any enclosed recycling activity, Mechanical Biological Treatment, Clean Material Reclamation Facility, Dirty Material Reclamation Facility, Energy from Waste Facility, In-vessel Composting, Anaerobic Digestion Facility, and Pyrolysis and Gasification.**

**Site Unsuitable for – Open Air Waste Treatment**



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## **Infrastructure Requirements**

### **Transport**

The site benefits from existing access from Birkshall Lane and Planetrees Road and a surrounding road infrastructure which is suitable for HGVs and associated traffic. Birkshall Lane is narrow in places and passing places may be required. Mitigation may also be required at the Birkshall Lane/Bowling Back Lane junction and the site access road/Planetrees Road junction to improve visibility and safety.

The site also benefits from an existing operational railway siding, accessing the Leeds to Bradford rail line. Therefore the viability of rail to transport a proportion of waste should be investigated.

The impact of HGVs on sensitive receptors/local residential areas close to the site will need to be investigated. Access for HGVs should be sensitively controlled through signing and routing agreements; in particular a routeing agreement would be required to prevent any increase in HGVs using Parry Lane.

Car and cycle parking facilities should be provided in accordance with Local Plan standards.

A Transport Assessment should be submitted with a planning application to identify mitigation measures for minimising the impact of the development on the surrounding road network. Trip generation levels and distribution should be established based on predicted throughput and origin/destination of waste. Impact of development on highway capacity would need to be assessed to ensure that the key junctions in the vicinity of the site operate satisfactorily under existing and proposed traffic conditions. Any application should also be accompanied by a robust Travel Plan to encourage the use of sustainable modes of transport.

**Utilities** – There is a land drain located to the western part of the site.

**Floodrisk Drainage** –No floodrisk identified

### **Mitigation Requirements**

No detailed surveys have been undertaken relating to ground contamination, which would be required in advance of development of proposals on the site. Existing uses on the site suggest this may be an abnormal development cost.

The applicant must demonstrate there will be no detrimental impact upon residents in the surrounding area. Any detrimental impacts arising from the construction and operation of any waste management use on the site must be properly mitigated against.

Due to the presence of existing structures on site, an Ecological assessment may be required in order to ascertain the ecological value of the site, potential impact from redevelopment and any mitigation measures required.



Figure 2 Location of Proposal Waste Management Site Allocations



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## 5. Managing Other Waste Streams

- 5.1 A variety of other waste streams have been identified within the District including Construction, Demolition and Excavation Waste, Other Waste (Hazardous, Waste from Waste Water Sites and Agricultural Waste) streams and Residual waste without recovery and residual landfill.
- 5.2 This section sets out policies for the management of these waste streams, based on consultation<sup>2</sup>, and Sustainability Appraisal findings<sup>3</sup>.

### Management of Construction, Demolition & Excavation Waste

- 5.3 The key issues for Bradford District in relation to the management of Construction, Demolition and Excavation Waste (CDEW) are:
- CDEW arisings form a significant proportion of total waste arisings across Bradford District at the current time and forecast into the future with arisings set exceed 490,000 tonnes by 2030.
  - CDEW arisings are likely to grow in the future linked to the District's forecast population growth and the subsequent need for local planning of economic and housing development. This growth will stimulate additional waste arisings; The Council will encourage the management of CDEW waste (along with other waste streams) on-site at the point of origin with an emphasis on re-use and recycling, in accordance with the waste hierarchy. The Council considers this the most sustainable and environmentally sound solutions for management of Construction, Demolitions and Excavation Waste.

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<sup>2</sup> Statement of Consultation (2015)

<sup>3</sup> Sustainability Appraisal undertaken at Issues and Options, Preferred Approach, Preferred Approach: Revised Chapter 5, and Publication Draft.

2015

#### **W4: Sites for Construction, Demolition and Excavation Waste**

New and expanded CDEW sites will be permitted subject to there being an identified need for the facility and that it is demonstrated that CDEW waste cannot be reduced or processed on-site at its source.

Proposals that demonstrate an identified need for CDEW facilities will be located subject to the following sequentially preferable order of priority providing that there is no unacceptable harm to the environment or communities:

- a) The expansion and co-location of existing waste facilities ; then
- b) Existing industrial or employment land; then
- c) Other previously developed land within the Area of Search; then
- d) Mineral extraction and landfill sites – provided it would not sterilise the extraction of important gas or mineral resources or preclude appropriate restoration; then
- e) Greenfield, previously undeveloped sites within the Area of Search; then
- f) Existing Major Developed Sites within the Green Belt.

Sites satisfying the above criteria will then need to be considered against the long list criteria as set out within the Site Assessment Report.

Detailed matters of the environmental, transport, energy generation and site restoration aspects of CDEW site proposals must comply with the specific Waste Development Management policies set out in Section 7 and all other relevant policies stipulated in other adopted Development Plan Documents.

#### **Waste Management Objectives**

Objectives 1, 2, and 3

## Management of Hazardous and Agricultural Waste Streams

- 5.4 In relation to the management of 'Other' waste streams including Hazardous Waste and Agricultural Waste the key issues for Bradford are:
- Although Bradford is not a significant producer of Hazardous and Agricultural Waste, the District has a responsibility to consider approaches to dealing with such waste and to reduce the amounts going to landfill either within or outside of the District.
  - Hazardous waste facilities for treatment, incineration and landfill are essentially located outside the Plan area and it is anticipated that provision will continue and remain available throughout the Plan period. It should be noted that hazardous waste facilities require economies of scale so that provision of facilities within the Plan area for the small quantities of arisings would be unlikely to be viable unless a new facility were to import significant quantities from outside the Plan area.
  - Although the quantities of agricultural waste are quite significant, reaching 283,133 tonnes by 2030, the quantities of agricultural waste for off-site management are very small at just over 2,000 tonnes and this is fragmented across facilities of various types. It is therefore unlikely to be economical to provide local facilities to manage such small quantities of waste although some non-chemical and non-pharmaceutical recyclable material would be suitable for handling at sites in Bradford which managed LACW and C&I wastes. Taking this into account, the on-site management of 'Other' waste streams at source, similarly to CDEW, should be encouraged within policy.

## Agricultural Waste

### **W5: Sites For Agricultural Waste**

New and expanded Agricultural waste management sites will be considered subject to there being an identified need for the facility and that it is demonstrated that Agricultural waste cannot be processed on-site at its source.

Proposals that demonstrate an identified need for Agricultural waste facilities will be located subject to the following sequentially preferable order of priority providing that there is no unacceptable harm to the environment or communities:

- a) The expansion and co-location of existing Agricultural waste facilities; then
- b) Unused or under-used agricultural or forestry buildings; then
- c) Other previously developed land within the Area of Search; then
- d) Mineral extraction and landfill sites – provided it would not sterilise the extraction of important gas or mineral resources or preclude appropriate restoration; then
- e) Greenfield, previously undeveloped sites within the Area of Search; then
- f) Existing Major Developed Sites within the Green Belt.

Sites satisfying all the above criteria will then need to be considered against the long list criteria as set out within the Site Assessment Report.

Detailed matters of the environmental, transport, energy generation and site restoration aspects of Agricultural waste management site proposals must comply with the specific Waste Development Management policies set out in Section 7 and all other relevant policies stipulated in other adopted Development Plan Documents.

### **Waste Management Objectives**

Objectives 1, 2 and 3

## Hazardous Waste

**W6: Sites for Hazardous Waste**

New and expanded Hazardous waste management sites will be considered subject to there being an identified need for the facility demonstrating that Hazardous waste cannot be processed in an existing facility.

Proposals that demonstrate an identified need for Hazardous waste facilities will be located subject to the following sequentially preferable order of priority providing that there is no unacceptable harm to the environment or communities:

- a) The expansion and co-location of existing Hazardous waste facilities on operational sites within Bradford or its neighbouring authorities within the sub-region; then
- b) Existing industrial or employment land; then
- c) Other previously developed land within the Area of Search; then
- d) Mineral extraction and landfill sites – provided it would not sterilise the extraction of important gas or mineral resources or preclude appropriate restoration;
- e) Greenfield, previously undeveloped sites within the Area of Search; then
- f) Existing Major Developed Sites within the Green Belt.

Proposals for new or extended Hazardous waste sites will be permitted where the applicant can demonstrate that the Hazardous waste cannot be adequately handled in an existing, operational Hazardous waste facility elsewhere in Bradford District or neighbouring authorities within the sub-region due to insufficient existing, permitted capacity.

Sites satisfying all the above criteria will then need to be considered against the long list criteria as set out within the Site Assessment Report.

Detailed matters of the environmental, transport, energy generation and site restoration aspects of Hazardous waste management site proposals must comply with the specific Waste Development Management policies set out in Section 7 and all other relevant policies stipulated in other adopted Development Plan Documents.

**Waste Management Objectives**

Objectives 1, 2, 3 and 5.

## Management of Residual Waste for Final Disposal

- 5.5 Through the policies and proposal set out in this DPD, the Council is encouraging the management of waste to move up the waste hierarchy. It should be recognised that some Residual waste is capable of being managed by advanced treatment technologies. The treatment of waste by such technologies (for example through gasification, EfW or autoclaving rather than landfilling), can result in energy production and a residue from the process (such as bottom ash or flock) which is in itself capable of being recovered / recycled. This is beneficial to Bradford in raising the level of re-use, recycling and recovery in accordance with the District's Waste Hierarchy.
- 5.6 However, there will always likely to be some amount of residual waste which remains after treatment types have been utilised, including thermal treatment. The final disposal of residual waste in landfill is therefore a necessary requirement of waste management.

**W7: Sites for Residual Waste for final disposal (i.e Landfill)**

Waste disposal will continue to play an important, albeit diminishing, role in managing Residual waste. While there is a clear imperative to reduce Residual without recovery waste arisings, there is also a need to plan for the final disposal of residual waste following all treatment and recovery. The transition away from the final disposal of waste without treatment is an evolutionary process, requiring time to allow for alternative facilities to be put in place to support Bradford's waste hierarchy objectives.

A monitor and manage approach to Residual waste for final disposal (i.e. landfill) sites' will be adopted to ensure that there is a sufficient supply of landfill waste facilities available within the West Yorkshire Sub-Region in the first instance and thereafter in the Y&H Region to 2030.

Where the need for new or expanded landfill capacity is identified through the monitor and manage approach, the following site location criteria will apply:

- a) The expansion and co-location of existing, operational landfill sites including outside of the District where this is an environmentally preferable solution; then
- b) Existing industrial or employment land; then
- c) Previously developed land within the Strategy Area of Search; then
- d) Mineral extraction – provided it would not sterilise the extraction of important gas or mineral resources or preclude appropriate restoration; then
- e) Greenfield, previously undeveloped sites within the Area of Search; then
- f) Existing Major Developed Sites within the Green Belt.

Proposals for new or extended landfill sites will only be permitted where the applicant can demonstrate all of the following:

- a) The Residual waste cannot be handled in a more sustainable manner as no other suitable option is available at a higher level in Bradford's waste hierarchy;
- b) There is insufficient available existing, permitted Residual waste capacity within the West Yorkshire sub-region or Y&H Region;
- c) The development would lead ultimately to a demonstrable improvement in the quality



of the environment;

d) The proposal is demonstrated as being essential for the ultimate restoration of the site.

Sites satisfying all the above criteria will then need to be considered against the Site Assessment criteria as set out within the Site Assessment Report.

Detailed matters of the environmental, transport, energy generation and site restoration aspects of Residual landfill waste site proposals must comply with the Waste Development Management policies set out in Section 7 and all other relevant policies stipulated in other adopted Development Plan Documents.

### **Waste Management Objectives**

Policy 1, 3 and 5

## 6. Waste Development Management Policies

### Introduction

- 6.1 This section sets out the Development Management policies to control the nature, characteristics, operation and impacts of waste management facilities including the identification of unallocated sites and the loss of existing facilities.
- 6.2 In order to fully consider proposals for waste facility development, the Council must have sufficient information upon which to base development management decisions, and will require the submission of a full planning application prior to any such development.
- 6.3 The development management policies deal with specific impacts related to waste development. The individual policies should not be read in isolation but in the context of all local, regional and national planning policies, including relevant parts of Bradford's Local Plan. It should also be noted that the policies included herein do not preclude the need to obtain appropriate license(s) / permits for operation from the Environment Agency.

### Unallocated Waste Sites

- 6.4 Proposals for the development of sites, which are unallocated for waste management facilities, are likely to arise during the lifetime of the plan due to the current demand for facilities within the District. It is therefore appropriate for the Waste Management DPD to make provision for the assessment of waste management development proposals on unallocated sites.
- 6.5 Proposals for waste management facilities on unallocated sites will be assessed against a range of factors. The Council will expect the applicant to demonstrate how the proposed waste management scheme contributes to addressing the identified facility capacity gap<sup>4</sup>. It will also be expected that the applicant will demonstrate its contribution to the delivery of Bradford's waste hierarchy; and then to establish how the site performs in relation to site location and assessment criteria used to analyse allocated waste management sites, as set out in the Site Assessment Report.

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<sup>4</sup> Waste Needs Assessment, Capacity Gap Analysis and Requirement Study (2014)

### **WDM1: Unallocated Sites**

Proposals for waste management facilities on unallocated sites will be permitted provided:

- a) The proposal is in accordance with Bradford's waste hierarchy; and
- b) It can be demonstrated the proposal will assist in the delivery of the vision and objectives set out in this Development Plan Document (DPD)
- c) It can be demonstrated that there is a need for the waste facility;
- d) The site is in a sequentially preferable location in the following order of hierarchy:
  - The expansion and co-location of existing, operational waste facilities sites; then
  - Existing industrial or employment land; then
  - Previously developed land within the Area of Search; then
  - Mineral extraction sites including non-restored landfill sites - provided it would not sterilise the extraction of important gas or mineral resources or preclude appropriate restoration; then
  - Greenfield, previously undeveloped sites including fully restored former landfill sites (provided it would not compromise the landfill, or generate contamination) within the Area of Search; then
  - Existing Major Developed Sites within the Green Belt.
- e) The site is suitable following its assessment against the Site Assessment Criteria for allocated waste management sites and sequentially preferable to the allocated sites for Waste Management set out in Section 5 of this DPD; proposal is compliant with all other relevant local, regional and national planning policy, including relevant policies within the Waste Management DPD and the Local Plan.

### **Waste Management Objectives**

Objectives 1, 2, 3 and 4.

## Development Management and Control Criteria

- 6.6 Pre-application consultation with the Council is essential to establish what supporting information is likely to be required and is strongly encouraged as an important element of applying for permission for waste development. This is particularly so given the likely need for a supporting Environmental Impact Assessment (EIA), Transport Assessment, Health Impact Assessment and other impact related studies. Such liaison will also help ensure planning applications are processed efficiently and effectively. In accordance with the Localism Act and the NPPF, public consultation with the local community is strongly encouraged at the earliest stage of waste development proposals, with the process of consultation on planning applications set out in the Council's Statement of Community Involvement.
- 6.7 The potential harmful effects on human health from waste management are a key concern for the Council. The policy expects health impacts to be assessed through a Health Impact Assessment (as appropriate) and for identified adverse impacts to be resolved entirely or minimised through the scheme's design, layout and operation.
- 6.8 Within Bradford District transport by road is the principal means currently used to carry waste material. This can potentially be a major source of local disturbance and a negative impact on air quality, consequently a key consideration must be to reduce the reliance on roads for waste transport where practical.
- 6.9 The policies intend to ensure that local residents and the highway network are not subjected to adverse impacts from waste management facilities developments. This includes environmental impacts, highway safety and congestion. Proposed waste management facility schemes should include safe access to highway network and the need to take into account the requirement for potential improvements to the highway network to facilitate some proposals.
- 6.10 As well as evaluating the extent of the traffic impact of new waste development, Transport Assessments (where required) must include an assessment of the potential for journeys by all modes of transport to and from the proposal site. They should also set out measures to improve non-vehicle access and minimise car and HGV traffic. Any Transport Assessment must also make reference to how any proposed development will assist the Council in achieving the objectives of the Low Emission Strategy.
- 6.11 Due to the nature of waste development, permissions may be subject to a number of planning conditions designed to mitigate nuisance and adverse impacts of waste development throughout and beyond operational life.
- 6.12 The use of planning conditions is a common approach towards ensuring a development is acceptable and can be permitted. However, it may be necessary for the Council and a waste management facility developer to enter into a legal planning agreement to ensure wider environmental, health and transport impacts, including those that extend beyond the development site, can be resolved.

## **WDM 2: Assessing All Applications for New and Expanded Waste Management Facilities**

Proposals for all waste management facilities (whether new, expanded but excluding landfill schemes) will be permitted provided that it can be demonstrated that any impacts of development will not significantly adversely affect people, land, infrastructure, natural resources and the historic environment.

Waste development proposals will be permitted where:

- a) The proposal is in accordance with Bradford's waste hierarchy; and
- b) It can be demonstrated the proposal will assist in the delivery of the vision and objectives set out in this Development Plan Document (DPD); and
- c) It can be demonstrated that there is a need for the waste facility; and
- d) Site specific impacts are adequately assessed and the applicant can demonstrate that adverse effects are minimised on:
  - Designated protected structures or areas (whether by statute or by recognition within the Local Plan) of landscape, historical or archaeological interest or nature conservation including the need to submit a heritage statement alongside planning applications;
  - Visual and landscape amenity;
  - Floodplains, groundwater or water quality including a Strategic Flood Risk Assessment for any site over 1ha in size as part of the planning application process;
  - Transport accessibility, capacity and the need to travel including investigating the potential of transporting waste by non-road transport modes; and
- e) The impacts of the proposed waste management facility are adequately assessed and the applicant can demonstrate that adverse effects are minimised in terms of:
  - Environmental, social or economic effects;
  - Human Health;
  - Noise, vibrations, dust, odour;

- **Water, ground, light or air pollution; and**
  - **Climate Change**
- f) **The design, siting and external appearance is of a scale, mass, form and character appropriate to its location and landscape setting; and**
- g) **The facility's design, layout and construction meets the Council's environmental construction standards at a minimum of BREEAM 'excellent' where economically viable; and**
- h) **The facility's design, location, and operation maximises opportunities to recover energy and to make efficient use of heat and water resources; and**
- i) **The applicant can demonstrate the mitigation of waste treatment and HGV associated emissions including the consideration of cleaner fuels and technologies capable of reducing emissions;**
- j) **The applicant must demonstrate any biodiversity enhancement has been fully investigated through an ecological assessment; and**
- k) **The proposal is compliant with all other relevant local, regional and national planning policy, including relevant policies within the Waste Management DPD and the Local Plan.**

### **Waste Management Objectives**

Objectives 1, 2, 3 and 4.

## **Loss of Existing Waste Management Facilities and Allocations**

- 6.13 Bradford's supply of existing waste management facilities and sites allocated through the Local Plan represent a valuable resource in helping the Authority meet its European and national obligations and to deliver local waste objectives in accordance with forecast future waste arisings.
- 6.14 The Council will safeguard existing waste management facilities and allocated waste sites which are important to the delivery of Bradford's waste management hierarchy. The Council will resist the loss of existing facilities and allocated sites unless exceptional

circumstances can be demonstrated. Exceptional circumstances will need to demonstrate how the loss of an existing facility, or development of an allocated waste site for another unrelated purpose, does not adversely affect the Council's ability to meet the District's waste management vision and objectives.

### **WDM3: Applications Resulting in the Loss of a Proposed or Existing Waste Management Facility**

**The Council will safeguard existing waste management facilities and Allocated Waste Management Sites identified in Appendix 1 and Policy W3 respectively.**

**The Council will resist the loss of existing facilities and allocated sites through redevelopment or change of use for any other purposes other than waste management, unless the applicant can demonstrate any of the exceptional circumstances exist:**

- a) There is no longer any identified need for the facility or site across any form of waste arising in the District and sub-region; or**
- b) The facility or site does not accord with Bradford's core waste policies or cannot contribute to the waste hierarchy's objectives; or**
- c) The use of the facility or site for waste management activities are proved to be obsolete or economically unviable and market testing effectively demonstrates that other waste operators would not bring the site facility or site into use; or**
- d) An alternative, suitable waste facility site is identified elsewhere in the District enabling a site swap that is capable of satisfying the site location criteria for the waste management facility.**

### **Waste Management Objectives**

Objectives 1, 2, 3 and 4.

## Waste Management within Development

- 6.15 The principles of sustainable design, construction and demolition must be taken into consideration for all new and expanded development in the District, including waste management facilities. The preferred policy sets out the objectives for the construction and operation of developments.
- 6.16 All new and expanded developments will be required to demonstrate that any buildings associated with the development have regard to sustainable construction methods.

### **WDM4: Waste Management within Development**

**Proposals related to the expansion of existing and new developments will be permitted where they demonstrate:**

- a) The use of recycled and secondary materials for construction of the development, including the minimisation of waste resulting from construction;**
- b) Energy efficient design, maximising, the on-site generation of electricity from the recovery and treatment of wastes and the provision of other renewable energy sources, including opportunities to contribute to climate change mitigation;**
- c) Water efficient design, including where possible water recycling and sustainable drainage measures;**
- d) That waste to be treated cannot practically and reasonably be reused, recycled or processed to recover materials;**
- e) The appropriate management arrangements are in place for waste arisings generated by the development;**
- f) Reduction in gases associated with adverse climate change;**
- g) Design which minimises the disposal of waste and maximises the recovery and recycling of materials at the end of the development's life; and**
- h) Maximise opportunities to contribute to climate change mitigation and priorities.**

**Where demolition needs to take place before construction, as far as possible, construction and demolition waste should be recovered or recycled, preferably on-site.**

### **Waste Management Objectives**

Objectives 1 and 2



## **Residual Waste for Final Disposal (i.e. Landfill)**

- 6.17 While Residual waste for final disposal at landfill is the final recourse in Bradford's waste hierarchy. The Council will utilise the existing regional and sub-regional landfill capacity on a monitor and manage basis.
- 6.18 Applicants for landfill sites will need to demonstrate the site proposal is in accordance with Bradford's waste hierarchy; a need for the scheme in terms of handling Residual waste in accordance with the District's waste arising forecasts; and the proposed site is preferable in terms of its location and other site assessment criteria.
- 6.19 The Council will also require the applicant to submit a full restoration scheme with any planning application for landfill development, which demonstrates how the site will be fully restored following the operational life of the site. Consideration must be given to the relationship between the adjoining landscape and the restoration landform, taking account of pre and post-settlement topography in line with current best waste management practices. Planning applications that fail to demonstrate that the restoration of the site has been properly addressed are unlikely to be permitted.
- 6.20 In order to maximise the potential environmental and public benefit from waste landfill site restoration, the proposals, must provide a positive enhancement to wildlife habitats and other sites of scientific and geological interest. This will involve long-term management of the site and may involve the establishment of access agreements for educational or research bodies to assist and advise on management and to monitor and collect data. Opportunities to improve public access should be provided where possible to widen the benefit to the community and engage with the local community in formulating restoration proposals.
- 6.21 Once landfill sites have been restored, they will be subject to an aftercare period. The aftercare and management period allows the site to be brought to a satisfactory standard (improving soil structure) and provides an opportunity to establish the site infrastructure such as drainage, and initial establishment and management of vegetation.

### **WDM5: Landfill Development for Final Disposal of Residual Waste**

Proposals for new or expanded landfill developments will be permitted provided:

- a) The site is in accordance with Bradford's waste hierarchy including the demonstration that landfill is the last resort after the use of more advanced waste management technologies for the recycling / recovery / treatment of waste have been explored and discounted; and
- b) It can be demonstrated that there is a need for the landfill facility (defined as requirement for facility) in the West Yorkshire sub-region and Y&H Region ; and
- c) The site is in a sequentially preferable location in the following order of hierarchy:
  - The expansion and co-location of existing, operational landfill waste facilities sites; then
  - Previously developed land within the Core Strategy Area of Search, including mineral extraction sites - provided it would not sterilise the extraction of important gas or mineral resources or preclude appropriate restoration; then
  - Greenfield, previously undeveloped sites within the Area of Search; then
  - Existing Major Developed Sites within the Green Belt; then
  - Mineral extraction sites that have not been restored, where it can be demonstrated that landfilling would be beneficial and preferable to low level restoration.

Proposals for the restoration of landfill sites whose capacity has been exhausted will provide for a high quality restoration of the site within an agreed timeframe, and for an agreed use or activity.

Restoration proposals shall include details of progressive restoration of the landfill site at the earliest practicable opportunity to an agreed after-use..

Where appropriate, the long term security and management of the proposed after use will be controlled through the use of a planning agreement.

**Residual landfill development proposals will be permitted where:**

- a) Site specific impacts are adequately assessed and the applicant can demonstrate that adverse effects are minimised on:**
- Designated protected areas of landscape, historic or nature conservation;
  - Visual and landscape amenity;
  - Floodplains, groundwater or water quality;
  - Transport accessibility, capacity and the need to travel.
- b) The impacts are adequately assessed and the applicant can demonstrate that adverse effects are minimised in terms of:**
- Environmental, social or economic effects;
  - Human Health;
  - Noise, vibrations, dust, odour;
  - Water, ground, light or air pollution
- c) The design, siting and external appearance of buildings and structures associated with the development of the landfill are of a scale, mass, form and character appropriate to its location and landscape setting;**
- d) The facility's design and operation maximises opportunities to recover energy and to make efficient use of heat and water resources;**
- e) The applicant can demonstrate the mitigation of waste treatment and HGV associated emissions including the consideration on cleaner fuels and technologies capable of reducing emissions.**

### **Waste Management Objectives**

Objective 4

## 7. Delivery and Monitoring

### Introduction

- 7.1 In this section the measures by which the performance of the Waste Management DPD will be assessed are set out. Achieving and exceeding Bradford's Waste Management objectives and policies are the focus for delivery and performance measurement. The targets and indicators set will enable this to occur, assisting in ensuring a clear response can be made when the delivery of waste management objectives varies from the position envisaged in the Plan.
- 7.2 Targets have been identified for each waste management policy and monitoring indicators have been developed that reflect the effects to be evaluated over time. Performance against the objectives and targets in the Sustainability Appraisal will also be monitored to understand the contribution towards sustainable development in Bradford.
- 7.3 Waste data will be collated and monitored on the following:
- The provision of new waste management capacity for each of the identified waste streams in Bradford and the West Yorkshire sub-region;
  - The levels of waste generated by each waste stream;
  - Waste movements into and out of Bradford District to other local authority areas; and
  - Performance against waste prevention, re-use, recycling, other recovery and disposal.
- 7.4 Performance will be reported through the Council's Annual Monitoring Report (AMR), with the results used, alongside monitoring of any changes to national policy and waste technology improvements, to review the Waste Management DPD policies and update these accordingly over the Plan's lifetime.

#### *Bradford's Waste Objectives*

- 7.5 The five waste management objectives set out in Section 2 guide the overall approach to waste management in Bradford aligned to the individual policies. They are included here and referred to in the following monitoring matrix:
- **Objective 1:** To achieve net self-sufficiency, in managing our own waste where appropriate, through maximising opportunities for waste reduction and increasing the amounts of waste we re-use, recycle, compost and recover meeting national and regional targets over the period to 2030, but also working with appropriate waste authorities who may manage Bradford Waste arisings within their District, therefore ensuring the best environmental and sustainable solution to waste management;

**Objective 2:** To minimise the amount of residual waste sent on to landfill sites within and outside Bradford District as appropriate to support the movement of waste up the waste hierarchy;

- **Objective 3:** To ensure that expansions to existing facilities and new waste facility developments support the planned growth and waste needs of the Bradford community and are delivered in a manner which protects the District's environmental assets and safeguards human health;
- **Objective 4:** To support the use of waste as a raw material / energy source for local industry and communities both existing and new. Bradford Council supports the production of waste derived fuels where it is not possible to re-use or recycle the waste; and
- **Objective 5:** To work in collaboration with appropriate local authorities and waste industry operators to ensure that sub-regional waste (and if necessary beyond the sub-region) issues are effectively considered and planned for in accordance with the duty to co-operate. Cross boundary issues including the movement of waste and locating of facilities near to source must be managed and planned for collectively where possible.

Waste DPD Objective	Policy	Indicator	Target
All Objectives	Waste Vision and Objectives	Measured through all other indicators	
Objectives 1 and 5	W1: Cross Boundary Working	Total of all waste imported to Bradford from other local authority areas	Progressive reduction over plan period
		Total of all waste exported from Bradford to other local authority areas	Progressive reduction over plan period
		Proportion of all waste imported to Bradford District by waste stream	Progressive reduction over plan period
		Proportion of all waste exported from Bradford District by waste stream	Progressive reduction over plan period
		Total number of waste management planning applications outside Bradford District within the WY sub-region and/or where Bradford Council are engaged as a consultee	All Waste Management Sites in Local Authorities in WY sub- region
Objectives 1, 2, 4	W2: Bradford's Future Waste Capacity Requirements	Total of all waste generated per annum by waste stream	Total tonnage below projected values as stated in Table 2
		Proportion of waste arising that is: recycled, reused, recovered, composted and landfilled	Achieving stated minimum recycling rates across all waste streams
		Total Local Authority Collected Waste generated per capita	Reduction in per capita Local Authority Collected Waste over

		Total capacity of waste management facilities by type of waste in Bradford District and in the West Yorkshire sub-region	the plan period . Progressive increase in capacity over the plan period.
Objectives 1 and 3	W3: Proposed Waste Site Allocations	Total Ha of land allocated for waste management facilities  Total number and proportion of waste management planning applications permitted in accordance with site location hierarchy preferences  Total number and proportion of waste management planning applications permitted for alternate locations not within the preferential site location hierarchy	Capacity increased progressively in line with plan forecast arising.  Windfall sites to be considered on their merits and assessed against the policies within the Waste Management DPD and Core Strategy
Objective 3	W4: Sites for Construction, Demolition and Excavation Waste	Total number of CDEW, Agricultural, Hazardous or Residual waste management site planning permissions (and prior notifications where applicable) in accordance with policy criteria	All new and expanded sites for new CDEW, Agricultural, Hazardous and Residual Waste for Final Disposal to be compliant with Policies W4, W5, W6 and W7.
Objective 3	W5: Sites for Agricultural Waste		
Objective 3	W6: sites for Hazardous Waste		
Objectives 3, 4 and 5	W7: Sites for Residual Waste for Final Disposal (i.e. Landfill)		
		Total number of CDEW, Agricultural, Hazardous or Residual waste management site planning permissions granted for sites as a departure from	Planning applications relating to CDEW, Agricultural or Hazardous or residual waste will be assessed

		policy criteria in Bradford District.  Total capacity of new CDEW, Agricultural, Hazardous and Residual waste facilities	against W4, W5, W6, and W7.  Capacity increased progressively in line with plan forecast arising
Objectives 3, 5	WDM1: Unallocated Sites	Total number, type and outcome result of waste management facility applications submitted on unallocated sites	Number of applications submitted for unallocated sites over the plan period. Sites to be compliant with the policies set out in the Waste Management DPD and Core Strategy.
Objectives 1, 3, 5	WDM2: Assessing Applications for New and Expanded Waste Management Facilities	Total number, type and outcome result of waste management facility applications submitted	Number of applications submitted for unallocated sites over the plan period. Sites to be compliant with the policies set out in the Waste Management DPD and Core Strategy.
Objectives 1, 3	WDM3: Applications Resulting in the Loss of a Proposed or Existing Waste Management Facility	Total number, type and outcome of non-waste planning applications submitted on existing or safeguarded waste management sites	Number of waste management sites granted / refused planning permission on waste management sites.
Objectives 2, 4	WDM4: Waste Management within Development	Total number and proportion of major planning applications supported by a Waste Management Plan or adequate and relevant information to assess the development proposal	Number of planning applications incorporating the requirements of Policy WDM4.
Objectives 1, 2, 3, 5	WDM5: Landfill Development for Final Disposal of Residual	Number, type and outcome result of residual waste landfill planning permissions	Number, type and outcome result of residual waste landfill planning



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	Waste	Total number and proportion of agreed landfill waste site restoration schemes	permissions  100% of approved landfill development schemes
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**Waste Management DPD:  
Publication Draft  
Engagement Plan**

## **FOREWORD**

This document sets out how the Council will seek to engage the public in considering the *Publication Draft* for dealing with waste along with the identification of waste management sites within the Bradford District over the next 15 years. It sets out the aims and principles that will underpin the consultation on the Waste Management Development Plan Document (DPD) and will be referred to as the Engagement Plan.

This DPD will form part of the Local Plan for Bradford.

The Bradford District Local Plan will be a portfolio of Local Development Documents (LDDs) that will guide future growth and development in the District in the period up to 2030. The District faces some major challenges ahead arising from development pressure for new housing, retail and commercial premises and the supporting infrastructure, services and facilities required to facilitate major growth and regeneration. The first stage in preparing the Local Plan is the preparation of the Core Strategy DPD; this will then inform all the other Development Plan Documents to be produced as part of the Local Plan. The Core Strategy DPD was submitted to the Planning Inspectorate on 12 December 2014. An examination in public was held during March 2015. The Core Strategy is currently in examination phase as the Planning Inspector requested additional evidence which the Council is gathering at present.

The Waste Management DPD will build on the strategic policy guidance relating to waste management within the Core Strategy, and will be an important tool in ensuring that the Council has sufficient and appropriate provision within the Local Plan to deliver the aspiration for self-sustainability in waste management over the next 15 years

One of the key aims of the new system is to strengthen community involvement in the planning of the places in which people live and work. Importance is placed on community involvement throughout the preparation of the new Development Plan Documents but in particular in the early stages. The Government now requires all planning authorities to prepare a Statement of Community Involvement (SCI) which sets out how the Council intends to engage with the community in preparing its Local Plan and also how it engages with the community in dealing with planning applications. Bradford Council is committed to ensuring that everyone has an equal opportunity to play an active and positive role in considering the planning issues, which affect them and the District. The SCI for Bradford was adopted by Full Council on 8<sup>th</sup> July 2008.

This stage of consultation – Publication Draft, forms the last round of public consultation that the Council will undertake, before the Waste Management DPD is submitted to the Planning Inspectorate. The Publication Draft seeks to test the assessment and shortlisting of sites for Waste Management Facilities within the Bradford District for the treatment of Local Authority Collected Waste (LACW) and Commercial and Industrial Waste (C&I). The Publication Draft report will be taken to Council's Executive for approval for public consultation on 15<sup>th</sup> September 2015. This consultation will allow both communities and those with

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an interest with waste management to comment upon the Publication Draft for the assessment of waste management sites within the Bradford District.

This Engagement Plan has been developed based upon:

- The Planning & Compulsory Purchase Act (2004)
- Town & Country Planning (Local Planning) ( England) Regulations 2012
- National Planning Policy Framework (NPPF March 2012)
- Statement of Community Involvement (SCI) (2008)
- CBMC Local Development Scheme 2014 – 2017 (LDS) (2014)
- Planning Advisory Service (PAS) – Plan Making Manual

This Engagement Plan is separated into three parts:

- **Part One** sets out the aims and principles that will underpin the consultation on the Publication Draft Waste Management DPD.
- **Part Two** is a consultation and participation plan that sets out how the Council will aim to meet the aims and principles in Part 1 and also comply with the adopted SCI.
- **Part Three** sets out how the consultation and engagement will be recorded and used in the next stages in developing the Submission Draft for the Waste Management DPD.

**Further information:**

For more information about developing the Local Plan, please contact:

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                          **2nd Floor South**  
                          **Jacobs Well**  
                          **Manchester Road**  
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                          **BD1 5RW**

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## **PART ONE: AIMS AND PRINCIPLES**

### **1.0 BACKGROUND**

#### **The Replacement Unitary Development plan (RUDP)**

- 1.1 The current Replacement Unitary Development Plan (RUDP) for Bradford was formally adopted on 15<sup>th</sup> October 2005. A number of policies within this plan were saved under a Secretary of State Direction and Schedule of Saved Policies on 30<sup>th</sup> September 2008.

#### **The Local Plan**

- 1.2 The Government introduced proposals for planning reform to speed up the planning system through the Planning and Compulsory Purchase Act 2004. This changed the current pattern of development plans. The old system consisted of a single Unitary Development Plan (UDP) covering the whole District; however under the new planning system this was replaced by a development plan that is made up of a series of separate documents. Following the Town and Country Planning (Local Planning) (England) Regulations coming into force on 6<sup>th</sup> April 2012 the Council will produce the Bradford District Local Plan, formally know as the Local Development Framework.

#### **Local Development Documents (LDD)**

- 1.3 Documents that make up the Local Plan are called Local Development Documents; these have to have regard to, and conform to the policies and guidance put forward by Government in National Planning Policy Framework (NPPF). There are two compulsory types of Local Development Documents; these include Development Plan Documents (DPD's) and the Statement of Community Involvement (SCI).

#### **Development Plan Documents (DPD)**

- 1.4 DPD's are documents that form part of the statutory development plan for the District which will be known as the Bradford District Local Plan and are subject of a Public Examination by an independent Inspector. Table 1 lists the Development Plan Documents being prepared by Bradford Council :-

<b>DPD</b>	<b>DOCUMENT DESCRIPTION</b>
Core Strategy DPD	This document sets out the spatial vision for the District, the strategic policies for guiding development, the housing requirement, and a framework for monitoring and Implementing the Strategy.
Waste Management DPD	This document sets out the spatial strategy and policies for dealing with waste streams within the district. It will also identify waste management sites for dealing with different stream of waste including Municipal, Commercial and Industrial.
Allocations DPD	This document identifies sites for development including housing, employment as well as green space.
Area Action Plans DPD	These documents set out a local plan that are targeted at a specific area of change or conservation.
Proposals Map DPD	This document will show the proposals for the District on an OS Map base, and will be updated as individual documents are adopted.

1.5 There are several stages in the preparation of any Development Plan Document These are illustrated in the table and diagram below. The Waste Management Publication Draft document has progressed to the Publication stage.

1	Early stages – planning the production of the DPD	Issues and Options (October 2009)
2	Preparation – front loading phase	Preferred Approach (January 2011)
3	Preparation – formulation phase	Preferred Approach – Revised Chapter 5 (October 2011)
4	Draft Publication – to enable formal representations to be made	Publication Draft (Sept 2015)
5	Submission – to the Secretary of State	Anticipated Early 2016
6	Adoption	Anticipated 2017



- 1.5 The Publication Draft Report is the final consultation version before submission of the Waste Management Plan to the Planning Inspectorate and the last opportunity to comment on the content of the DPD before a public inquiry is organised.

#### **Waste Management DPD**

- 1.6 In October 2014, the National Planning Policy for Waste superseded Planning Policy (PPS) 10 – Planning for Sustainable Waste Management. The document sets out how positive planning plays a pivotal role in delivering the ambitions sets out in the Waste Management Plan for England.
- 1.7 This Waste Management Plan will build on the strategic policy guidance relating to waste management within European and national guidance and the Local Plan Core Strategy. It will be an important tool in ensuring that the Council has sufficient and appropriate provision within the Local Plan to deliver this aspiration for self-sustainability in waste management over the next 15 years.
- 1.8 Insofar as the DPDs are concerned, it must take into account the need to contribute appropriately to national, regional and local requirements at acceptable social, environmental and economic costs.

#### **Community involvement**

- 1.9 The planning system places great emphasis on community involvement in particular with respect to preparation of Development Plans, which Bradford Council is firmly committed to. The early stages of the Waste Management Plan were prepared in accordance with the principles of Planning Policy Statement 12 which set out the Government's principles<sup>1</sup> for community engagement and involvement within planning; these were:
- **Appropriate** to the level of planning;
  - **Front loading** – from the outset of plan preparation;
  - **Continuous** – part of an ongoing programme of community involvement;
  - **Transparent and accessible** – using methods appropriate to the communities concerned;
  - **Planned** – as an integral part of the plan making process.

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<sup>1</sup> PPS12: Local Spatial Planning para. 4.20 pg.11

- 1.20 The NPPF (paragraph 155) reiterates the now suspended PS12 and the importance of early and meaningful engagement and collaboration with neighbourhoods, local organisations and businesses.
- 1.21 This Engagement Plan has been prepared in accordance with Regulation 17, 19 and 22 of the Town and Country (Local Planning) (England) Regulations 2012. It provides the detail on how and when the community will be invited to submit representations to the Waste Management DPD in line with the Council's adopted SCI and how it will comply with the minimum requirements as set out within the 2012 Regulation.

#### **Statement of Community Involvement (SCI)**

- 1.22 The Statement of Community Involvement sets out how the Council intends to engage the community in producing DPD's that make up the Local Plan, and in the consideration of planning applications. The SCI is itself a Local Development Document that is the subject of a Public Examination by an independent Inspector.
- 1.23 Bradford's SCI was adopted in 2008. All Development Plan Document's will have to comply with the requirements for community involvement as set out within the adopted SCI.
- 1.24 This Engagement Plan will set out how the Publication Draft consultation will be in accordance with the adopted SCI through an identification of who will be consulted, by what means and when this will happen. Following this consultation, a Statement of Consultation will record exactly what took place and the outcomes of all the meetings, events and comments.

#### **Local Plans and Legal Compliance**

- 1.25 The requirement for the Development Plan Document to undergo an Examination in Public is to establish whether it is 'legally compliant' as prescribed in the Act. The Plan should:
- Be within the current Local Development Scheme (LDS)
  - Ensure the process of community involvement is in accordance with the adopted Statement of Community Involvement (SCI)
  - Comply with the requirements prescribed within the Town and County Planning (Local Planning) (England) (Amendment) Regulations 2012 with regards to publishing the DPD, advertising it in the press and notifying any persons requested to be notified.
  - Be accompanied by a Sustainability Appraisal report
  - Have regard to the Sustainable Community Strategy.

### **Local Plans and Duty to Co-operate**

- 1.26 The duty to co-operate came into force on 15<sup>th</sup> November 2011 and any plan submitted for examination will be examined for compliance. The duty requires cooperation between adjoining LPA's and other public bodies to maximise effectiveness of policies for strategic planning matters in the Local Plan. LPAs are expected to provide evidence of how they have complied with any requirements arising from the duty.

### **Local Plans and the Test of Soundness**

- 1.27 The requirement for the Development Plan Document to undergo an Examination in Public is to establish whether it is 'sound' as prescribed in the Act. The Council is required to submit the Waste Management DPD, together with associated documents and representations made, for consideration by an independent inspector appointed by the Government. The examination of the DPD is an independent process for determining whether it is fundamentally sound. In assessing the issue of soundness the Inspector will have due regard to the evidence submitted alongside the plan and the representations made at the publication stage.
- 1.28 The Publication Draft is the final stage prior to submission to Government for independent examination. As such this is the stage when it becomes the plan that the Council wishes to see adopted. At this stage the Council needs to ensure that it will pass the key tests of soundness at independent examination.
- 1.29 The Local Plan will be examined by an independent inspector whose role it is to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it is sound. To this end, a local planning authority should submit a plan for examination which it considers is "sound" – namely that is:

1. **Positively Prepared:** the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;

2. **Justified:** the plan should be the most appropriate strategy when considered against the reasonable alternatives, based on proportionate evidence;
3. **Effective:** the plan should be deliverable over the plan period and based on effective joint working on cross-boundary strategic priorities; and
4. **Consistent with national policy:** the plan should enable the delivery of sustainable development in accordance with the policies in the NPPF.

#### 1.30 **Aims**

This Engagement Plan has been prepared to ensure that the Publication Draft Waste Management DPD is in compliance with the Councils adopted SCI and associated statutory planning regulations consults as many different stakeholders and the wider community, as appropriate. This should ensure that as far as practicable the Waste Management DPD:

- Reflects the needs of the District and its key stakeholders and communities;
- Is technically robust and based on sound information and evidence;
- Enjoys broad consensus.

#### 1.31 **Objectives**

This Engagement Plan will:

- Identify the stakeholders that should inform the preparation of the Waste Management DPD;
- Set out how these stakeholders and communities will be able to inform the preparation of the Waste Management DPD;

#### 1.32 **Principles**

There are several principles which will underpin the approach this engagement in support of the publication, namely:

- Identify and provide opportunities for stakeholders and interested parties to be informed of the publication of the Waste Management DPD
- Provide good quality, accessible and relevant information
- Meet the requirements as set out in the relevant planning Regulations and the Councils Statement of Community Involvement (SCI)
- Meet the requirements of the Strategic Environmental Assessment (SEA) Directive with regards to consultation.

**Strategic Environmental Assessment (SEA)**

- 1.33 In accordance with Section 19 (5) of the Planning and Compulsory Purchase Act 2004 the Sustainability Appraisal (SA) of the Development Plan Document will incorporate the requirements of the European Directive on Strategic Environmental Assessment (SEA) with regards to community consultation.

1.34 **Equality Impact Assessment**

The Waste Management DPD has been subjected to an Initial Equality Impact Assessment (EqIA) during the preparation of the draft policies to ensure that there are no adverse impacts against any of the groups of protected characteristics. Where an unintended impact may have been likely or where potential benefits could be maximised the Waste Management DPD has taken these into consideration in its preparation.

**Previous Consultation on Publication Draft**

- 1.35 In January 2011 – April 2011, the Council undertook public consultation on the Waste Management DPD: Preferred Approach. Following comments received on the document, specifically comments on the shortlisted sites and further work on the Site Assessment Report, the Council took the decision to undertake further public consultation on revisions to Chapter 5 of the Waste Management DPD and the associated revised Site Assessment Report. This was carried out in October 2011.

**PART TWO: ENGAGEMENT PLAN**

- 2.1 This Engagement Plan outlines out how the general public, key stakeholders, local organisations and groups will be notified of the issuing of the Publication Draft document for formal representations in line with Government regulations.
- 2.2 On the 20<sup>th</sup> October 2015, Full Council approved the Publication Draft and associated documents to be issued for a 6 week formal consultation in line with the regulations and Submission to Government for Examination. .
- 2.3 Formal consultation on the Publication Draft is limited to inviting representations on the soundness of the Plan, its legal compliance and the duty to co-operate, as set out in paragraphs 1.25 - 1.29 of this report. These three elements will be considered by the examining Inspector appointed by the Government.
- 2.4 Engagement will involve the publication of the Waste Management DPD and associated documents; raising awareness and understanding of the approach of the representation process; along with assisting those in making representations to the Council.

**Consultees**

- 2.5 A range of stakeholders will be notified of the issuing of the Publication Draft for formal representations. Appendix 2 provides a list of all Local Plan consultees, including statutory bodies and key stakeholders, general consultees such as groups and organisations along with those who have requested to be notified on aspects relating to the Local Plan. All requests regarding this list, including being added or removed should be directed to:  
[planning.policy@bradford.gov.uk](mailto:planning.policy@bradford.gov.uk)
- 2.6 In order to comply with the adopted Statement of Community Involvement (SCI) a range of consultation mechanisms are proposed to meet the principles and objectives set out in Part 1.

2.7 **Mechanisms for Public Consultation**

Table 3 below sets out the key mechanisms which will be used during the consultation stage and who the target audience would be.

<b>TABLE 3: Mechanisms For Public Consultation</b>		
<b>Objective of this Consultation</b>	<b>Mechanisms for Engagement</b>	<b>Key Target Communities</b>
<p>To allow key stakeholders, organisations and members of local community to make formal representations on:</p> <ul style="list-style-type: none"> <li>• Soundness</li> <li>• Legal compliance</li> <li>• Duty to co-operate</li> </ul> <p>In relation to the Shipley Canal Road Corridor Area Action Plan Publication Draft.</p>	Local Plan Consultees	<ul style="list-style-type: none"> <li>• Statutory consultees</li> </ul>
	Correspondence (Letters & Emails)	<ul style="list-style-type: none"> <li>• Targeted bodies, stakeholders and organisations</li> </ul>
	Notification requests (Letters & Emails)	<ul style="list-style-type: none"> <li>• Individuals, stakeholders and organisations on Local Plan database</li> </ul>
	Media Releases e.g. Local press and radio	<ul style="list-style-type: none"> <li>• General public</li> <li>• Individuals, stakeholders and organisations</li> </ul>
	CBMDC Website – Local Plan Web Pages	<ul style="list-style-type: none"> <li>• General public</li> <li>• Stakeholders and organisations</li> <li>• Internal CBMDC staff</li> <li>• Statutory consultees</li> </ul>
	Local Plan Newsletter: <i>Plan-It Bradford</i>	<ul style="list-style-type: none"> <li>• Individuals and organisations on the Local Plan database</li> </ul>
Targeted Drop- in sessions	<p>Local residents and businesses of the District</p> <p>Interested Parties from Waste Management Industry</p>	

**Engaging Different Groups**

2.8 Table 4 below outlines how individuals and groups will have the opportunity to inform the revised Waste Management DPD: Publication Draft throughout this consultation period and the means by which they can do this.

<b>Type of Stakeholder</b>	<b>How the stakeholder will be involved in the Waste Management DPD</b>	<b>Though what means</b>
Individual members of the public	Sharing and accessing information	<ul style="list-style-type: none"> <li>• Attending 'drop-in' sessions</li> </ul>
	Responding to the consultation	<ul style="list-style-type: none"> <li>• Commenting on proposals at Consultation events.</li> <li>• Written representations</li> </ul>
Key stakeholders	Sharing and accessing Information	<ul style="list-style-type: none"> <li>• Attending 'drop-in' sessions</li> </ul>
	Responding to consultation	<ul style="list-style-type: none"> <li>• Commenting on proposals at consultation events.</li> <li>• Written representations.</li> </ul>
Locally based networks and forums	Responding to consultation	<ul style="list-style-type: none"> <li>• Commenting on proposals at Consultation events.</li> </ul>
Members	Sharing and accessing information	<ul style="list-style-type: none"> <li>• Member briefing sessions.</li> <li>• Attending 'drop-in' session</li> <li>• Written representations.</li> </ul>
	Responding to consultation	<ul style="list-style-type: none"> <li>• Written representations.</li> </ul>

**Information provision during the process**

2.9 The following documents and supporting material will be subject of the consultation:-

- Waste Management DPD – Publication Draft
- Waste Management DPD – Revised Site Assessment Document
- Waste Management DPD – Engagement Plan
- Waste Management DPD: Sustainability Appraisal Report
- Waste Management DPD: Baseline Evidence Report
- Waste Management DPD Publication Draft – Summary of Representations (Consultation January – April 2011)



- Waste Management DPD Preferred Approach Chapter 5 – Summary of representations  
Oct 2011

**Availability of publication documentation**

2.10 The consultation documentation will be made available at the statutory deposit locations across the district, as listed in table 5 below:

<b>Table 5: Deposit Locations</b>	
<b>Council Planning Offices</b>	<p><b>Jacobs Well</b>, Manchester Road, Bradford, BD1 5RW</p> <ul style="list-style-type: none"> <li>• Mon – Thurs 9am to 5pm, Fri 9am to 4.30pm</li> </ul>
	<p><b>Keighley One Stop Shop</b>, Town Hall, Bow Street, Keighley BD21 3SX</p> <ul style="list-style-type: none"> <li>• Mon – Thurs 8.30am to 5pm, Fri 9am to 4.30pm</li> </ul>
<b>Main Council Libraries</b>	<p><b>City Library</b>, Centenary Square, Bradford BD1 1SD</p> <ul style="list-style-type: none"> <li>• Mon – Fri 9am to 7pm, Sat 9am to 5pm</li> </ul>
	<p><b>Shipley Library</b> – (Other appropriate venue if Shipley Library is unavailable due to refurbishment)</p>
	<p><b>Keighley Library</b>, North Street Keighley BD21 3SX</p> <ul style="list-style-type: none"> <li>• Mon – Fri 9am to 7pm, Sat 9am to 5pm</li> </ul>
	<p><b>Ilkley Library</b>, Station Road, Ilkley, LS29 8AH</p> <ul style="list-style-type: none"> <li>• Mon – Fri 9am to 7pm, Sat 9am to 5pm</li> </ul>
	<p><b>Bingley Library</b>, Myrtle Walk, Bingley, BD16 1AW</p> <ul style="list-style-type: none"> <li>• Mon – Fri 9am to 7pm, Sat 9am to 5pm</li> </ul>

2.11 The main source of information is the Council's website which will contain the publication stage documents which can be downloaded to view. Hard copy documents, as listed in paragraph 2.9, will be placed on deposit for inspection. The Council will limit the number of hard copies of the

documentation that is produced in order to reduce the environmental impacts of printing and potential waste as well as minimise financial costs.

- 2.12 In accordance with Regulation 36, any requests made to the Council for a copy of the Publication documents (listed in 2.9 above), either electronic or hard copy, will be met as soon as reasonably practicable after receipt of the request. Electronic copies will be free of charge; however there will be a charge incurred for requests for a hard copy document. This charge will cover the Councils materials, printing and administration costs.

#### **Targeted Consultees**

- 2.14 Statutory consultees, as set out in Section 1 of Appendix 2, will be notified by either letter or E-mail of the issuing of these documents and their availability for formal comment.
- 2.15 The local authorities and public bodies which are subject to the Duty to Co-operate under the Town and Country Planning (Local Planning) (England) Regulations 2012 are included within the statutory consultees list as mentioned above.
- 2.16 The Council will notify, in writing either by letter or E-mail, all other consultees and those who have indicated they wish to be kept up-to-date with progress on the Local Plan for Bradford. These organisations and individuals are set out in Section 2, 3 and 4 of Appendix 2. These lists are updated as and when requests are made to the Local Plan Group.

#### **Internal Consultation – Member Briefings**

- 2.17 The Local Plan Group will hold regular meetings with the Portfolio Holder for Housing and Planning.
- 2.18 All 90 Members of the Council and Members of Parliament (MPs) will be informed of the publication period and will be issued with a member briefing note for their information and guidance.

**External Bodies – Adjoining Local Authorities & the Duty to Cooperate**

2.19 It is important that the Waste Management DPD aligns with other development plans in adjoining local authorities and the plan meets the new ‘Duty to Cooperate’ legal test. The Leeds City Region Partnership is one key mechanism which is used to consider cross boundary issues and seek to align different development plan approaches. The Council will, during plan preparation and prior to any formal submission, engage actively and positively with key adjoining Local Authorities, namely Leeds, Calderdale, Craven Kirklees, and North Yorkshire, as well as other bodies as listed in the Regulations, to discuss the preparation and content of the Publication Draft.

**Internal Council Services**

2.20 The Local Plan Group will engage with internal services departments within the Council regarding the publication of the Waste Management DPD documents. In addition, targeted contact will be made with key departments or officers through meetings, Email and telephone conversations to discuss elements of the Waste Management DPD. The strategic services and

Departments are highlighted in Table 5 below.

<b>Table 6 Internal Council Services</b>	
<b>STRATEGIC SERVICES</b>	<b>DEPARTMENTS</b>
<b>Corporate</b>	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• City Solicitor</li> </ul>
<b>Adult and Community Services</b>	<ul style="list-style-type: none"> <li>• Assessment and Support</li> <li>• Access and Inclusion</li> <li>• Community Care Services</li> <li>• Residential &amp; Day Services</li> </ul>
<b>Children’s Services</b>	<ul style="list-style-type: none"> <li>• Access and Inclusion</li> <li>• Education &amp; School Improvement</li> <li>• Specialist Services</li> <li>• Strategic Projects</li> </ul>
<b>Environment and Sport</b>	<ul style="list-style-type: none"> <li>• Environmental &amp; Regulatory Services</li> <li>• Neighbourhood Services</li> <li>• Sport and Leisure Services</li> <li>• Waste and Collection Services</li> </ul>

<b>Public Health</b>	<ul style="list-style-type: none"> <li>• Children &amp; Young People</li> <li>• Tobacco Control</li> <li>• Obesity Team</li> <li>• Public Health Analytical Team</li> <li>• Drugs and Alcohol</li> <li>• Infection Control</li> <li>• Sexual Health</li> </ul>
<b>Regeneration &amp; Culture</b>	<ul style="list-style-type: none"> <li>• Culture and Tourism</li> <li>• Economic Development and Property</li> <li>• Housing, Employment and Skills</li> <li>• Planning, Transportation &amp; Highways</li> </ul>
CBMDC Organisational Structure as of November 2013	

**Internal Consultation – Neighbourhood Services**

2.21 The Local Plan Group will liaise with Neighbourhood Support Services to assess whether there is scope to use their networks to help raise awareness of the issuing of the Waste Management DPD Publication Draft document and signpost members of the public to information sources for further information.

**Key Partnerships and Networks**

2.22 The Council has previously engaged with the key partnerships within the Bradford District during the preparations of the Waste Management. At this stage the Council will notify the partnerships (as listed in Table 7) of the publication and invite them to make formal representations. The Strategic Partnerships are currently under review and any engagement will reflect the arrangements in place at the time of consultation.

<b>Table 7 Key Strategic Partnerships – Bradford District Partnership (BDP)</b>	
<b>Statutory Partnerships</b>	<ul style="list-style-type: none"> <li>• Bradford Children’s Trust</li> <li>• Community Safety Partnership</li> <li>• Health &amp; Wellbeing Board</li> </ul>
<b>Local (Non-Statutory) Partnerships</b>	<ul style="list-style-type: none"> <li>• Older People’s Partnership</li> <li>• Stronger Communities Partnership</li> <li>• Strategic Disability Partnership</li> <li>• Prosperity &amp; Regeneration</li> <li>• Learning Disability Partnership</li> <li>• Airedale Partnership</li> </ul>

2.23 There are several existing key organisations and networks which have previously utilised to some degree as part of the Local Plan process; these are set out in Table 8 below. These are not exhaustive and other networks may exist. The Council will notify these organisations and invite them to make formal representations on the Plan.

<b>Table 8 Key Organisations and Networks</b>			
<b>Organisation/Network</b>	<b>Role</b>	<b>Focus</b>	<b>Coverage</b>
<b>Bradford and Keighley Youth Parliament</b>	Public forum for involving young people in districts issues.	Young people	District wide
<b>CNET</b>	Promotes community representation and deal with issues surrounding social and economic planning in Bradford District.	Community groups	District wide
<b>Leeds Bradford Corridor Partnership</b>	Urban regeneration initiative focusing on the Leeds Bradford Corridor area.	Partnerships & stakeholders	District wide
<b>Mobility Planning Group</b>	Public forum looking at mobility, accessibility and design issues, within the District	Disabled people	District wide
<b>Neighbourhood Forums</b>	Public forums for considering local issues	Public, locality planning	District wide

**Parish & Town Councils**

2.24 Each of the 18 Parish and Town Councils within the District (as listed in Section 1 of Appendix 2) will be notified of the issuing of the Publication Draft documentation for comment.

**Press and Media Coverage**

2.25 The Council will produce press releases and provide briefings at the launch of the Publication Draft document for all locally circulating newspapers, local radio networks and where appropriate local television networks. These include:

<b>Table 9 Key Local Press and Media Bodies</b>	
<b>LOCAL NEWSPAPERS</b>	<ul style="list-style-type: none"> <li>• Telegraph and Argus</li> <li>• Keighley News</li> <li>• Ilkley &amp; Wharfedale Gazette</li> <li>• Craven Herald &amp; Pioneer</li> </ul>
<b>NATIONAL NEWSPAPERS</b>	<ul style="list-style-type: none"> <li>• Yorkshire Post</li> </ul>
<b>LOCAL RADIO NETWORKS</b>	<ul style="list-style-type: none"> <li>• Bradford Community Broadcasting (BCB)</li> <li>• The Pulse</li> <li>• Sunrise radio</li> <li>• Shipley Community Radio</li> <li>• BBC Radio Leeds</li> </ul>
<b>TELEVISION</b>	<ul style="list-style-type: none"> <li>• Calendar</li> <li>• Look North</li> </ul>

**Local Plan Newsletter – *Plan-it Bradford***

2.26 The Council produces a quarterly electronic newsletter, known as Plan-it Bradford, to provide an update on the progress with the Local Plan and to provide notification of any forthcoming consultations. The newsletter is distributed via e-mail to contacts who have requested it to receive it. It is also available to download on the Council’s website. Details of the Publication Draft and how to comment will be explained within this newsletter as an additional mechanism for informing stakeholders and members of the public.

**Social Media: CBMDC – Twitter Page**

2.27 Bradford Council has an official Twitter page: ‘@bradfordmdc’ to promote the services and activities of the authority. The page is updated on a daily basis to alert members of the public (followers) of current local information.

2.28 The Council will consider the use of this social media method to promote the Publication Draft and any events to Bradford Council twitter followers.

**Planning Aid England**



- 2.29 Planning Aid England (PAE) (formally Yorkshire Planning Aid) is part of the Royal Town Planning Institute (RTPI), a Registered Charity. It provides free, independent and professional planning advice service to individuals and groups who cannot afford professional fees through a dedicated telephone service. They offer a number of services including a national Planning Advice service and a neighbourhood planning services which provided support in engaging with people and communities which are disadvantaged and marginalised in gaining knowledge about the planning system and how they can get involved. Local services operate through a Community Outreach Coordinator and a network of professionally qualified volunteers.
- 2.30 The Council will continue to publicise Planning Aid England's services on its corporate website. Planning Aid England may be able to assist members of the local community in making their representations.

## **PART THREE: NEXT STEPS**

### **Record and Publication of Consultation Responses**

- 3.1 During this consultation, the Council will seek to promote the submission of formal representations by electronic communications by email. Formal written representations will also be accepted.
- 3.2 The Council will collate and record all representations made at the publication stage. If the consideration of the representations highlight an issue which would make the plan unsound the regulations allow for further changes prior to submission to Government, although these will be an exception. A copy off the representations will be sent to the Planning Inspector.

### **Submission to Government**

- 3.3 Following submission to Government an independent inspector will be appointed to undertake the examination of the Plan, examining specifically the soundness, legal compliance and the duty to co-operate. The examination will take the form of roundtable hearings into key matters determined by the Inspector taking into account the representations received. Those who made a representation can request to appear at the examination. The Inspector would normally review the plan and representations to be satisfied that the plan can proceed to examination.
- 3.4 Following examination the Inspector would provide a report setting out whether the plan is sound, legally compliant and meets the requirements of the duty to cooperate. The inspector can recommend non substantive changes to the plan as part of the report. If significant soundness issues are found they may result in the plan being found unsound and further work required and the plan being resubmitted for examination at a later date.
- 3.5 If the plan is found sound the inspectors report and recommendations would be brought back to the Council for consideration and a decision on formal adoption. Once adopted the Waste Management DPD would be part of the statutory plan for the District and would replace certain policies of the currently saved policies of the RUDP.
- 3.6 Further work on more detailed development plan documents would then seek to ensure the supply of the detailed sites to meet future development needs in line with the policies of the Waste Management DPD.



## APPENDIX 1: GLOSSARY

### List of Acronyms:

AMR	Annual Monitoring Report
DPD	Development Plan Document
GOYH	Government Office for Yorkshire and the Humber
LDD	Local Development Document
LDF	Local Development Framework
LDS	Local Development Scheme
LPA	Local Planning Authority (District and Borough Councils)
PAS	Planning Advisory Service
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
RPG	Regional Planning Guidance
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SCI	Statement of Community Involvement
SCS	Sustainable Community Strategy
SEA	Strategic Environmental Assessment
SPD	Supplementary Planning Document
The Act	Planning and Compulsory Purchase Act 2004

## APPENDIX 2: LIST OF CONSULTEES

### 1. LIST OF SPECIFIC STATUTORY CONSULTEES

#### **Statutory Consultees**

- English Heritage
- Environment Agency
- Natural England
- Natural England – West Yorkshire Team

#### **Specific Consultation Bodies and Infrastructure Organisations:**

- British Telecom
- Highways Agency – Yorkshire & Humber
- Homes & Communities Agency
- Local Government Yorkshire & Humber
- National Grid
- Network Rail
- NHS Airedale, Wharfedale and Craven Clinical Commissioning Group
- NHS Bradford City & Bradford District Clinical Commissioning Group
- Telewest Communications
- The Coal Authority
- Transco (North of England)
- West Yorkshire Police
- West Yorkshire Police & Crime Commissioner
- West Yorkshire Police Crime Prevention
- Yorkshire Electricity
- Yorkshire Water Services Ltd

#### **Adjoining Local Planning Authorities:**

- Calderdale Metropolitan District Council
- Craven District Council
- Harrogate District Council
- Kirklees Metropolitan District Council
- Lancashire County Council
- Leeds Metropolitan District Council
- North Yorkshire County Council
- Pendle Borough Council
- Wakefield Metropolitan District Council

#### **Town and Parish Councils in Bradford District:**

- Addingham Parish Council
- Baildon Parish Council
- Bradford Trident Community Council
- Burley Parish Council
- Clayton Parish Council
- Cullingworth Parish Council
- Denholme Town Council
- Harden Parish Council

- Haworth, Cross Roads & Stanbury Parish Council
- Ilkley Parish Council
- Keighley Town Council
- Menston Parish Council
- Oxenhope Parish Council
- Sandy Lane Parish Council
- Silsden Town Council
- Steeton with Eastburn Parish Council
- Wilsden Parish Council
- Wrose Parish Council

**Town and Parish Councils in Neighbouring Local Authority Areas:**

- Bradleys Both Parish Council
- Cononley Parish Council
- Cowling Parish Council
- Denton Parish Council
- Draughton Parish Council
- Drighlington Parish Council
- Farnhill Parish Council
- Gildersome Parish Council
- Glusburn Parish Council
- Laneshaw Bridge Parish Council
- Middleton Parish Council
- Nesfield with Langbar Parish Council
- Otley Town Council
- Sutton-in-Craven Parish Council
- Trawden Forest Parish Council
- Wadsworth Parish Council
- Weston Parish Council

**Bradford Metropolitan District Council - Elected Members 2012- 2013:**

- 90 Councillors

**Members of Parliament (MPs)**

- Bradford East – David Ward MP
- Bradford South – Gerry Sutcliffe MP
- Bradford West – George Galloway MP
- Keighley – Kris Hopkins MP
- Shipley – Philip Davies MP

**2. LIST OF GROUPS AND ORGANISATIONS THAT THE COUNCIL WILL NOTIFY OF THE PUBLICATION DRAFT CONSULTATION**

The following is a list of the groups and organisations who will be notified of the consultation. It provides a list of all the consultees who are on the Local Plan database at the time of the Publication Draft consultation.

*(List last updated August 2015 - Any additions since this date will not be included on this list, but will still receive notice of the consultation).*

3rd Queensbury Guides	Baildon Moravian Church
A A Planning Services	Baildon Residents Against Inappropriate Development
A Furness	BANDAG
Able All	Bangladeshi Community Association - Bradford
Activity and Recreation Centre	Bangladeshi Community Association - Keighley
Addingham Civic Society	Bankfoot Partnership
Advocacy Peer Support Group for Disabled People	Banks Long & Co
Age Concern	Banks Renewables
Aggregate Industries UK	Barker & Jordan Architects
Ainscough Strategic Land	Barrat Homes (Northern)
Aire Rivers Trust	Barratt & David Wilson Homes Yorkshire West
Aireborough Planning Services	Barton Willmore
Airedale Enterprise Services	Beckwith Design Associates
Airedale Partnership	Bedale Centre
Aldersgate Parent / Toddler Group	Bellway
Al-Farouq Associates	Belmont Design Services
All Saints Landmark Centre	Ben Rhydding Action Group / Save Us Pub
Allerton Community Association	Ben Rhydding Green Belt Protection Group
Allison & MacRae Ltd	Bierley Community Centre
Alyn Nicholls and Associates	Bierley Community Association & Bethel Community Church
Alzheimers Society	Bilfinger GVA
Anand Milan Centre	Bingley Branch Labour Party
Anchor Housing Association	Bingley Civic Trust
Ancient Monuments Society	Bingley CVS
Antony Aspbury Associates	Bingley Labour Party
Apperley Bridge Development Residents Association	Birks Royd Stone Ltd
Archi-Structure - A Al-Samarraie	BJ Design Services
Arrowsmith Associates	Black Mountain Millennium Green/Brunel Community Association
Arts Team	Black Women's Support Project
ASHLAR stone products	Blue Room Properties
Asian Business Forum	Bolton Villas HUB Project
Asian Trades Link	Bolton Woods Community Association
Aspinall Verdi	Bolton Woods Community Centre
Associated Waste Management Limited	Bowman Riley Partnership
Attock Community Association	Bracken Bank & District Community Association (Sue Belcher Centre)
B K Designs	
Baildon Civic Society	
Baildon Community Council	
Baildon Community Link	
Baildon Friends of the Earth	

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Bradford District Local Plan

Bradford & District Coalition of Disabled People	CABE
Bradford & Ilkley College	Caddick Development
Bradford & Northern Housing Association	Cafe West
Bradford Alliance on Community Care Limited	Cala Homes Yorkshire
Bradford and District Association of Deaf People	Calder Architectural Services Limited
Bradford Association of Visually Impaired People & Centre for Deaf People	Campaign for Real Ale
Bradford Botany Group	Canal River Trust
Bradford Breakthrough Ltd	Canterbury Youth and Community Centre
Bradford Cathedral	Carlisle Business Centre
Bradford Chamber of Commerce & Industry	Carter Jonas
Bradford City Centre Residents Association	Cathedral Centre Project
Bradford City Farm Association Ltd	CBMDC - Environment Partnership
Bradford Civic Society	CBMDC - Strategic Disability Partnership
Bradford Community Environment Project	CEMEX UK Operations
Bradford Community Health Trust	Chatsworth Settlement Trustees - Bolton Abbey
Bradford CVS	Checkley Planning
Bradford Disability Services	Checkpoint / Bradford West Indian Community Centre Association
Bradford District Chamber of Trade	Chris Eyres Design
Bradford District Senior Power	Chris Thomas Ltd
Bradford East Area Federation	CJS Designs
Bradford Friends of the Earth	Claremont Community Trust
Bradford Joint Training Board	Clarke Foley Centre
Bradford Khalifa Muslim Society (Heaton Community Centre)	Clayax Yorkstone Ltd
Bradford Lesbian and Gay Youth	Clays of Addingham
Bradford Night Stop	Clayton Village Hall Community Centre
Bradford Older People's Alliance	Clear Designs
Bradford Ornithological Group	CLR Architects
Bradford Ramblers Association Group	CNet
Bradford Retail Action Group	Colas Ltd
Bradford South & West Live at Home Scheme	Colin Appleyard
Bradford Urban Wildlife Group	Combined Masonry Supplies
Bradford Youth Africa	Commercial Developments Projects Limited
Bradley Natural Stone Products	Commercial Estates Group
Bradley Stankler Planning	Community Service Volunteers
Braithwaite & North Dean Action Group	Community Team Learning Disabilities
Braithwaite People's Association	Communityworks
Brewster Bye Architects	Contract Services
Brooke Properties	Cottingley Community Association
Brookhouse Group	Cottingley Cornerstone
Brother Investments (Yorkshire) Ltd	Council for British Archaeology
Brunel Support Works	Council For Mosques
Burnett Planning	Countryside Properties (Northern) Ltd
Burnett Planning & Development	CPRE Bradford District
Butterfield Signs Limited	CPRE West Yorkshire
Buttershaw Christian Family Centre	Craven Design Partnership
	Crossflats Village Society
	Cunningham Planning
	Dacres
	Dacres Commercial

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Bradford District Local Plan

Dales Design And Developments  
Darrington Quarries Ltd  
David Beighton Architects  
David Hill LLP  
David R Bamford & Associates  
DDA Task Team  
Delius Arts and Cultural Centre  
Deloitte  
Denholme Community Association  
Denholme Residents Action Group (DRAG)  
Depol Associates  
Design Council Cabe  
Design Studio North  
Dev Plan  
Dial Bradford  
Dickman Associates Ltd  
Diocesan Board of Finance  
Directions Planning Consultancy  
Disability Support (DS)  
Disabled Peoples Forum  
DJ Richards  
DLP Planning Consultants  
DLP Planning Consultants  
Dolmens  
DPDS Consulting Group  
DPP  
Dr H Salman  
Drivers Jonas  
Drovers Way Residents Group  
DTZ  
E&M Batley Chartered Architects & Surveyor  
East Bierley Village Association  
Eccleshill Youth And Community Association Ltd  
Eddisons Commercial  
Eldwick & Gilstead Horticultural Society  
Eldwick Memorial Hall Trust  
Eldwick Village Society  
EnergieKontor  
Ennstone Johnstone  
Equity Partnership - Bradford LGB Strategic Partnership  
Eric Breare Design  
Eye 4 Design  
F And W Drawing Services  
F M Lister & Son  
F S K Architectural Services  
Fagley Lane Action Committee  
Fagley Tenants & Residents Association  
Fagley Youth and Community Centre  
Fairhurst  
Farrell and Clark  
Firebird Homes  
First  
First Bradford  
Firstplan  
Forestry Commission  
Forsight Bradford  
Forster Community College  
Forward Planning & Design  
Four Square Drawing Services  
Fox Land & Property  
Friends of Buck Wood  
Friends of Ilkley Moor  
Friends of Pitty Beck  
Friends of The Gateway  
Frizinghall Community Centre  
G L Hearn Property Consultants  
G R Morris Town Planning Consultant  
G Sutton  
G W P Architects  
GA Sorsby - Graphic Architecture  
George E Wright  
George F White  
George Wimpey Northern Yorkshire Ltd  
George Wimpey West Yorkshire Ltd  
George Wright  
Gilstead Village Society  
Girlington Action Partnership  
Girlington Community Association  
GL Hearn  
Gladman Developments  
Goitside Regeneration Partnership  
Golden Cross House  
Goldfinch Estates Ltd  
GP Planning And Building Services  
Grange Interlink Community Centre  
Greenhill Action Group  
Greenwood Youth and Community Association  
Hackney Carriage Proprietors Association  
Hainworth Shaw Quarries  
Hainworth Wood Community Centre  
Hallam Land Management Limited  
Halliday Clark  
Halton Homes  
Ham Group  
Hanson UK  
Hard York Quarries Ltd  
Harden Village Society  
Harrom Homes  
Hartley Planning Consultants

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Bradford District Local Plan

Haworth & Oxenhope District Bridleways Group	Jones Day
Haworth Community Centre	Jones Lang LaSalle
Haworth Village Trust	Joseph Rowntree Charitable Trust
Hazel Beck Action Group	Just West Yorkshire
Healy Associates	JWPC Limited
Heaton St Barnabas Village Hall	KADAL
Heaton Woods Trust	Karmand Community Centre
Heritage Planning Design	Keighley & Worth Valley Railway Preservation Society
Highfield Community Centre	Keighley Association Women's and Children's Centre
Highfield Healthy Lifestyle	Keighley College
Holdgate Consulting	Keighley Community Transport
Holme Church / Holme Christian Community	Keighley Disabled People's Centre
Holme Wood & Tong Partnership Board	Keighley Voluntary Services
Home Builders Federation	Kelly Architectural Design
Hopes Centre	KeyLand Developments
How Planning	Khawaja Planning Services
Hurstwood Group	Kirkland Community Centre
Husband and Brown Limited	Kirkwells - Town Planning & Sustainable Development Consultants
Iain Bath Planning	Labrys Trust
ID Planning	Lafarge Aggregates & Concrete UK
Idle Cricket Field Company Ltd	Laisterdyke Trinity Community Centre
IHC Planning	Lambert Smith Hampton
Ilkley Civic Society	Leeds / Bradford International Airport
Ilkley CVS	Leeds Bradford 20-30's Ramblers Group
Ilkley Design Statement Group	Leeds Friends of the Earth
Ilkley Grammar School	Leeds Gypsy and Traveller Exchange
Incommunities	Leith Planning Ltd
Indigo Planning	Let Wyke Breathe
Indigo Planning	Lidget Green Community Partnership
Inland Waterways Association	Light of The World Community Centre
Inspired Neighbourhoods	Linden Homes
Islamic Relief	Littman Robeson
Iyss Localities West	Long Lee Village Hall
J C Redmile	Low Moor Local History Group
J G Nolan	Lowerfields Primary School
J O Steel Consulting	M & G Stone Ltd
J R Wharton Architect	M & M Stone
J S Wright	Malcolm Bayliss
J Slater	Malcolm Scott Consultants
Jacobs	Manningham & Girdlington SRB
Jane Dickman Associates	Manningham Community Development Centre
Janus Architecture	Manningham Mills Community Association
Jeff McQuillan Consulting	Margaret McMillan Adventure Playground Association
Jeff Redmile	Mark Wogden Architect
Jefferson Sheard Architects	Marshfield Community Association
Jennings Nicholson Associates	Martin Smith Designs
John Thornton Chartered Architect	Martin Walsh Associates
Johnson Brook Planning & Development Ltd	
Johnson Brook Planning & Development Ltd	

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Martin Walsh Associates	P J Draughting Services Ltd
Masts	P M Coote
McCarthy & Stone	P N Bakes Architectural Consultancy
Menston Action Group	PACT
Menston Cares	Pakistan Community Neighbourhood Association
Menston Community Association	Pan African Arts and Cultural Group
Metro	Parkgate Design
Michael Beaumont	Parkinson Spencer Refractories Ltd
Michael Hall Associates	Parkside Community Centre
Michael Hudson	Patchett Homes Ltd
Micklethwaite Village Society	PB Planning Ltd
Midgeham Cliff End Quarry Ltd	PDS
Millan Centre	Peacock and Smith
Miller Homes Limited – Yorkshire	Permission Homes
Mobile Operators Association	Permission Homes
Mobility Planning Group	Peter Brett Associates
Morley Borough Independents	Phillip Summers Groundworks Ltd
MSS Architectural Design Services	Planinfo
Myers Group	Planning And Design
NAM Programme Manager	Planning Bureau
Nathaniel Lichfield & Partners	Planning Inspectorate
National Farmers Union	Planning Matters
National Farmers Union - North East	Planning Potensial
National Federation of Gypsy Liason Groups	Planning Prospects Ltd
National Media Museum	Planware
National Trust	Plevna Area Resident's Association
Nature After Minerals (RSPB)	Plot of Gold Ltd
Nature After Minerals Planning Adviser	Polish Community Centre - Friday Group
Naylor Hill Quarry	Prince's Foundation
New Close Farm	Princeville Community Association
New Horizons	Provizion First Architecture
Newmason Properties	Purearth PLC
Newton Street Day Centre	Quarry Products Association
Nexus Planning Ltd	Queensbury Community Centre
NFU North East	Queensbury Community Programme
Nook Cottage	Quod
North Community Centre	Ramblers - Lower Wharfedale
North Country Homes Group Ltd	Ramblers Association
North East Windhill Community Association	Ramblers Association, Bradford Group
Northern Trust	Rance Booth & Smith
Npower Renewables	Randfield Associates
Nuttal Yarwood and Partners	Rapleys LLP
Oakdale Residents Association	Ravenscliffe & Greengates Community Forum
Oakenshaw Residents' Association	Ravenscliffe Community Association
Oakworth Village Society	Ravenscliffe Youth Centre
Odsal Residents Association	Renaissance Planning
Oltergraft Planning Services	Rex, Procter & Partners
Orion Homes	Robinson Architects
Oxenhope Social Club	Rockwell Centre
P Casey (Enviro) Limited	Rollinson Planning Consultancy



Rone Design	Spawforth Planning Associates
Rosedale Draughting Services	Spawforths
Royal Mail Property Holdings	Sport England
Royal Town Planning Institute	Springfield Youth And Community Centre
Royds Advice Service	SSA Planning Limited
Royds Community Association	St Christopher's Youth Project
RPS Planning	St Francis Village Hall / St Peters PCC
RSPB	St John the Evangelist Church
RSPB North England Region	St John's Luncheon Club
Rural Action Yorkshire	St Mary's New Horizons Care in the Community
Rural Solutions Consulting	St Oswald's West End Centre
Rural Yorkshire	Stainton Planning
Russell Stone Merchants	Star Keys Estate Agents, Valuers & Surveyors
Ryecroft Community Centre	Stephen F Walker
S M Building Products	Steve Hesmond Halgh & Associates
S R Design	Stockbridge Neighbourhood Development Group
Safer City – Bradford & District	Stocksfield Construction Ltd
Saltaire Village Society	Stone Federation Great Britain
Salvation Army - Holmewood	Strategic Services
Sanderson Weatherall	Stride Works Consultancy
Sangat Community Association	Strutt & Parker
Save Us Pub	Sutton Community Association
Savills	SWG Planning Services
Schofield Sweeney Solicitors	Taylor Wimpey UK Limited
Scholemoor Beacon	Tesco Stores Ltd
Scholemoor Community Association	The Abbeyfield Society
Scott Wilson	The Arley Consulting Company Ltd
SDS Consultancy	The Bradford City Centre Project
SDS Land Ltd	The British Aggregates Association
Sedbergh Youth & Community Centre	The British Horse Society
Sense of Space	The Bronte Society
Sensory Needs Services	The Courthouse Planning Consultancy
ShIPLEY and Bingley Voluntary Services - Bingley branch	The Craven Trust
ShIPLEY College Library	The Design Works
ShIPLEY Constituency Area Panel	The Diamond Community Cafe
Advisory Group (SCAPAG)	The Drawing Board (UK) Ltd
ShIPLEY CVS	The Emerson Group
ShIPLEY Golf Club	The Garden History Society
ShIPLEY Stone Sales	The Georgian Group
Shop Mobility	The Girlington Centre
Shree Krishna Community Centre	The Green Mineral Company
Sibelco UK	The Khidmat Centre
Silsden Town Action Group	The Kirkgate Centre
Sleningford Area Residents Association	The Kirkgate Centre
Society for the Protection of Ancient Buildings	The Lawn Tennis Association
South Bradford Community Network	The Moravian Manse
South Pennines Association	The Planning Bureau Ltd
South Pennines Packhorse Trail Trust	The Salvation Army
South Square Centre	The St Hugh's Centre
Southmere Primary School	

Bradford District Local Plan

The Theatres Trust  
The Twentieth Century Society  
The Victorian Society  
The Vine Trust  
The Woodlands Trust  
Thomas Eggar  
Thornbury Centre  
Thornbury Youth Association  
Thornton Community Partnership  
Thornton Moor Windfarm Action Group  
Thorpe Edge Community Forum & RCDP  
Thorpe Edge Community Project  
Throstle Nest RDA Group  
Tong & Fulneck Valley Association  
Tong & Holme Wood Parochial Church  
Council  
Tong Village Community Association  
Tony Plowman  
Touchstone Project  
Transport 2000  
Turley Associates  
Turner Associates  
Univeristy of Bradford  
Urban Splash  
Vernon and Co  
Vincent and Gorbing Ltd  
Vista Environmental Limited  
Visual Disability Services  
VJ Associates  
W E Leach (Shipley) Ltd  
Walker Morris  
Waller and Partners  
Walton & Co  
Watson Batty  
Webb Seeger Moorhouse Partnership  
Limited  
West Central Area District Federation  
Tenants & Residents  
West Yorkshire Archaeology Advisory  
Service  
West Yorkshire Ecology  
West Yorkshire Passenger Transport  
Executive & Authority  
Westfield Shoppingtown Ltd  
Wharfedale & Airedale Review  
Development  
White Young Green  
WHP Wilkinson Helsby  
William Walker Partnership  
Wilsden Village Hall  
Windhill Community Centre  
Woodcrown Ltd  
Woodhall Planning & Conservation  
Woodhouse & Springbank NF  
Woodlands Cricket Club - Oakenshaw  
Woodside Action Group  
Working Architects Co-Op Limited  
Wyke Armature Rugby League Club  
Wyke Christian Fellowship  
Wyke Community And Children's Centre  
Ltd  
Wyke Manor Community Centre  
YMCA - City of Bradford  
Yorkshire Aggregates Ltd  
Yorkshire Gardens Trust  
Yorkshire Greenspace Alliance  
Yorkshire Riding Centre  
Yorkshire Union of Golf Clubs  
Yorkshire Wildlife Trust  
Zero Architecture Ltd



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## Report of the Strategic Director, Regeneration to the meeting of the Executive to be held on 13 October 2015

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### **Subject: Bradford District Local Plan - Bradford City Centre Area Action Plan DPD Publication Draft**

#### **Summary statement:**

The Bradford City Centre Area Action Plan (AAP) is being prepared as part of Bradford Local Plan which will form the statutory development plan for the District in line with the approved Local Development Scheme. The AAP will provide the planning policy framework for determining future planning applications to 2030 in this priority regeneration growth area in conformity with the emerging policies in the Local Plan Core Strategy.

Following consultation in 2013 and development of supporting technical evidence a publication draft version of the AAP has been prepared for submission to government for independent examination. This report outlines the publication draft as well as the key considerations which have shaped the document including consultation, technical evidence and national policy. The report is seeking approval of the Bradford District Local Plan – Bradford City Centre Area Action Plan DPD for submission to Secretary of State following a period for formal public representations.

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Mike Cowlam, Strategic Director – **Portfolio: Housing, Planning and Transport**  
Regeneration

Report Contact: Andrew Marshall  
Phone: (01274) 434050  
E-mail: [andrew.marshall@bradford.gov.uk](mailto:andrew.marshall@bradford.gov.uk)

**Overview & Scrutiny Area:**  
**Environment & Waste Management**  
**Overview & Scrutiny**



## **1. SUMMARY**

1.1 The Bradford City Centre Area Action Plan (AAP) is being prepared as part of Bradford Local Plan which will form the statutory development plan for the District in line with the approved Local Development Scheme. The AAP will provide the planning policy framework for determining future planning applications to 2030 in this priority regeneration growth area in conformity with the emerging policies in the Local Plan Core Strategy. Following consultation in 2013 and development of supporting technical evidence, a publication draft version of the AAP has been prepared for submission to government for independent examination. This report outlines the publication draft as well as the key considerations which have shaped the document including consultation, technical evidence and national policy. The report is seeking approval of the Bradford District Local Plan – Bradford City Centre Area Action Plan DPD for submission to Secretary of State following a period for formal public representations.

## **2. BACKGROUND**

2.1 In accordance with the Planning & Compulsory Purchase Act 2004, the Council has commenced the preparation of the Local Plan, formerly known as the Local Development Framework (LDF) for the Bradford District in line with the agreed Local Development Scheme adopted by the Council. The Local Plan will ultimately supersede the current Bradford District Replacement Unitary Development Plan (RUDP as saved by the Secretary of State October 2008). The Council is committed to producing the following suite of Development Plan Documents (DPD):

- Core Strategy (DPD)
- Allocations Development Plan Documents (DPD)
- Bradford City Centre Area Action Plan DPD (AAP)
- Shipley and Canal Road Corridor Area Action Plan DPD (AAP)
- Waste Management Development Plan Documents (DPD)

2.2 The Bradford City Centre AAP sets out the planning framework for delivering and managing economic and housing growth in the city centre. It includes policies and site allocations to deliver economic and housing growth as well as associated infrastructure provision.

2.3 The Planning & Compulsory Purchase Act 2004 as amended by the Localism Act provides the Legal basis for the preparation of the statutory development plan. This is supplemented by detailed regulations in particular Town and Country Planning (Local Planning) (England) Regulations 2012. The Development plan process is made up of 5 main stages.

Stage 1 Initial Evidence gathering

Stage 2 Initial Consultation and continued work on evidence gathering (reg18)

Stage 3 Publication and Submission (Reg 17, 19 and 22)

Stage 4 Examination (Reg 23-24)

Stage 5 Adoption (Reg 26)



- 2.4 The Bradford City Centre AAP has reached stage 3. Work under stage 1 and 2 is summarised below with reference to previous engagement and technical work.
- 2.5 The Bradford City Centre AAP is the statutory plan which sets out the proposed approach to enabling developments and managing change in the city centre in a sustainable manner to 2030. It includes policies and allocations for economic growth, housing and associated infrastructure provision.
- 2.6 The Bradford City Centre Area Action Plan DPD Publication Draft contained in Appendix 1, has been based upon the National Planning Policy Framework (NPPF) and practice guidance, Bradford City Plan and extensive community engagement and consultation, and technical evidence and research. Each of these elements is considered in turn below.

### **Consultation and Engagement**

- 2.7 As part of the Local Plan for Bradford District, the Council is committed to producing an Area Action Plan which will identify sites for development and policies for their delivery and implementation in support of the approach set out in the emerging Local Plan: Core Strategy and Bradford City Plan.
- 2.8 The Bradford City Centre AAP (Further Issues and Options Report) was approved by Executive in January 2013 for consultation from 15 March 2013 for 12 weeks. The Further Issues and Options Report considered the previous public consultation responses but also changes to national policy (National Planning Policy Framework) as well as local circumstances.
- 2.9 The Council received 31 representations from stakeholders following the 12 week public consultation in 2013. There was general support for the vision and objectives set out in the AAP. There were comments raised about site boundaries, need for a car parking strategy, support for Local Development Orders (LDOs), need to reuse historic buildings and vacant upper floors, need to improve key arrival points into the city centre, need to address flood risk and drainage in the city centre, need to highlight the importance of green infrastructure in the city centre and its role in supporting a growing city centre residential population.
- 2.10 In addition to the above work programme, the Council has also focussed resources on producing the Bradford City Plan (Technical Report), Bradford City Plan Prospectus and the Bradford City Centre Design Guide Addendum. All of the above documents have informed policies and proposals in the Bradford City Centre AAP. The Bradford City Plan, which was endorsed at meeting of the Executive on 10 February 2015, is a non statutory plan prepared by the Council with its partners in the public and private sectors (i.e University, college etc) setting out a strategic vision and aspirations for the city centre over the next ten years. The Bradford City Centre AAP, as the statutory development plan, will provide the planning framework to deliver growth and regeneration over the next 15 years. The Council has since commissioned technical studies as outlined in the section below which has informed policies and proposals in the AAP.



## Technical Evidence

- 2.11 In line with Government requirements set out in national guidance and good practice, a range of technical evidence has been produced which has informed the policies and proposals in the AAP Publication Draft These included:-

### ***District wide evidence***

- Strategic Housing Land Availability Assessment (SHLAA)
- Strategic Housing Market Assessment (SHMA)
- Employment Land Assessment
- Bradford District Retail and Leisure Study Update
- Strategic Flood Risk Assessment Level 1
- Transport Study

### ***AAP evidence***

- Strategic Flood Risk Assessment Level 2
- AAP Ecological Assessment
- AAP Green Infrastructure Study
- AAP Transport Study
- AAP Infrastructure Delivery Plan
- AAP Viability Assessment
- Heritage Impact Assessment

### ***Appraisals***

- Sustainability Appraisal
- Habitat Regulation Assessment Screening
- Equalities Impact Assessment Screening
- Health Impact Assessment

Several of the studies were produced in support of the Core Strategy as well as studies produced specifically to deal with area specific considerations within the AAP area. Each of these technical documents are considered in turn below:-

- 2.12 Bradford District Strategic Housing Land Availability Assessment (SHLAA) – Second Update (July 2015) The Strategic Housing Land Availability Assessment has been updated since the last consultation. The SHLAA provides a high level assessment of the possible land supply to meet the housing need in the District. The SHLAA has informed the housing site allocations and related policies in the AAP.
- 2.13 Employment Land Assessment Update 2011 has been updated with the economic projections and market information. It has been used to inform the employment policies and proposals in the AAP.
- 2.14 Retail and Leisure Study update (May 2013) The Retail & Leisure Study has been updated by retail planning consultants WYG on behalf of the Council.





- 2.15 Strategic Housing Market Assessment (SHMA) update (2013) The SHMA has been updated by ARC4 consultants. This draws upon the Housing Requirement Study and also provides an update in terms of affordable housing needs.
- 2.16 Strategic Flood Risk Assessment Level 1 and 2 The Strategic Flood Risk Assessment, prepared by consultant JBA Consulting on behalf of the Council has been reviewed with the Environment Agency. This has informed the content and policies in the plan, particularly the section relating to flood risk and water management.
- 2.17 Ecological Assessment West Yorkshire Ecology on behalf of the Council has produced an Ecological Assessment of the city centre to inform the Green Infrastructure Study and policies and proposals in the AAP.
- 2.18 Green Infrastructure Study The Green Infrastructure Study, prepared by consultant Gillespies on behalf of the Council provides the framework for future public realm and open space provision in support of the economic and housing growth in the city centre and has informed policies and proposals in the AAP.
- 2.19 Transport Study The AAP Transport Study has been produced by consultant Steer Davis Gleave on behalf of the Council. The Transport Study provides an analysis of the impact of forecast demands on existing networks as a result of the proposed developments and identifies a package of potential interventions, both physical and non physical, that could be delivered to support growth and accommodate additional demand. As well as informing the policies and proposals of the AAP, the findings of the Transport Study have informed the AAP Local Infrastructure Plan.
- 2.20 Infrastructure Delivery Plan The Infrastructure Delivery Plan has been updated by consultants Arup. This has confirmed the scale and criticality of a range of infrastructure requirements through the Local Infrastructure Schedule. It has sought as far as possible to identify how this infrastructure can be delivered and funded. However, given the length of the plan period and associated inherent uncertainties regarding long term infrastructure it is important that the Local Infrastructure Plan is treated as a 'live' document which will be regularly updated. The Plan suggests that there are no show stopper infrastructure issues which cannot be mitigated or planned for. The Infrastructure Delivery Plan will inform, where necessary, the phasing of development within the plan period.
- 2.21 Viability Assessment A new requirement in NPPF is that all plans should demonstrate that they are deliverable particularly in terms of ensuring development is not made unviable by the requirements of the AAP. To this end consultants DTZ have been commissioned by the Council to review the viability of the plan. Viability assessment has informed the policies and proposals in the AAP.
- 2.22 Sustainability Appraisal A requirement of national guidance is to undertake a Sustainability Appraisal (SA) of a Local Plan. This also incorporates the requirements under European legislation for Strategic Environmental Appraisal



(SEA). Consultants Amec Foster Wheeler have prepared the SA of the plan on behalf of the Council. The SA process is embedded through out the process and the earlier version of the AAP was subject to separate SA work which has then informed this subsequent document. The SA sets out the range of positive and also negative impacts across the policies. It also assesses the chosen option against the alternatives. The Publication Draft has been amended with reference to the SA findings from the earlier work. The Sustainability Appraisal will be made available alongside the AAP during the public consultation period.

- 2.23 Habitats Regulation Assessment Screening Under ‘the Habitats Regulations’, the Council is required to undertake an Assessment of the policies and proposals in the plan, to ensure that these would not lead to adverse effects on the ecological integrity of internationally important habitats or species within or close to the district; particularly in relation to the South Pennine Moors Special Protection Area (SPA) /Special Area of Conservation (SAC). Consultants Amec Foster Wheeler have produced a HRA Screening report on behalf of the Council which will be published alongside the AAP Publication Draft.
- 2.24 Equalities Impact Assessment Screening In line with equality duties under the Equality Act 2010 the AAP has been the subject of an Equalities Impact Assessment (EIA) screening. The screening assessment has take into account the impact that the proposal being assessed might have on the protected characteristics groups. The EIA screening assessment is set out in Appendix 4.
- 2.25 Health Impact Assessment While not a legal requirement, the Council recognises the role the planning and development can have on the health and well being of communities. A Health Impact Assessment (HIA) has been produced by consultants Amec Wheeler Foster in consultation with public health professionals within the Council which sets out the potential impacts of the policies. The preparation of the HIA has informed the Publication Draft AAP.

#### **Local Plan Tests of Soundness**

- 2.26 The Publication Draft is the final stage prior to submission to Secretary of State for independent examination in public with the Planning Inspector. As such this is the stage when it becomes the plan that the Council wishes to see adopted. At the Publication Draft stage the Council needs to ensure that it will pass the key tests at independent examination in public.
- 2.27 The Local Plan will be examined by an independent Planning Inspector whose role is to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it is sound. To this end, the Council, as the local planning authority, should submit a plan for an examination in public which it considers is “sound” – namely that it is:
- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;



- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

2.28 In approving the Publication Draft the Council must be content that the plan is 'sound' in terms of the above key tests. A failure to submit a sound plan could result in either delay in the plan being found sound due to the need for further work including evidence, changes and related consultation and a delayed examination. It may also result in the need to withdraw a plan altogether to allow for further work and resubmission to the Secretary of State.

## 2.29 **Publication Draft - Bradford District Bradford City Centre AAP**

2.30 The Replacement Unitary Development Plan (RUDP) 2005 is the statutory development for the Bradford Metropolitan District. The RUDP is still in force but will be gradually replaced by the Local Plan. The adopted Bradford City Centre AAP will replace and update policies and proposals in the RUDP.

2.31 The AAP is aligned with the long term spatial vision for the District until 2030 as outlined in the emerging Local Plan Core Strategy. The Local Plan Core Strategy Key Diagram designates Bradford City Centre as an economic and housing growth area within the City of Bradford. The Key Diagram also shows the proposed electrification of the Calder Valley railway line and how Green Infrastructure Corridors relate to the city centre and in particular the Leeds Bradford Corridor and the Linear Park between the city centre and Shipley town centre.

2.32 The AAP is in conformity with Local Plan Core Strategy Policy SC4 (Hierarchy of Settlements) as the City of Bradford will see the greatest level of housing and economic growth and the Bradford City Centre is recognised as a growth area which should create up to 3,500 new homes. The AAP is also in general conformity with Policy BD1 and BD2 (City of Bradford including Shipley & Lower Baildon) and EC1 (Creating a successful and competitive Bradford District economy within the Leeds City Region), EC2 (Supporting Businesses and Job Creation), Policy EC (Employment Land Requirement) Policy EC5 (City, Town, District and Local Centres), HO2 (Strategic Source of Housing Supply), HO3 (Distribution of Housing Development), HO4 (Phasing the Release of Housing Sites), HO5 (Density of Housing Schemes), HO6 (Maximising the Use of Previously Developed Land), HO7 (Housing Site Allocation Principles), HO8 (Housing Mix), HO9 (Housing Quality), EN6 (Energy), ID1 (Development Plan Documents and Monitoring), ID4 (Working with Partners).



- 2.33 The Area Action Plan – Publication Draft is divided into five main sections:-
1. Introduction
  2. Background and Strategic Context
  3. Vision, objectives and Development Proposals
  4. Planning Policies
  5. Delivery of the Plan
- 2.34 Section 1 sets out the background, including the role of the Area Action Plan, an overview of the Bradford City Centre, an outline of work already undertaken in the City Centre (Bradford City Plan), a overview of the other policy influences nationally and locally and sets out some of the evidence base which has informed the policies and proposals in the plan.
- 2.35 Section 2 sets out the proposed vision and objectives for the City Centre including broad proposal statements for the six city centre neighbourhoods which includes vision, key sites and delivery outputs and mechanisms. This draws upon the strategic city centre vision set out in the emerging Local Plan – Core Strategy. This is then supported by a set of detailed proposal maps and statement for potential development sites in each of the six city centre neighbourhoods.
- 2.36 The following outlines the vision for Bradford City Centre by 2030

***The Vision for Bradford City Centre – By 2030...***

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

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

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

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

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



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

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

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

2.37 The Vision to 2030 as set out in the AAP will be achieved through the following Strategic Objectives which have informed policies and proposals:-

***“1. A unique, high quality shopping and leisure experience reflecting the city’s cultural mix - This will build on the success of the City Park by enhancing the night time leisure offer and providing the framework for the delivery of major new retail in the centre. The plan will support the cultural leisure offers of the National Media Museum, Alhambra, St. Georges Hall etc, through facilitating land supply for future expansion and supporting the heritage identity of the City.***

***2. An attractive, inclusive and safe environment - This will see the maintenance and expansion of the public realm improvements throughout the city centre. There will also be a focus on reducing the fear of crime during night time hours in the centre, by enhancing CCTV and policing provision, and encouraging greater evening activity in the city through more city living and the night time leisure offer.***

***3. Imaginative reuse of the architectural heritage alongside new development of high quality sustainable design - Architectural design of new buildings and the reuse of historic buildings will be a mix of contrast and respect. We will strive for high quality design, balanced with maximum functionality and the best viable environmental standards, including sustainable methods of remediation of historically contaminated sites.***

***4. A range of good quality housing and facilities to cater for a successful city centre community – Delivery of 3,500 homes in the city centre, providing a range of housing sizes and tenancies through the allocation of land and land use policies, to ensure city living is available to all residents of Bradford and beyond. New homes will be built to the highest viable and feasible design and construction standards and supported with convenience retail and services within and surrounding the city centre, ensuring they form part of a development or are easily accessible.***



**5. A thriving economy with new office developments, and a growth in innovative and creative industries through technological enhancements through technological enhancements** - The priority will be to maintain existing and attract new businesses into the city centre, through the delivery of new Grade A office space in the Business Forest and other office development throughout the centre. The super connected cities programme will deliver superfast broadband and cloud technology in the centre to attract business and industries looking for the best communications infrastructure in the country. Links with the University will also continue to be strengthened to promote Bradford City Centre as a hub for innovative and creative industries.

**6. An enhanced higher education campus, with the University and College forming an integral part of the city centre** - Links with the higher education campuses will continue to be strengthened through better transport routes, the delivery of key regeneration projects and the development of residential property within the centre. This will create a more welcoming centre for students visit and socialise. The growth of existing and new businesses / industries will also aid in graduate retention within the District.

**7. Easy access to and around the centre for all sections of the community, and a reduction in issues caused by through traffic problems by supporting sustainable transport measures and integrated transport** - Access to the city centre by private motor vehicles is still considered very important, for providing easy access to shops, offices and leisure facilities. There is a need to balance the need for short term / stay access, and the need to ease congestion and pollution within the centre. The plan will put forward the Council's car parking strategy for the centre. The plan is committed to continued improvement of public transport into and around the city centre, led by major improvements to the railway stations. The expansion of the public realm improvement scheme and improvements to signing, will aid in pedestrian access and way finding around the centre. Improvements will also be made to cycling facilities tied into to the ongoing development of National Cycle Route 66.

**8. An enhanced natural environment with improved green infrastructure, water management and biodiversity** - All new open space will incorporate significant levels of planting (where appropriate) to encourage wildlife in the city centre and aid in the overall quality of life of the resident and visitors. Other environmental and green infrastructure solutions may also include the use of rooftop gardens, green roofs, on street tree planting and the reopening of watercourses”.

2.38 Section 3 looks at the detailed planning policies on several key themes (City Living and Community Provision, Shopping and Leisure, Business, Further and Higher Education, Movement, Built Form, Public Realm) and proposed draft Action Plan Policies to aid delivery of development and associated infrastructure provision.

2.39 Future development within the AAP will be focussed on six city centre neighbourhoods (The Central Business & Leisure District, Little Germany and Cathedral Quarter, The Markets & Shopping Area, Goitside, The Bradford Learning



Quarter, The Southern Gateway). The 2030 Vision for each of the six city centre neighbourhoods are as follows:-

***“Vision for The Central Business and Leisure District: By 2030...”***

*The Central Business and Leisure District has become a focus for Bradfordian life with the City Park at its’ heart. Streets and spaces have worked hard to get people exploring the city centre with complementary land uses which have encouraged visitors to stay from dawn until dusk. The central business forest has provided the highest quality office space which well connected to the wider district and region through the delivery of two enhanced transport hubs in the form of the newly renovated Interchange and Forster Square Railway Station. Visitors to Bradford now know that they have arrived by the scale, quality and nature of public open space that has created a gateway for people arriving by car, public transport and on foot and bicycle”.*

***Vision for Little Germany and Cathedral Quarter: By 2030...***

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

***Vision for The Shopping and Markets Area: By 2030...***

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

***Vision for Goitside: By 2030...***

*Goitside has once again become the powerhouse of Bradford City Centre through the rebirth city living, small business, academic facilities and student accommodation in innovative new architecture and clever adaptation of the historic properties. The principle streets of Thornton Road Sunbridge Road and Westgate have been reconfigured as City Streets and have given new life through substantial streetscape improvements, improved building frontages and active ground floor uses. By revealing the Bradford Beck, a new linear park has been created which runs through Goitside providing a blue green link and connection between Goitside and the University and College Campus and has presented a focus for new development.*



***Vision for The Bradford Learning Quarter: By 2030...***

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

***Vision for The Southern Gateway: By 2030...***

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

- 2.40 Section 4 Delivering the Area Action Plan: provides the delivery framework of delivering development and key infrastructure associated with the site development proposals. This section includes a monitoring framework.

**Submissions to Government for Examination**

- 2.41 The Executive are recommended to approve the Bradford City Centre AAP Publications Draft for submission to the Secretary of State for independent examination by the Planning Inspector. Submission is a decision for Full Council and as such, subject to the decision of Executive, the Publication Draft will need to be considered and approved by Full Council on 20<sup>th</sup> October 2015.
- 2.42 Once approved the Bradford City Centre AAP Development Plan Document Publication Draft will be issued for formal public representations for a period of 6 weeks in line with the Government Regulations. At this stage representations are invited on the 'soundness' or otherwise of the plan to be considered by the examining Planning Inspector appointed by Central Government. This stage is not a consultation stage. To this end the engagement in support of the publication will be limited to assist those making representations and understanding the chosen approach and supporting evidence.
- 2.43 The Council will then collate any representations made at Publication stage. If the consideration of the representations highlight an issue which would make the plan





unsound the regulations allow for further changes prior to submission, though these should be the exception.

- 2.44 Following submission to government an independent Planning Inspector will be appointed to undertake the Examination in Public into the soundness of the plan. The examination will take the form of roundtable hearings into key matters determined by the Planning Inspector taking into account the representations and the evidence base. Those who made representations would have a right to appear at the examination. The Inspector would normally review the plan and representations to be satisfied that the plan can proceed to examination.
- 2.45 Following examination the Planning Inspector would provide a report setting out whether the plan is sound with reference to the key tests outlined above. The inspector can recommend non substantive changes to the plan as part of the report. If significant soundness issues are found they may result in the plan being found unsound and further work required and the plan being resubmitted for examination.
- 2.46 If the plan is found sound the inspectors report and recommendations would be brought back to the Council for consideration and a decision on formal adoption. Once adopted the Bradford City Centre AAP Development Plan Document would be part of the statutory plan for the district and replace certain of the currently saved policies of the RUDP.

### **3. OTHER CONSIDERATIONS**

- 3.1 An up to date statutory Local Plan is important for communities, business and investors as this ensures certainty and investor confidence in the Bradford District. It also will assist in supporting the attraction of much needed investment into infrastructure projects based on clearly articulated plans for delivering growth investments in the District. Central Government through a House of Commons Ministerial Statement (20 July 2015) by Brandon Lewis (Minister of State for Housing & Planning) has set a deadline for early 2017 for Councils to produce Local Plans, with those Councils failing to do so facing intervention from the Communities Secretary in order to accelerate local plan production. Central Government has also stated that it will publish new league tables showing progress made by Councils on their Local Plans. It is therefore important that the Council has an adopted AAP, which forms part of the Bradford District Local Plan, in place before the 2017 deadline.

### **4. FINANCIAL & RESOURCE APPRAISAL**

- 4.1 The preparation of the Local Plan is undertaken by the Development plan group, which is funded from within the Department's resources, supported by a one off corporate growth payments to cover abnormal costs of consultation and engagement, Technical studies and examination cost. An adopted Bradford District Local Plan provides certainty to financial investors and will enable delivery of economic and housing developments and associated infrastructure and in turn lead to an increase in additional Council Tax and Business Rates revenue for the Council.



## **5. RISK MANAGEMENT AND GOVERNANCE ISSUES**

- 5.1 There are risks to the Council as a result of not having an up to date Local Plan. These include uncertainty for decision making and potential costs from successful appeals. There is also the risk of direct intervention by Central Government with reference to the House of Commons Ministerial Statement (20 July 2015) by Brandon Lewis (Minister of State for Housing & Planning) with a deadline for early 2017 for Councils to produce Local Plans, with those Councils failing to do so facing intervention from the Communities Secretary in order to accelerate local plan production.

## **6. LEGAL APPRAISAL**

- 6.1 The Bradford City Centre AAP Development Plan Document has been prepared in line with the appropriate, legislation (UK and EU), regulations and guidance. The report details how the legal obligations under the Planning and Compulsory Purchase Act 2004 and Regulations are being met.
- 6.2 Once the examination process is complete, adoption is the final stage of putting a Local Plan in place. This requires confirmation by full Council (Regulation 4(1) and (3) of the Local Authorities (Functions and Responsibilities) (England) Regulations 2000). On adopting a Local Plan, the local planning authority has to make publicly available a copy of the plan, an adoption statement and Sustainability Appraisal in line with regulations 26 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

## **7. OTHER IMPLICATIONS**

### **7.1 EQUALITY & DIVERSITY**

- 7.1.1 The consultation on Bradford City Centre AAP Development Plan Document is undertaken in line with the Statement of Community Involvement, which sets out how the Council will seek to engage the community in the preparation of development plan documents. In order to achieve this it seeks to set a framework to ensure representative and inclusive involvement and engagement at all stages of document preparation. Particular consideration is given in the document to hard to reach groups. In addition the Bradford City Centre AAP has been subject to an Equality Impact Assessment screening.

### **7.2 SUSTAINABILITY IMPLICATIONS**

- 7.2.1 All Local Plan Development Plan Documents are required to be subject to Sustainability Appraisal (SA) including Strategic Environmental Appraisal (SEA) at all key stages. The SA seeks to assess the likely impacts of the policies and proposals of the relevant plan. A full SA was undertaken by independent consultants Amec Wheeler Foster at key stages of the Bradford City Centre AAP preparation. In addition to this, a Habitats Regulations Assessment (HRA)



screening, also prepared by Amec Wheeler Foster, has been undertaken to assess the impact of the policies and proposals set out in the Bradford City Centre AAP on the environmental integrity of the South and North Pennine Moors Special Protection Areas (SPA's) and Special Area's of Conservation (SAC's).

### **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

7.3.1 The Local Plan is subject to sustainability appraisal throughout its development, which identifies the likely impacts of the plan and where appropriate any mitigation to manage any negative impacts.

The consultation and engagement plan will seek to use sustainable means and locations as far as practicable.

### **7.4 COMMUNITY SAFETY IMPLICATIONS**

7.4.1 There are no direct community safety implications arising from Bradford City Centre AAP

### **7.5 HUMAN RIGHTS ACT**

7.5.1 The SCI sets out how all individuals can have their say on the development plan documents. Anyone who is aggrieved by the Bradford City Centre AAP as drafted has a right to be heard at an independent examination in public following submission to the Secretary of State.

### **7.6 TRADE UNION**

7.6.1 There are no Trades Union implications.

### **7.7 WARD IMPLICATIONS**

7.7.1 Although the Area Action Plan boundary is primarily contained within City Ward, there are potential social, economic and environmental implications on other adjoining wards when the Area Action Plan is adopted.

### **7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS**

7.8.1 None

## **8. NOT FOR PUBLICATION DOCUMENTS**

8.1 None

## **9. OPTIONS**

9.1 The Council has a duty under the Planning and Compulsory Purchase Act 2004 to prepare the Local Plan for the District in line with the approved Local Development Scheme. The Council can determine the nature, make up, of the Local Plan it wants to put in place in order to meet its statutory duty, as well as the timetable for their preparation. The currently agreed Local Plan programme, as set out in the approved Local Development Scheme (LDS) was adopted by the Council at the meeting of the Executive in July 2014.



- 9.2 The process for the preparation of each DPD is prescribed by statute and regulation. In order to ensure a sound plan it is important that the Council ensures it follows the regulations, ensures effective and robust consultation, ensures it is founded upon up to date and robust evidence. All DPDs are submitted to the Secretary of State for independent examination to test whether they are sound with reference to the tests set out in legislation and regulations. Failure to ensure a robust approach could result in a DPD being found unsound by the Inspectorate.
- 9.3 National planning reforms retain the need for local planning authorities to prepare a Local Plan for their District and in light of the National Planning Policy Framework (NPPF) the government is seeking Councils to progress Local Plan work as a matter of urgency.
- 9.4 Three Options are presented to Executive as follows:-
- Option 1**
- 9.5 The first option is to approve the Publication Draft as proposed for submission to government. The document is considered sound by officers and in position to submit to government for examination. This option would continue progress towards the adoption of an up to date Local Plan in line with the NPPF presumption.
- Option 2**
- 9.6 The second option is to not approve the Publication Draft for submission. This would risk progress to put in place an up to date Local Plan in line with NPPF and increase uncertainty and confidence in the city centre for both communities and investors.
- Option 3**
- 9.7 The third option is to approve the publication draft as proposed but with further changes as proposed by members. The document in Appendix 1 has been produced to ensure a sound plan and has been subject to separate key tests including Sustainability Appraisal. Any changes depending on the significance may require further work to support (NPPF compliance/ Technical evidence) which may delay possible submission.
- 9.8 The Executive and Full Council are recommended that the version in Appendix 1 is approved in line with Option 1. The other options would have significant implications for the timetable for putting in place an up to date Local Plan.

## 10. RECOMMENDATIONS

10.1 That the Executive at the meeting on 13 October 2015:-

10.2 ***That it be recommended to Council that the Bradford City Centre AAP Publication Draft and the associated Engagement Plan be approved for the purposes of submission to the Secretary of State for independent examination pursuant to Section 20 of the Planning and Compulsory Purchase Act 2004.***

10.3 ***That prior to submission, the Publication Draft is issued for formal representations for a period of 6 weeks.***

10.4 ***That the Assistant Director (Planning Transportation and Highways) in consultation with the relevant portfolio holder be authorised to make minor amendments of redrafting or of a similar nature as may be necessary prior to formal publication for representations of the Bradford City Centre AAP Publication Draft.***

10.5 ***That delegated authority be given to the Assistant Director Planning Transportation and Highways in consultation with the relevant portfolio holder to make minor amendments of redrafting or of a similar nature before submitting the Bradford City Centre AAP to the Secretary of State once the 6 week period for representations has been completed.***

## 11. APPENDICES

Appendix 1 – Bradford City Centre AAP Publication Draft  
Appendix 2 – Engagement Plan

## 12. BACKGROUND DOCUMENTS

Statement of Consultation  
Sustainability Appraisal – Non Technical Summary  
Sustainability Appraisal  
Equalities Impact Assessment screening  
Habitat Regulation Assessment Screening  
AAP Transport Study  
AAP Local Infrastructure Plan and Infrastructure Delivery Schedule  
Strategic Flood Risk Assessment Level 2 and Sequential Test  
AAP Ecological Assessment  
AAP Green Infrastructure Study  
AAP Economic Viability Assessment  
Bradford District Strategic Housing Land Availability Assessment  
Bradford District Strategic Housing Market Assessment  
Bradford District Retail & Leisure Study  
Heritage Impact Assessment



**Appendix 1**

**Local Plan for the Bradford District**

**Bradford City Centre Area Action Plan**

**Publication Draft**



## 1. FOREWORD

### BRADFORD CITY CENTRE AREA ACTION PLAN

1.1 City of Bradford Metropolitan District Council has worked with the local community and key stakeholders to prepare a 15 year development plan for Bradford City Centre.

1.2 The Area Action Plan (AAP) boundary includes the main shopping, civic, entertainment and central business district of the city centre and also more peripheral areas such as Little Germany, Goitside, and the College and University campuses.

1.3 Bradford City Centre is the number one priority regeneration area in the Bradford District and has been identified as an area for significant economic and housing growth in the Local Plan – Core Strategy. It is critical that the Bradford City Centre Area Action Plan provides a strong planning framework for the regeneration of the area to give confidence to existing and potential new investors.

1.4 The Area Action Plan will guide the transformation of the city centre regeneration area up to 2030. It will identify the location of new development and provide detailed policies to help make decisions on planning applications. It will also influence decisions about transport, infrastructure, community facilities, economic development and future investment.

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

1.6 **The Area Action Plan has been prepared in conjunction with the ‘Bradford City Plan’ (February 2015),** the overarching delivery plan and framework for partnership working to achieve a decade of regeneration and economic development in the City centre. The AAP sets to provide the development

planning response to the City Plan vision for Bradford city centre *as a “...a place that promotes pride, well-being and aspiration”.*

1.7 **The AAP has been developed in collaboration with businesses, landowners, developers, local organisations and residents.** An Engagement Plan has been developed which will ensure these views are reflected throughout the AAP process.

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

1.9 **The AAP will be deliverable** by acting as the planning framework for regeneration and delivery of growth in the City Centre. The AAP will form the statutory planning framework for the area, guiding and co-ordinating all future development over the next 15 years. The Council therefore recognises that an adopted AAP is a fundamental instrument for enabling the delivery of the wider ambitions for the city centre and the City of Bradford.

1.10 **The AAP has allocated development sites.** By clearly setting out all development sites within city centre, including the reuse of existing buildings, the plan will form a catalogue of sites for developers wanting to develop within the centre. This will provide certainty and confidence for land owners and developers by de-risking the planning application process through establishing the principles of development.

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



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

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

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

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## List of Policies

Policy CL 1 – Housing  
Policy CL2 – Flood Risk  
Policy CL3 – Active Frontages and Community Provision  
Policy CL4 Primary and Secondary Education Provision  
Policy SL1 – Retail Development  
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Policy SL3 - Improving the Connections Between Shopping Areas  
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# 1. Introduction

## What is the Local Plan? The Bradford District Local Plan

1.1 The new development plan for the district will be the Bradford District Local Plan (previously known as the Local Development Framework or LDF). This will replace the Replacement Unitary Development Plan (RUDP). The RUDP was adopted in 2005 and is still in force, but will be gradually be replaced by the new Local Plan over the coming years.

1.2 The Bradford District Local Plan will be made up of a collection of planning documents, which will guide future growth and development for the next 15 years.

1.3 One of the key planning documents in the Bradford District Local Plan is the Core Strategy. The Core Strategy sets out the long term vision, spatial strategy, strategic planning policies and broad locations for new development in the district. The AAP has been informed by and conforms with the Core Strategy and once adopted will be one of the planning documents that will form part of the Local Plan.

1.4 Two Area Actions Plans are currently being prepared by the Council. These are the Bradford City Centre AAP and the Shipley & Canal Road Corridor AAP. The purpose of these documents is to provide a more detailed framework at the local level to show how the Core Strategy will be delivered.

## What is the Bradford City Centre Area Action Plan?

1.5 The City Centre Area Action Plan, as the statutory development plan, will set out planning policies to guide development proposals and associated infrastructure in the city centre, along with details of how these proposals will be delivered. It will also be used to determine planning applications in the city centre over the next 15 years.

## Why is an Area Action Plan needed for the City Centre?

1.6 The City Centre Area Action Plan is needed in order to:-

- Deliver proposed growth of the city centre over next 15 years (as established in the Local Plan – Core Strategy) through series of development proposal statements and planning policies.
- An up to date development plan with a catalogue of potential developments sites (land use site allocations) will provide certainty to investors, developers and land owners
- Stimulate regeneration through use of planning tools such as Local Development Orders (LDOs) and Local Listed Building Consent Orders (LLBCOs)
- Assist with land assembly through, for example, Compulsory Purchase Orders (CPO) to enable development and critical infrastructure
- Protect and enhance built heritage whilst proactively accommodating new developments
- Ensure developments are of an appropriate scale, mix and design quality
- Update planning policies to reflect regeneration objectives as set out in the Bradford City Plan.

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

## The Publication Draft

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

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

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

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

1.11 The report structure is as follows:-

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

1.12 **Section 1** sets out the background, including the role of the Area Action Plan, an overview of the Bradford City centre, an outline of work already undertaken in the City Centre (City Centre Masterplan, Neighbourhood Development Frameworks, Bradford City Plans), an overview of the other policy influences nationally, city regionally and locally and sets

out some of the evidence base upon which the Publication Draft has been drawn.

1.13 **Section 2** sets out the vision and objectives for the City Centre including broad proposal statements for the six city centre neighbourhoods which includes vision, key sites and delivery outputs and mechanisms. This draws upon the strategic city centre vision set out in Policy BD1 in the Local Plan – Core Strategy DPD. This is then supported by a set of detailed proposal maps and statements for potential development sites in each of the six city centre neighbourhoods. This section also includes a plan showing the extent of the boundary for the Area Action Plan.

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

1.15 **Section 4** Delivering the AAP: examines the key issues in terms of delivering development and key infrastructure associated with the site development proposals. This section also sets out the Monitoring Framework with a set of indicators which will help determine whether the objectives set out in the AAP are being met. Where objectives are not being met, this may then trigger a review of part or all of the AAP.

## Evidence Base

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

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

1.17 All documents in the Local Plan need to be subject to a combined Sustainability Appraisal and Strategic Environmental Assessment. This is a requirement under the Planning and Compulsory Purchase Act 2004

and seeks to ensure that the environmental, social and economic effects of the plan are considered.

1.18 The Sustainability Appraisal Scoping Report setting out the proposed approach to be taken was published for comment in June 2007. The scoping report set out the objectives and methodology used to appraise the AAP.

1.19 This City Centre Area Action Plan – Publication Draft Report is accompanied by a Sustainability Appraisal Report. This appraises the policies and proposals of the plan and their likely significant effects on the sustainability objectives. The results of this appraisal have been used to inform the content of the Area Action Plan.

### **Habitats Regulations Screening Assessment**

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

### **Health Impact Assessment**

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

### **Equalities Impact Assessment**

1.22 The Council has a duty under the Equality Act 2010 to have due regard to the need to:

1. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
2. Advance equality of opportunity between people who share a protected characteristic and those who do not.
3. Foster good relations between people who share a protected characteristic and those who do not.

1.23 An Initial Equality Impact Assessment (EqIA) scoping exercise of the AAP has been undertaken. This is in order to highlight the potential impact on the identified protected characteristic groups highlighted above. The Initial EqIA scoping exercise is supplementary to this Report.

### **Duty to Co-operate**

1.24 The Duty to co-operate is a requirement for Local Planning Authorities set out in the Localism Act 2011 and the National Planning Policy Framework. In developing the AAP the Council must demonstrate that it has co-operated with other councils and public bodies on strategic planning issues which cross administrative boundaries. The AAP is supported by a Duty to Cooperate Statement which outlines how the council has met the requirements of the Localism Act 2011. It will set out the key strategic issues relevant to the document, and how these have been considered as part of the preparation of the AAP and the Council has worked with relevant bodies including adjoining local planning authorities.. .

## Public consultation and next steps

### How Do I Get Involved?

1.25 The AAP Publication Draft report together with all supporting document will be made available to view and download on the Councils website at

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

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

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

### How to comment?

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

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

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

Where it is not possible to comment using electronic means, representations can be sent via mail to:

**Bradford District Local Plan  
City of Bradford MDC  
Development Plans Team  
2<sup>nd</sup> Floor (South) Jacobs Well  
Manchester Road  
Bradford  
BD1 5RW**

**Hand Delivered** to the following planning offices:

**Jacobs Well, Ground Floor reception, BD1 5RW (Mon-Thurs 9am to 5pm, Fri 9am to 4.30pm)**

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

**01274 434296**

**Or**

**[planning.policy@bradford.gov.uk](mailto:planning.policy@bradford.gov.uk)  
What happens next?**

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

## Section 1: Background and Strategic Context

### Bradford and the City Centre

2.1 Bradford City Centre is at the heart of a district of around 523,100 people (Source: ONS Mid Year Estimates 2011).

2.2 The exploitation of the abundant natural resources helped to fuel a rapid expansion of Bradford during the Industrial Revolution when it became the Wool Capital of the World.

2.3 During this period, thousands of people migrated into the centre, including many from around the world, to work in the numerous woollen mills. The city boomed and the population swelled from 13,000 to 280,000 during the 19<sup>th</sup> Century.

2.4 In order to accommodate this growth the streams were culverted and built over. A new canal link was constructed, later followed by a railway for moving goods and materials between the city centre and the wider region. The railway still remains today but the Canal, became redundant and was abandoned 1922 following the passing of the Bradford Canal (Abandonment) Act.

2.5 The rapid industrialisation of the city caused problems such as squalor and environmental degradation. However many of the buildings from this era reflect the prosperity and confidence in the city at the time. Much of this built heritage still remains today including City Hall, the Wool Exchange and the merchant's quarter of Little Germany.

2.6 By the 20<sup>th</sup> Century the woollen trade in Bradford had started to decline resulting in a long, drawn out period of decline. However people still continued to migrate here, this time from further a field, from Italy and Eastern Europe, and from Commonwealth countries in the Caribbean and Indian sub-continent.

2.7 Large parts of the city centre were rebuilt during 1960's, with some of the architectural

heritage being demolished and replaced with buildings which have not reflected the old architecture. This, together with big new road building schemes, has created a fragmented city centre, which in parts is awkward for pedestrians to move around.

2.8 At the start of the 21<sup>st</sup> Century the city centre was still experiencing serious challenges, with a poor retail and leisure offer has resulting in low visitor numbers and subsequent spending. Also, as an industrial city, it has never had a strong office sector, or a tradition of people living an urban lifestyle in the city centre.

2.9 These are just some of the issues being faced by the City Centre and which the Area Action Plan seeks to address within the plan period.

### The Regeneration of Bradford City Centre

2.11 This section provides the regeneration context for the city centre from formation of the Bradford Centre Regeneration Company in 2002 through to the present day activities relating to City Plan.

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

2.13 This company was established in February 2003 under the name Bradford Centre Regeneration (BCR Ltd). It was jointly funded by City of Bradford Metropolitan District Council, Yorkshire Forward (the Regional Development Agency) and English Partnerships (the national regeneration agency).

2.14 BCR Ltd was disbanded by the Council and its partners in 2010. The future regeneration delivery arrangements for the City Centre will be addressed through the 'City Plan'.

### The City Centre Masterplan

2.15 In February 2003, Alsop Architects were appointed to prepare a Masterplan for the



Bradford City Centre. This was published in September 2003 and set out a new vision for the future of the city centre.

2.16 The big idea of the Masterplan was to create a new city centre park that will change people's perceptions of Bradford and differentiate it from other cities.

2.17 The Masterplan identifies four separate neighbourhoods or 'fingers of intervention':

1. The Bowl – proposes a large pool of water outside City Hall at the centre of the new park. Radiating out from the Pool are, a Pier attached to the National Museum, a new Business Forest, and the other three neighbourhoods.
2. The Channel – proposes reintroducing the Bradford Canal to the city centre alongside which is a new canal side community.
3. The Market – proposes an alternative multi-cultural retail offer with new public spaces.
4. The Valley – proposes bringing Bradford Beck back to the surface, with a green corridor along Thornton Road including Wetlands and an Orchard.

2.18 The aim of this approach is to promote a step change in the economy, inspire better quality development, and create a city centre that is used and cared for by all of the city's different cultures.

2.19 On 14th October 2003, City of Bradford Metropolitan District Council's Executive welcomed the Masterplan for the city centre. Subsequently at the meeting of the Executive on 9th March 2004 it was resolved that the Council would:

1. Prepare a replacement planning document for the Bradford Centre Regeneration area as a high priority.

2. Co-operate with BCR in the commissioning of studies and project plans.

2.20 At the meeting of the City of Bradford Metropolitan District Council Regulatory and Appeals Committee on 8<sup>th</sup> March 2005 it was resolved that:

*"The Masterplan for Bradford City Centre be treated as a material consideration in the determination of planning applications."*

2.21 Taking forward the Masterplan, the Council and BCR in 2005 and 2006 commissioned consultants to produce the following:

1. City Centre Design Guide
2. City Centre Streetscape Manual
3. Neighbourhood Development Framework for each of the four neighbourhoods identified in the Masterplan.

2.22 The purpose of these documents is to take forward the vision of the Masterplan and demonstrate how it can be delivered.

### **The Neighbourhood Development Frameworks (NDFs)**

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

2.24 In late 2004/early 2005 consultants were commissioned by City of Bradford Metropolitan District Council and BCR to produce a Neighbourhood Development Framework (NDF) for each of the four neighbourhoods.

2.25 The purpose of the NDFs is to build on the aims of the Masterplan and produce a deliverable strategy and a set of projects for each neighbourhood.

2.26 On 7th February 2007, the City of Bradford Metropolitan District Council's Regulatory & Appeals Committee resolved that:

*The four Draft Neighbourhood Development Frameworks for the City Centre be treated as material considerations in the determination of planning applications pending the adoption of the Bradford City Centre Action Area Plan.*

### Regeneration Achievements so far...

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

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

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

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

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

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

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

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

2.35 **Bradford city centre is also home to both the University of Bradford and Bradford College**. In addition, the Council and its partners are leading the UK agenda in terms of integrated learning through our programme of Industrial Centres of Excellence bringing key educational institutions, businesses and the population together.

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

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

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

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

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

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

### Bradford City Plan

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

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

#### Bradford City Plan – Vision

The Vision for the city centre is simple yet challenging:

***‘Bradford city centre will be a place that promotes pride, well-being and aspiration’***

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

2.44 Bradford City Plan has become a delivery the regeneration framework for partnership working to achieve a decade of regeneration and economic growth in Bradford city centre. It identifies the strategy, plans, and prioritised actions to achieve economic growth and physical development of the city centre - delivering benefits to local people across the

District, and the Region – for the next ten years. In particular it addresses The Producer City agenda to:

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

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

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

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

2.47 During the development of Bradford City Plan five key locations have come to the fore where themes and activities converge and where the Councils and its partners believe

activity should be focussed for maximum regeneration and economic impact. These locations have been referred to as 'Pulses'. These Pulse locations can be summarised as follows:-

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

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

## Policy Context

### *National Planning Policy*

#### **National Planning Policy Framework**

2.49 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It sets out a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

#### **National Planning Policy Guidance**

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

### *Sub-Regional Planning Policy*

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

2.51 The Local Transport Plan (LTP3) is the statutory plan for transport in West Yorkshire and sets out the needs, objectives, ambitions and strategy over the medium to long term as well as detailed spending proposals in its first 3 years.

### **Emerging Single Transport Plan**

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

The Single Transport Plan will have 5 Core Principles:

1. One system, HS2/HS3 ready - a core ambition being a 'metro-style' public transport network that integrates all modes, into one-system that is easily understood, easy to access by a range of options and offers quick, convenient connections within the city region. The public transport network would reduce pressure on roads and facilitate the efficient movement of freight than cannot be transported by rail, canal or pipeline;
2. Place making –interventions to make our cities, towns and neighbourhoods more attractive places to invest, live and work - delivering improvements to air quality and health through Low Emission Vehicles for the movement of people and goods and encouraging people to switch to cycling and walking for shorter journeys;
3. Smart futures –using technology for enhanced customer relationships and retail opportunities and for efficient management of the transport network(s), as well providing open data as part of a wider city region initiative;
4. Effective use of resources –pooling resources between services and sectors to address financial constraints and deliver shared objectives - particularly in respect of rural communities with a lower level of public transport provision , and for young people to access education, employment and training;

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

### *Local Planning Policy*

### **Replacement Unitary Development Plan (2007)**

2.53 The Replacement Unitary Development Plan (RUDP) is the statutory Development Plan that the Council has produced to fulfil its obligations under the 1990 Planning Act.

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

### **Local Plan**

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

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

## Core Strategy

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

2.57 The main functions of the Core Strategy are:

- Sets out a long-term spatial vision for the District until 2030
- Identifies broad locations for development over the next 15 years
- Sets out policies that will influence the use of land and the type and scale of development which will be permitted within the District
- Identifies infrastructure required to manage development.

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

2.59 The City of Bradford including Shipley and Lower Baildon Sub-Area Section contains a number of sub-area policies which relate directly to the city centre.

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

## Evidence Base

2.61 The Bradford City Centre Area Action Plan will be accompanied by a Baseline Analysis Report. This report sets out and analyses the evidence bases available, and has informed the strategy put forward in the AAP.

2.62 Additional evidence will continue to be collected throughout the AAP production process. A full list of the evidence base used to inform the AAP is listed in Appendix 3. All background evidence is made available on the Local Plans website.

## Further Reading

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

## Section 2: Vision, Objectives and Development Proposals

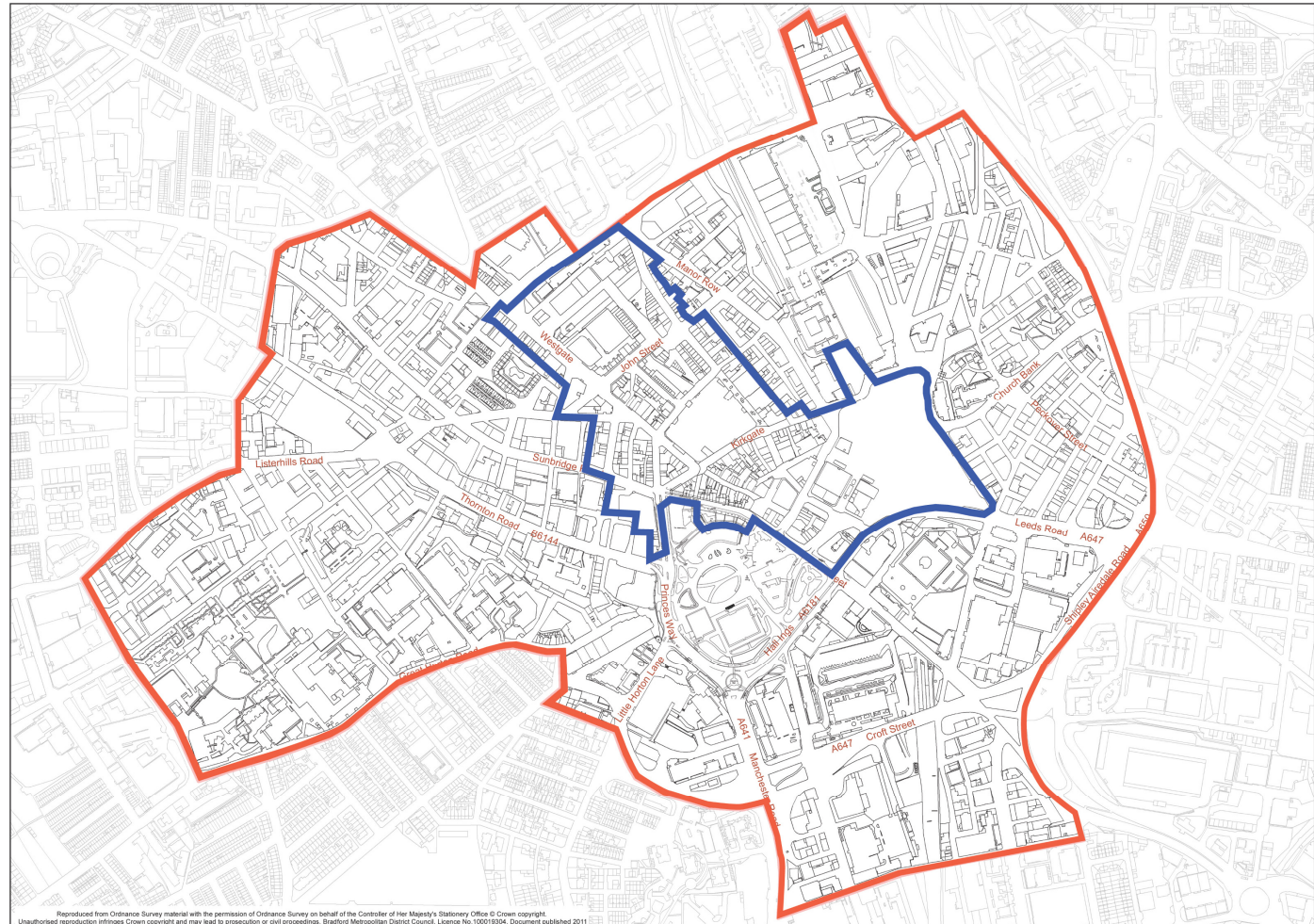
### The City Centre Boundary

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

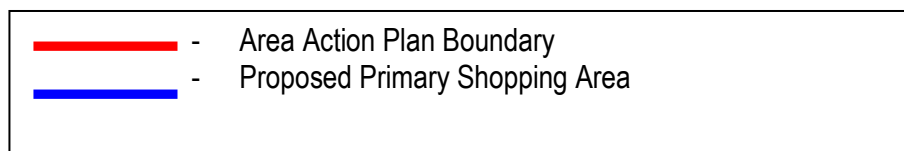
3.2 The map shows the red line boundary used by Bradford Centre Regeneration – the urban regeneration company. It includes the main shopping, civic and entertainment core of the centre and also more peripheral areas such as Little Germany, Goitside, and the College and University campuses.

3.3 The general extent of the boundary also reflects the City Centre (Regional Growth Fund) Growth Zone and Bradford City Plan. Therefore it has been chosen as the logical option for the Area Action Plan boundary.

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



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



## The Vision

3.5 One of the most important elements of the Area Action Plan is to have a clear spatial vision. This vision is important because it defines how the area will change and what it will be like in the future. The detailed policies and proposals in the AAP will contribute to delivering the overall vision. The following vision has been informed by the Local Plan: Core Strategy and the Council's Community Strategy.

### ***The Vision for Bradford City Centre – By 2030...***

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

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

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

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

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

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

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

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



## Action Plan Objectives

**1.A unique, high quality shopping and leisure experience reflecting the city's cultural mix** - This will build on the success of the City Park by enhancing the night time leisure offer and providing the framework for the delivery of major new retail in the centre. The plan will support the cultural leisure offers of the National Media Museum, Alhambra, St. Georges Hall etc, through facilitating land supply for future expansion, building upon the accolade of UNESCO first city of film, and supporting the heritage identity of the City.

**2.An attractive, inclusive and safe environment** - This will see the maintenance and expansion of the public realm improvements throughout the city centre. There will also be a focus on reducing the fear of crime during night time hours in the centre, by enhancing CCTV and policing provision, and encouraging greater evening activity in the city through more city living and the night time leisure offer.

**3.Imaginative reuse of the architectural heritage alongside new development of high quality sustainable design** - Architectural design of new buildings and the reuse of historic buildings will be a mix of contrast and respect. We will strive for high quality design, balanced with maximum functionality and the best viable environmental standards, including sustainable methods of remediation of historically contaminated sites.

**4.A range of good quality housing and facilities to cater for a successful city centre community – Delivery of 3,500 homes in the city centre, providing** a range of housing sizes and tenancies through the allocation of land and land use policies, to ensure city living is available to all residents of Bradford and beyond. New homes will be built to the highest viable and feasible design and construction standards and supported with convenience retail and services within and surrounding the city centre, ensuring they form part of a development or are easily accessible.

**5.A thriving economy with new office developments, and a growth in innovative and creative industries through technological enhancements through technological enhancements** - The priority will be to maintain existing and attract new businesses into the city centre, through the delivery of new Grade A office space in the No.1 City Park and other office development throughout the centre. The super connected cities programme will deliver superfast broadband and cloud technology in the centre to attract business and industries looking for the best communications infrastructure in the country. Links with the University will also continue to be strengthened to promote Bradford City Centre as a hub for innovative and creative industries.

**6.An enhanced higher education campus, with the University and College forming an integral part of the city centre** - Links with the higher education campuses will continue to be strengthened through better transport routes, the delivery of key regeneration projects and the development of residential property within the centre. This will create a more welcoming centre for students visit and socialise. The growth of existing and new businesses / industries will also aid in graduate retention within the District.

**7.Easy access to and around the centre for all sections of the community, and a reduction in issues caused by through traffic problems by supporting sustainable transport measures and integrated transport** - Access to the city centre by private motor vehicles is still considered very important, for providing easy access to shops, offices and leisure facilities. There is a need to balance the need for short term / stay access, and the need to ease congestion and pollution within the centre. The plan will put forward the Council's car parking strategy for the centre. The plan is committed to continued improvement of public transport into and around the city centre, led by major improvements to the railway stations. The expansion of the public realm improvement scheme and improvements to signing, will aid in pedestrian access and way finding around the centre. Improvements will also be made to cycling facilities tied into to the ongoing development of National Cycle Route 66

**8.An enhanced natural environment with improved green infrastructure, water management and biodiversity** - All new open space will incorporate significant levels of planting (where appropriate) to encourage wildlife in the city centre and aid in the overall quality of life of the resident and visitors. Other environmental and green infrastructure solutions may also include the use of rooftop gardens, green roofs, on street tree planting and the reopening of watercourses.

## Policies Map

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

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

## Strategic Approach

3.8 The strategic approach taken by the Area Action Plan is an amalgamation of the Council's strategies and objectives. The new approach has also been informed by comments during previous public consultation, the National Planning Policy Framework and the Emerging Local Plan: Core Strategy.

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

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

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

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

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

**Policy HO5** – Density of Housing Schemes

**Policy HO6** – Maximising the Use of Previously Developed Land

**Policy HO7** – Housing Site Allocation Principles

**Policy HO8** – Housing Mix

**Policy HO9** - Housing Quality

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

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

**Policy EC3** – Employment Land Requirement

**Policy EC4** – Sustainable Economic Growth

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

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

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

**Policy TR2** – Parking Policy

**Policy TR4** – Transport and Tourism

**Policy TR5** – Improving Connectivity and Accessibility

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

**Policy SC4** – Hierarchy of Settlements

**Policy SC5** – Location of Development

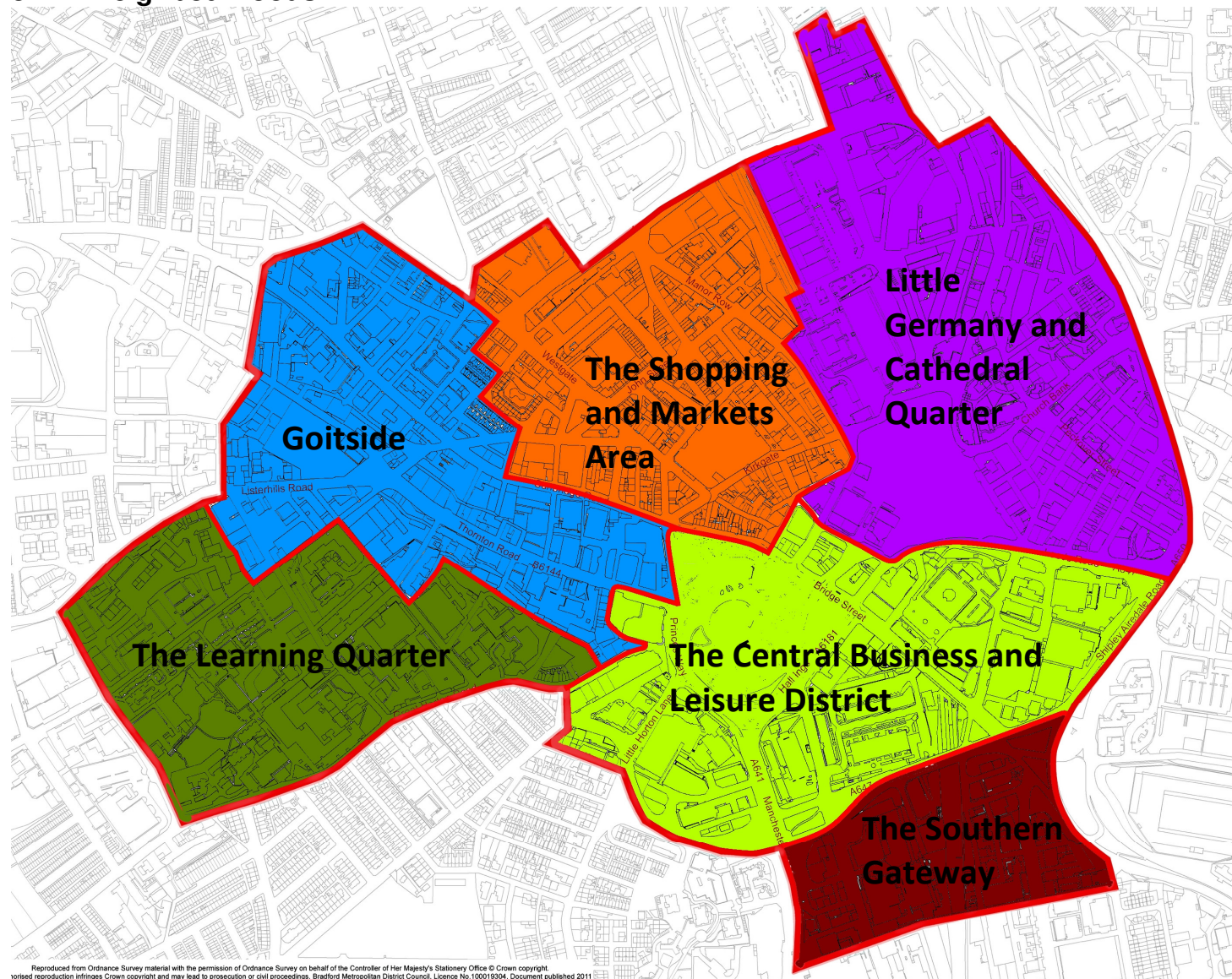
**Policy SC6** – Green Infrastructure

**Policy DS4** – Streets and Movement

**Policy EN3** – **Historic Environment**

**Policy EN8** – Environmental Protection

### 3.11 Neighbourhoods



**Figure 2 – Bradford City Centre Area Action Plan (AAP) Neighbourhoods**

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

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

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

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

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

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

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

## Central Business and Leisure District

### Vision by 2030....

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

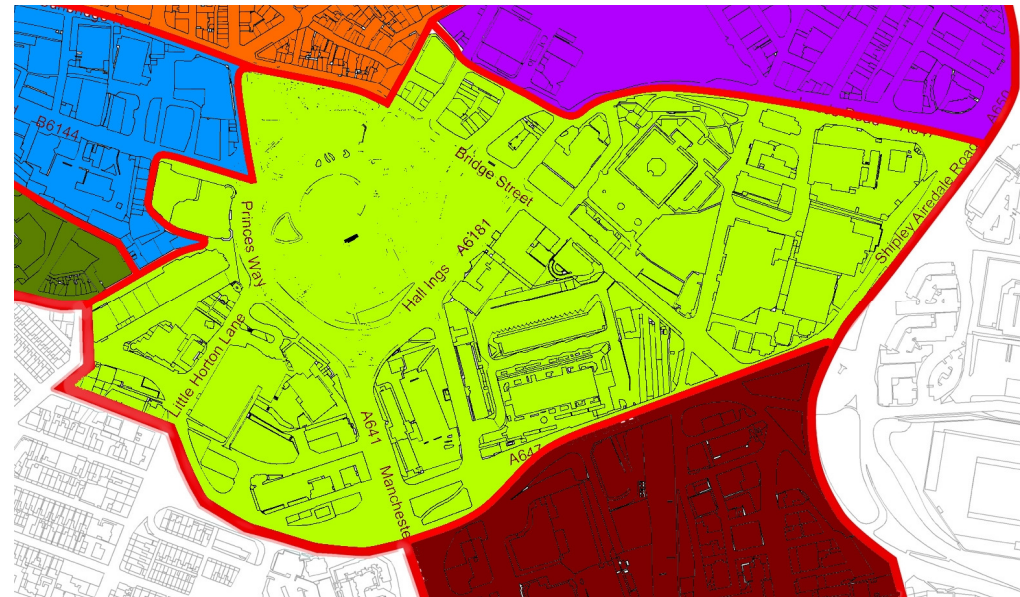


Figure 3 – Central Business and Leisure District Neighbourhood



## Central Business and Leisure District Neighbourhood Spatial Framework

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

### Character and Built Form

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

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

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

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

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

## Connectivity and Public Realm

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

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

### Development will include:

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

### Key Development sites:

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

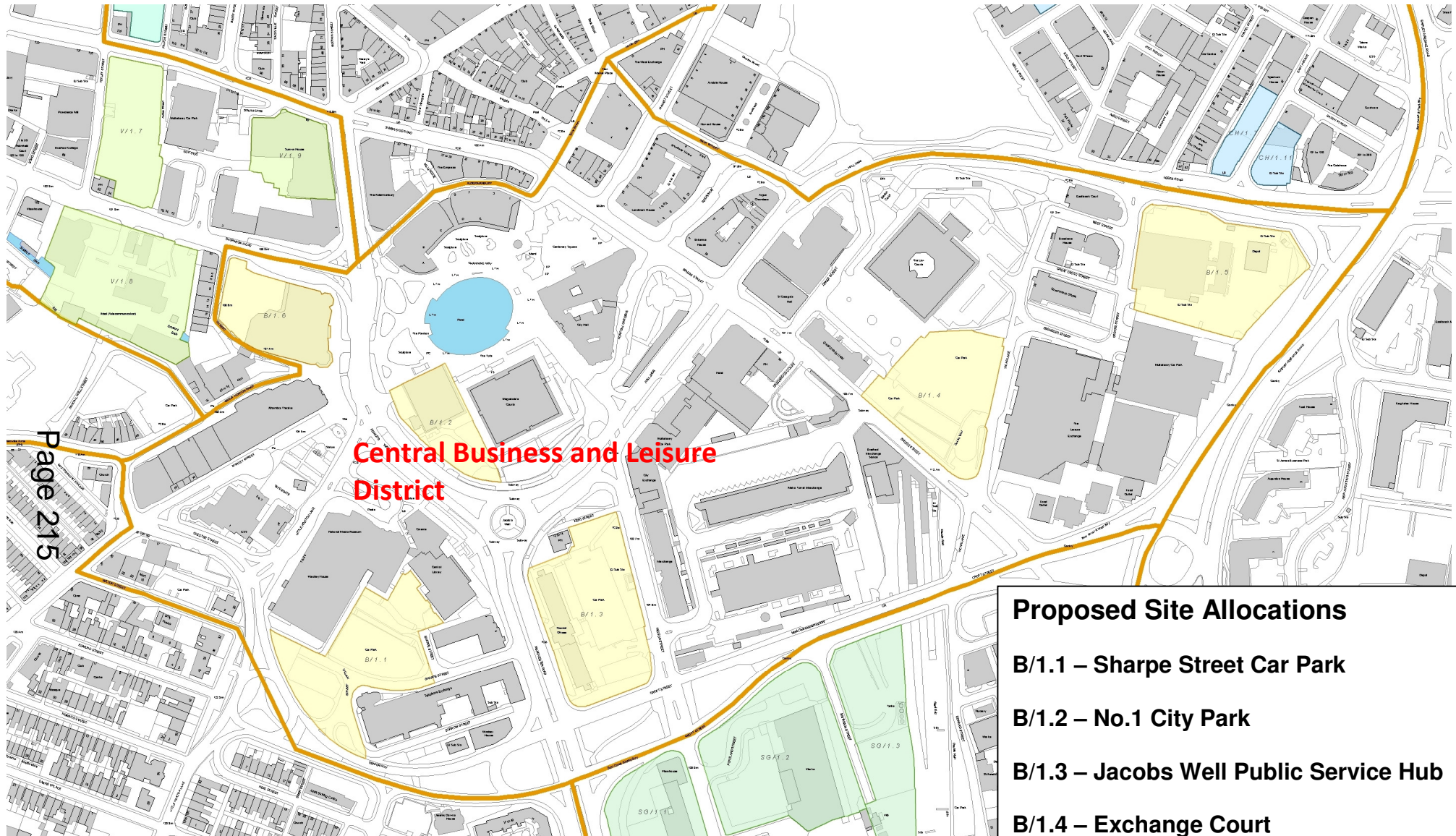


Figure 4 – Central Business and Leisure District Neighbourhood Sites

## B/1.1 – Sharpe Street Car Park

**Site Size** – 2025 - 2030

**Existing Use** – Car Park

**Proposed Allocation** – Cultural Expansion Zone

**Estimated Delivery** -

### The Site

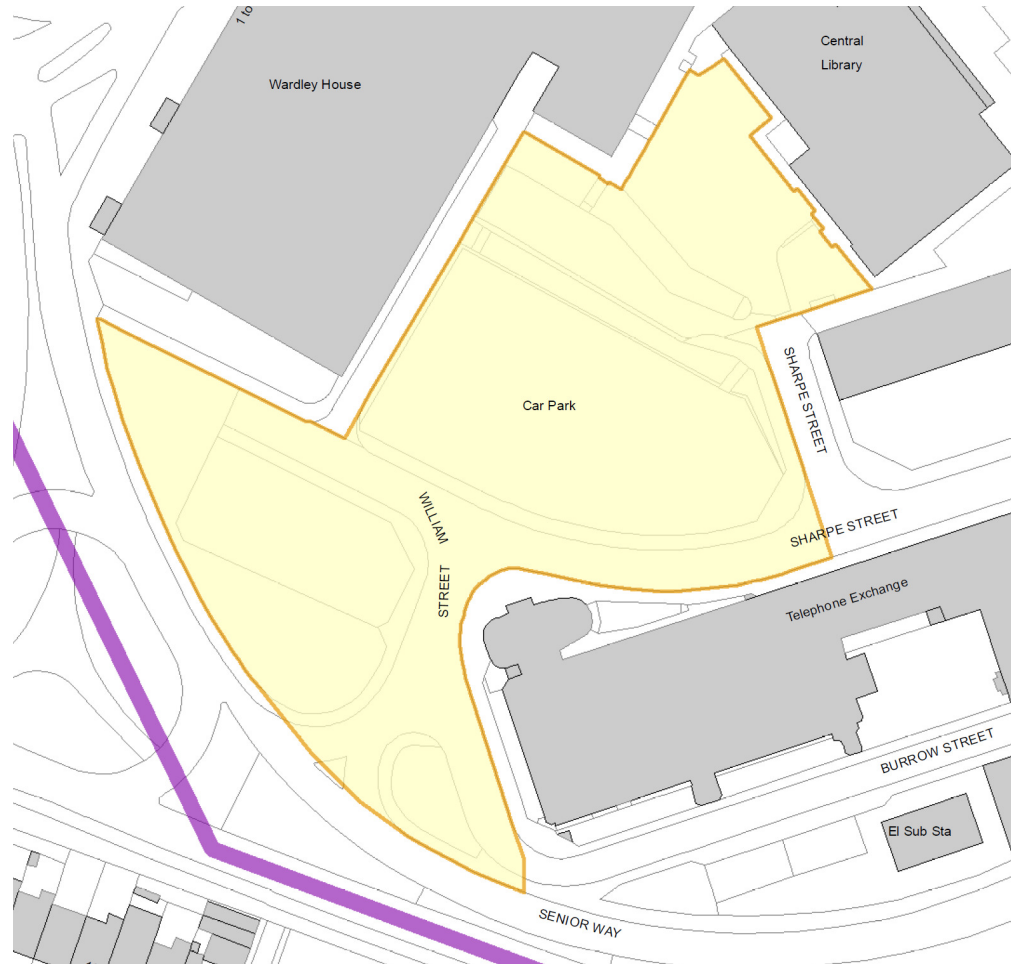
The site currently consists of a Council owned surface pay and display car park. Located between the National Media Museum and Ice Rink to the northwest and the Bradford Telephone Exchange to the south east.

The proposed allocation is put forward as a site for the expansion of the city’s cultural attractions. The Council will support ancillary development such as residential and leisure, which support the delivery of expanded cultural facilities.

**Parking** – Visitor car parking for the expanded cultural facilities will be expected to retain the existing levels of car parking currently on site. This will be expected to be delivered in the form of basement or undercroft car parking.

Due to the sites close proximity to the one of the main public transport hubs in the City Centre (The Interchange), the car parking requirements for any ancillary residential / leisure / retail development on site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy.

### Minimum Expected Development Thresholds – Expansion of cultural offer and supporting uses (leisure etc)





## B/1.2 – No.1 City Park

**Site Size** – 1.3 ha

**Existing Use** – Magistrate Court and Former Police Station

**Proposed Allocation** – B1 Office, with supporting retail and leisure on ground floor levels.

**Estimated Delivery** – 2015 - 2020

### The Site

The No.1 City Park was first put forward in the Alsop master plan in 2003, and further developed as a proposal in the Bowl Neighbourhood Development Framework in 2005, as part of the 'Business Forest'.

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

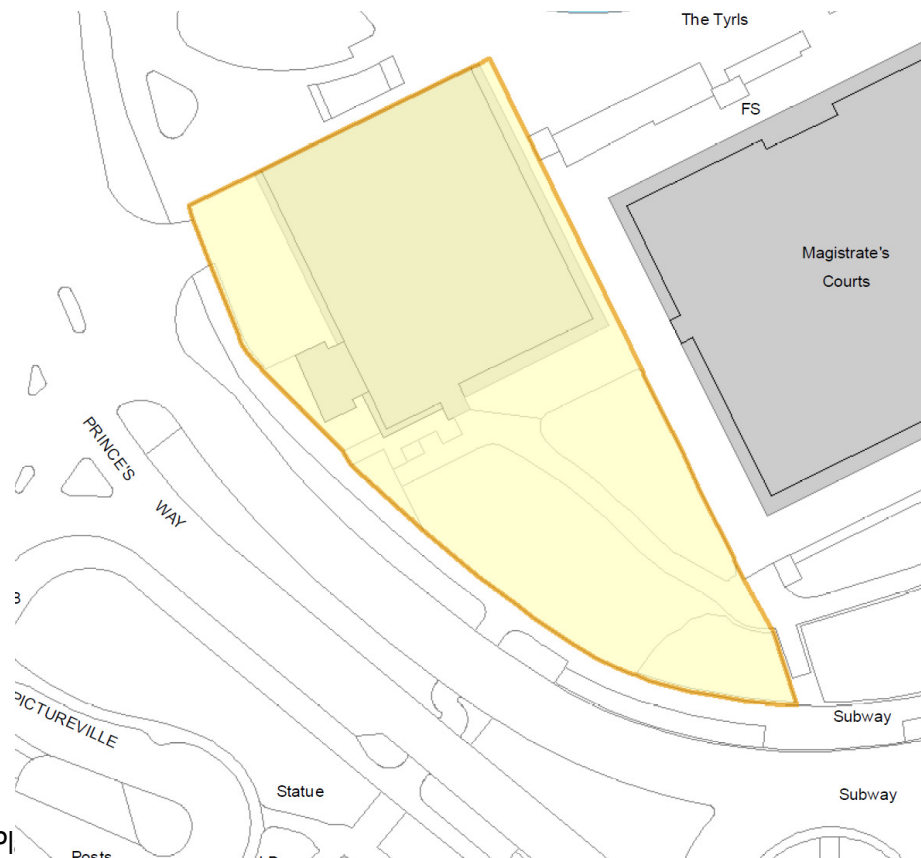
### Design

- The proposed office development within the No.1 City Park will be of high- quality contextual design that responds sensitively to its setting adjacent to the Grade I Listed City Hall and its location within the City Centre Conservation Area. The height of any buildings will not compromise the dominance of the City Hall buildings or harm key views and vistas of the building. Where possible, opportunities should be taken to open up new views of the City Hall.
- The buildings should respond to the setting of City Park in terms of their scale and appearance, and they should interact with it at ground floor level with active uses such as restaurants and cafes.

- The site also lies within the City Centre Conservation Area.

The layout should create positive vistas into and out of the park and it should provide for clear, convenient and safe pedestrian routes between the park and the National Media Museum and the Public Service Hub (see B/1.3 below).

The public realm should be designed as an extension of city park with the buildings set within the landscape. The design of the proposed office development will be expected to comply with BREEAM 'Excellent', where viable and feasible to do so.



## Transport

The site is located in the city centre and therefore any proposed redevelopment would be required to minimise traffic generation and incorporate a travel plan.

There are two existing accesses to the site from Princes Way and from Hall Ings via a ramp leading to a basement car park. The access from Hall Ings would be acceptable for the redevelopment. Any access from Princes Way would be unacceptable and the existing access would need to be closed with full face kerbing and the footway reinstated.

Any development proposals must consider the feasibility and practicality of facilitating good pedestrian linkages between the site, the core shopping area and city centre attractions and the public transport interchange.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. Due to the site's location the developer would be expected to justify any level of parking provision.

## Floodrisk

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

**Minimum Expected Development Thresholds - B1 Office Space (Grade A Standard) Floor Space**

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

**Site Size** – 1.1ha

**Existing Use** – Council Offices and Surface Car Park

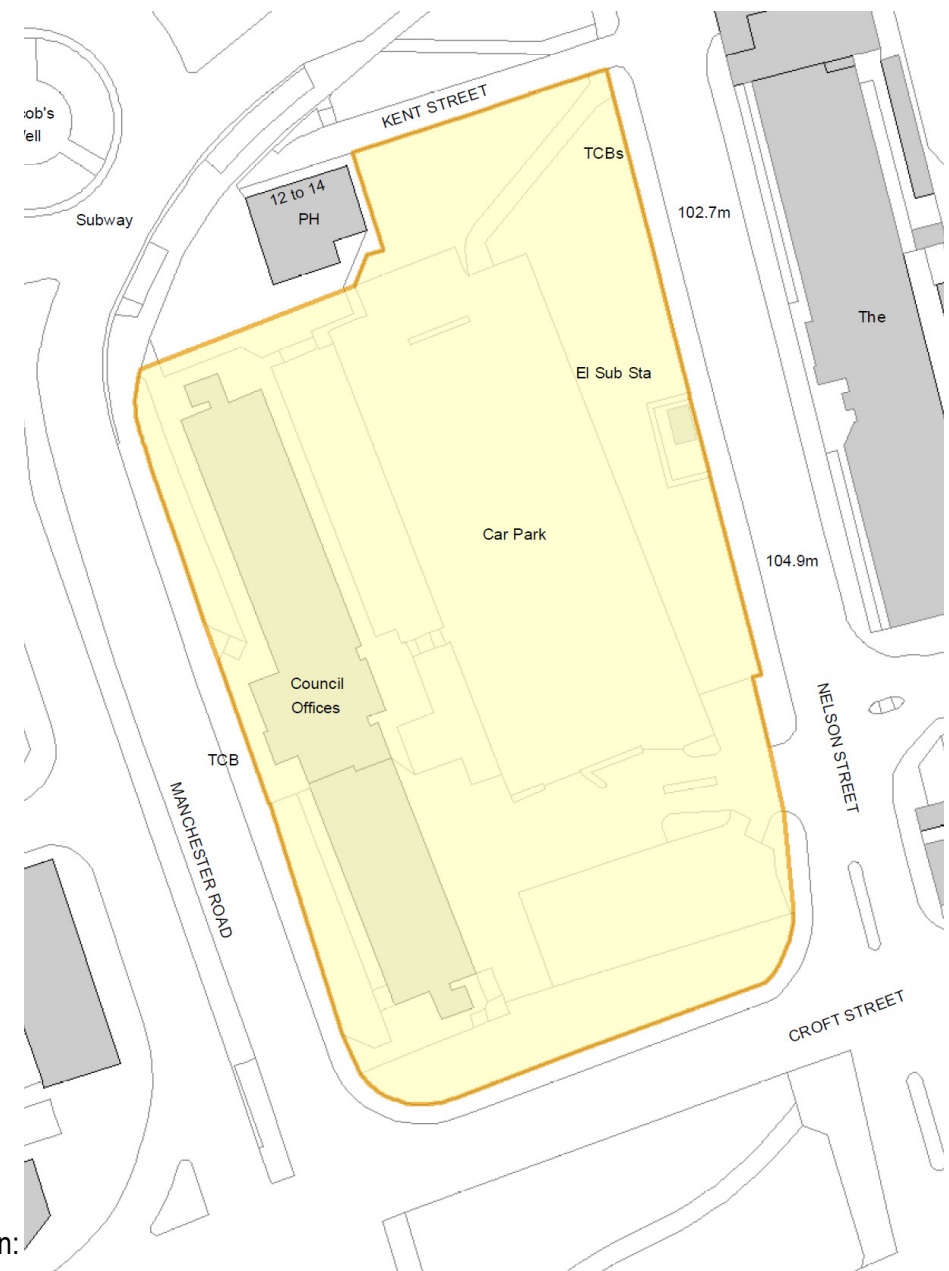
**Proposed Allocation** – Office led mixed use

**Estimated Delivery** – 2020 - 2025

#### The Site

The site was first put forward in the Alsop master plan in 2003, and further developed as a proposal in the Bowl Neighbourhood Development Framework in 2005 as part of the ‘Business Forest’

The Public Service Hub will be the focus for Grade A office (B1) space within the City Centre. The main objective of the Public Service Hub will be to act as the premier destination for government services headquarters currently located within or outside the Bradford District.



## Design

- The site is surrounded by prominent streets on all four sides and the buildings will need to respond positively to all these, in terms of defining the edge of the streets, animating them at ground floor level, and providing visual interest.  
Active uses should be located on the key pedestrian routes at ground level, particularly Nelson Street.
- The scale of the development should be appropriate in relation to surrounding buildings and the enclosure of the street space but it should not detract from views of City Hall.
- It is likely that any development will need to respond to the form of Phase 1 (see B/1.3 above) in terms of addressing and defining vistas out of City Park.
- Any development should incorporate an area of public space as well as new street trees.

The design of the proposed office development will be expected to comply to BREEAM 'Excellent', where viable and feasible to do so.

## Transport

The site is located in the city centre and therefore any proposed redevelopment would be required to minimise traffic generation and incorporate a travel plan.

The site is currently accessed off Nelson Street close to its junction with the A641 Croft Street and the Interchange access. Consequently there are conflicting vehicular manoeuvres close to a major signalised junction with adverse impact on

pedestrians and public transport. The proposal provides an opportunity to move the site access further north on Nelson Street thereby minimising conflicting traffic manoeuvres at the signal junction. This would also provide a better access to any proposed undercroft car parking due to the level difference between the site and Nelson Street at this location.

Any development for the site must consider the feasibility and practicality of facilitating good pedestrian linkages between the site and the city centre and the public transport interchange.

Nelson St forms part of the National cycle route network and any proposed development for this site would need to be mindful of the cycle route and make improvements and connections where necessary. There should be appropriate on-site provision for cycle parking, storage and changing facilities.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. Due to the site's location the developer would be expected to justify any level of long duration parking provision. The proposals should incorporate a reasonable level of short duration parking for city centre visitors.

## Flood Risk

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

## Minimum Expected Development Thresholds - Main – B1 Office Space (Grade A) Floor Space

## B/1.4 – Exchange Court

**Site Size** – 0.68 ha

**Existing Use** – Temporary Surface Car Park

**Proposed Allocation** – Office / Residential / Potential Magistrates Court

**Estimated Delivery** -

### The Site

Following the closure and subsequent demolition of the Bradford Exchange Station in 1973, Exchange Court has been redeveloped through the relocation of the Crown Court and the creation of a new civic space to the rear of the Great Victoria Hotel. However, there still remains a large section of the site which has remained undeveloped, and primarily used as an untreated surface car park.



## Design

- The site lies within the City Centre Conservation Area and adjacent to the Grade II Listed Victoria Hotel.
- Any development should have regard the principles set out in the City Centre Conservation Area Assessment and Conservation Area Appraisal
- Proposals should safeguard those elements which contribute to the significance of the adjacent Listed Building.
- Consideration should be given to how the development of the site could better connect and integrate The Leisure Exchange with the main part of the City Centre  
Strong building lines and positive frontages should be created to Bridge Street, Exchange Square and Vicar Lane to define and provide visual interest to the streets/public spaces.
- A new area of public realm should be created which provides a setting for the buildings and a pedestrian link between Exchange Square and Vicar Lane
- Active uses should be provided at ground floor level facing onto Exchange Square.
- The potential of opening the partially built pedestrian route under Bridge Street between the site and the Interchange should be explored.

## Transport

The site is located in the city centre and therefore any proposed redevelopment would be required to minimise traffic generation and incorporate a travel plan.

Development proposals should be accompanied by Transport Statement detailing access and service arrangements and

connectivity to the wider highway network. While the existing site access at Vicar Lane already serves a large car park and therefore should be acceptable, there is some concern as visibility in the critical direction to the right when emerging from the site is poor and there is no footway across the site frontage on Vicar Lane.

Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. Due to the site's location the developer would be expected to justify any level of long duration parking provision. The development should make provision for some short stay public parking to compensate for loss of a large number of parking spaces.

### **Minimum Expected Development Thresholds -**

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

## B/1.5 – Former Yorkshire Water Depot

**Site Size** -1.2ha

**Existing Use** – Offices part occupied by Citizen Advice Bureau

**Proposed Allocation** –Mixed Use

**Estimated Delivery** -

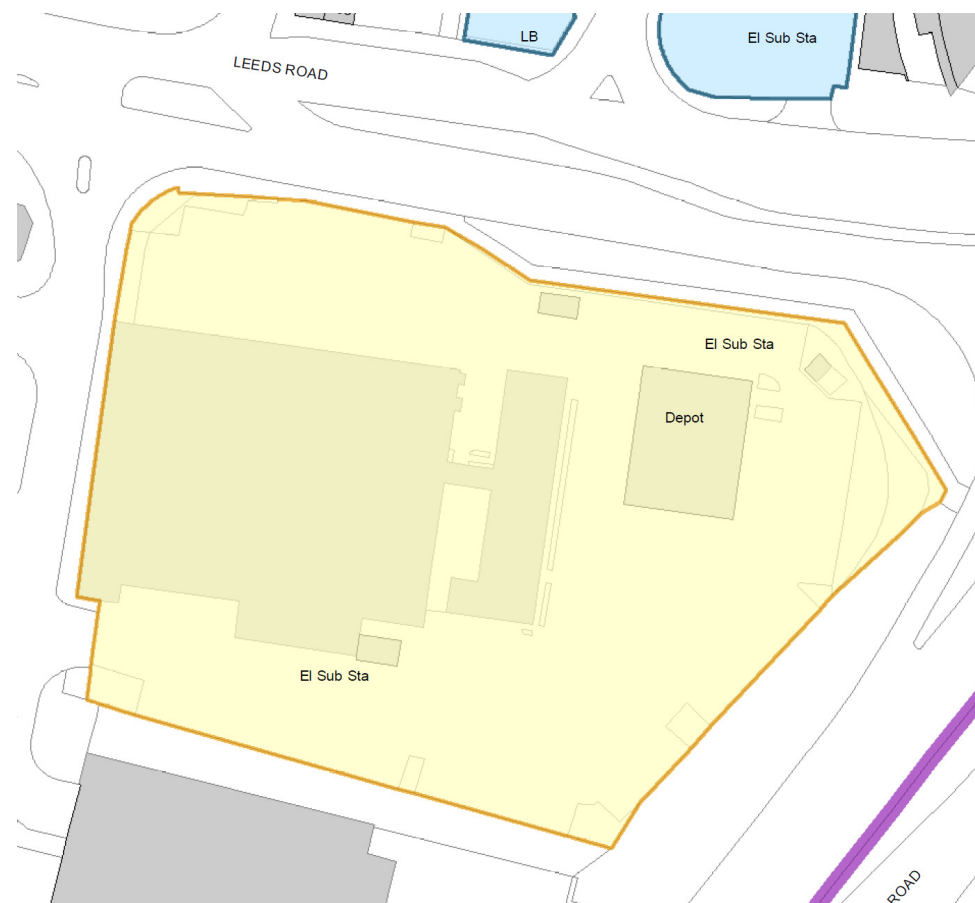
### The Site

The site is currently occupied by the former George Street Yorkshire Water Depot and Laboratory. The former depot and laboratory is currently subject to an approved planning permission for the change of use to a Citizens Advice Bureau.

The site is expected to deliver a leisure based mixed use development.

### Design Considerations

- Any development should define the edges of the site and be of an appropriate scale in terms of enclosing the surrounding streets and responding to the historic character of the adjacent Little Germany Conservation Area.
- A strong landmark feature should be provided at the corner of Leeds Road and Shipley Airedale Road.
- Active uses should be provided at ground floor level along Leeds Road.
- Improvements should be made to pedestrian provision along Leeds Road and Shipley Airedale Road.



The site is located in the city centre and therefore any proposed redevelopment would be required to minimise traffic generation and incorporate a travel plan. Development proposals should be accompanied by a Transport Assessment detailing access arrangements. This assessment should specifically include the impact on George Street-Vicar Lane one way traffic system and any improvements that may be required.

Improvements to pedestrian and cycle links within and through the site to existing networks at Leeds Road and Shipley Airedale Road would help to connect the development to the surrounding area and encourage walking and cycling.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. Due to the site's location the developer would be expected to justify any level of long duration parking provision.

### **Flood Risk**

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

**Minimum Expected Development Thresholds** - Offices, residential (approximately 400 units) and ancillary supporting small scale retail and leisure.



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

**Site Size** – 0.75ha

**Existing Use** – Vacant former cinema / bingo hall

**Proposed Allocation** – Leisure / Office led mixed use

**Estimated Delivery** – 2015 - 2020

### The Site

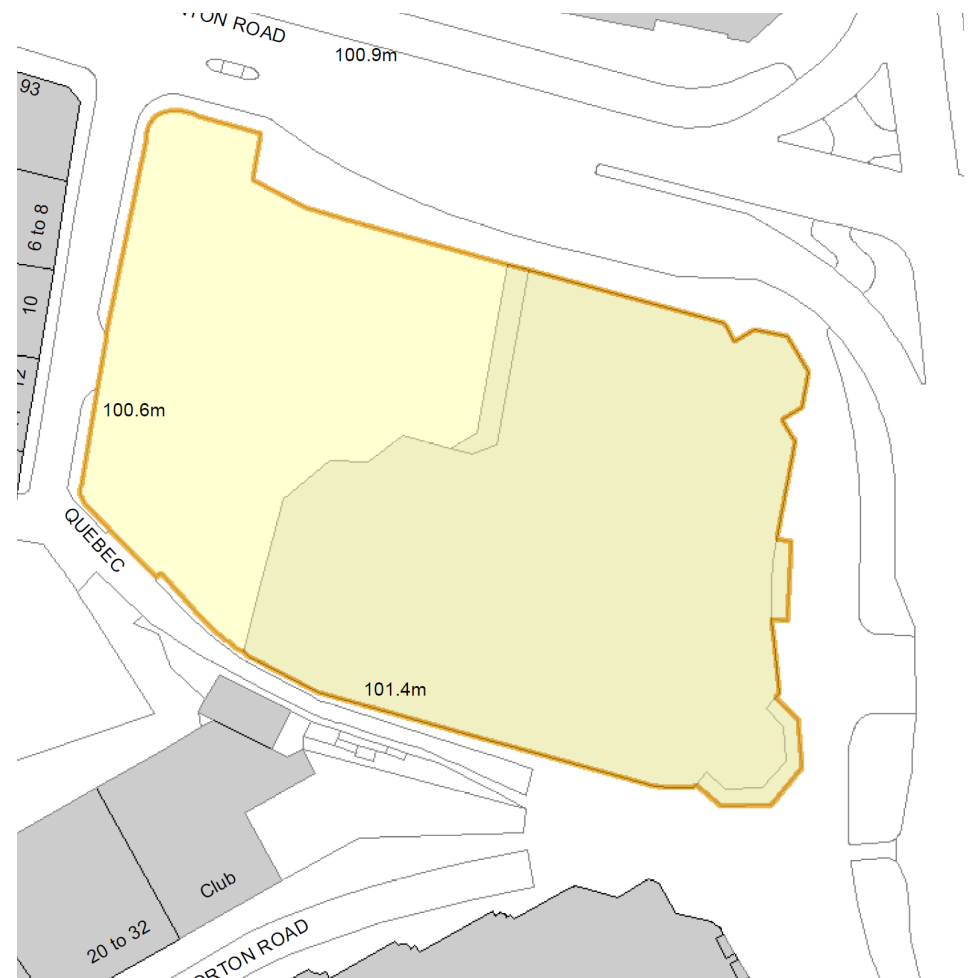
The site is currently occupied by the Former Bradford Odeon. The site has remained vacant for a number of years, and is subject to an approved planning permission for a mixed use development. In 2011, the ownership of the site moved from Yorkshire Forward to the Homes and Communities Agency (HCA) and is now owned by the Council.

The location of this proposed allocation is expected to deliver a mix of leisure, office floor space and residential units.

### Design

- Any proposal for the site should make provision for a distinctive building, which is a landmark in the city centre. This could include the retention of the existing building, or elements of it, as part of the scheme.
- The scale of any new building should be appropriate in terms of contributing to a sense of enclosure to City Park but it must also respond sensitively to the adjacent Alhambra theatre and warehouses on Quebec Street.
- Any development should animate the surrounding streets of Princes Way, Thornton Road and Great Horton Road at ground floor level.
- Any development should consider how the quality of Quebec Street can be enhanced.

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



The site is located in the city centre and has excellent access to services, facilities and public transport. Therefore any proposed redevelopment would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Development proposals should be accompanied by a Transport Statement detailing access and service arrangements. Due to its location servicing this site could be a problem and any direct servicing proposal from Thornton Road would be unacceptable. It may be possible to use Quebec Street for vehicular access and servicing but this street would need to be improved and turning facilities provided; and provision for pedestrians and cyclists should also be made.

**Floodrisk**

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

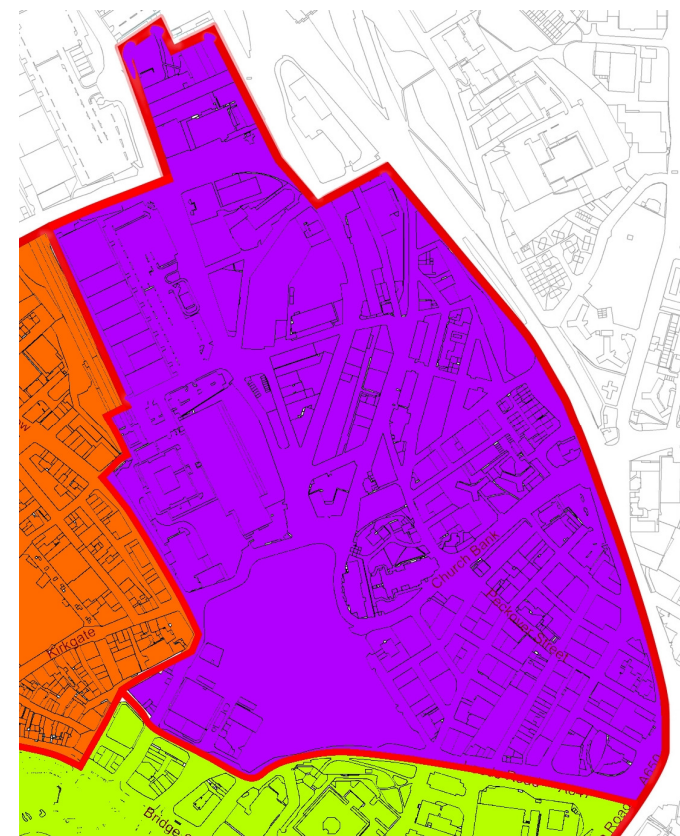
**Minimum Expected Development Thresholds - Live Music Venue and Associated Leisure Uses**

## Little Germany and Cathedral Quarter

### Vision

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

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**Figure 5 – Little Germany and Cathedral Quarter Neighbourhood**

## Little Germany and Cathedral Quarter Neighbourhood Spatial Framework

### Character and Built Form

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

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

#### *Little Germany*

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

- Impressive collection of Italianate palazzo style warehouses;
- Local stone used for buildings (honey coloured) and highways and Welsh slate for roofs;
- Densely built up with intimate spaces between buildings;
- Formal grid layout;
- Steep topography rising up away from the city centre
- Timber sash windows, panelled doors and decorative iron work.

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

### ***Cathedral Quarter***

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

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

Key historic buildings within the Little Germany and Cathedral Quarter Neighbourhood include: The Cathedral Church of St Peter, De Vere House (62 Vicar Lane), The Law Russell Warehouse (63 Vicar Lane), St Peter's House, The Midland Hotel and the Nat West Bank No.1 Market Street

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

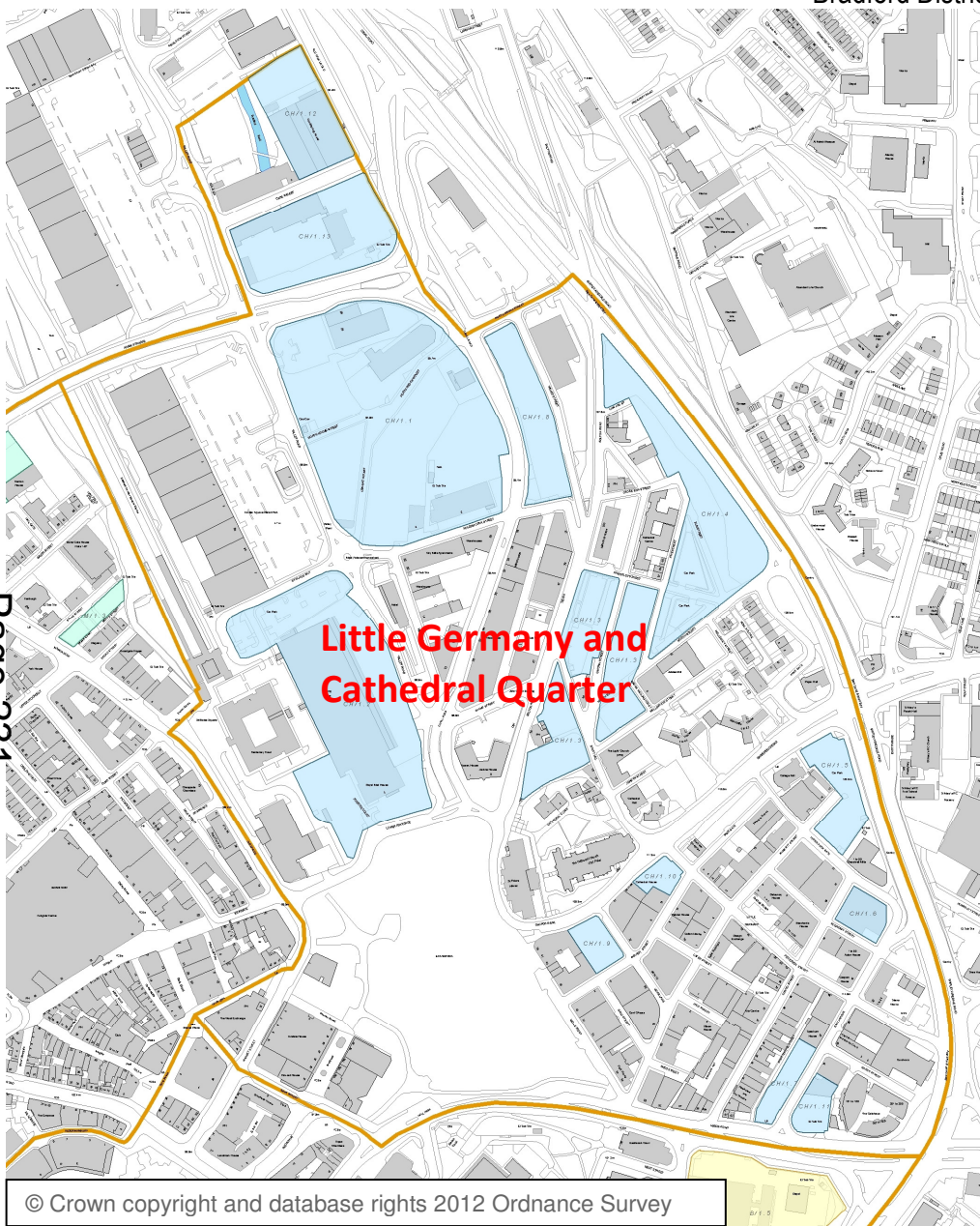
#### **Development in the neighbourhood will include:**

- Sympathetic reuse of historic buildings for a variety of different uses, including residential, leisure, offices with active uses at the ground floor street facing level;
- Appropriately designed new build developments which sit well and respect the historic character of the Little Germany and Cathedral Conservation Areas;

- Delivery of approximately 1500 new homes through the reuse of buildings and new build development;
- Improved pedestrian and cycle links to the new Broadway Shopping Centre and the rest of the City Centre, including Forster Square Station and Retail Park;
- Delivery of the Stations Masterplans – Redevelopment of Forster Square Railway Station, creating a much more positive arrival point and gateway to the city centre.

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

**Key Development Site:** Area East of Valley Road. Former Royal Mail Sorting Office.



### Proposed Site Allocations

- CH/1.1 – Area East of Valley Road,**
- CH/1.2 – Former Royal Mail Sorting Office**
- CH/1.3 – Cathedral Quarter Phase 1**
- CH/1.4 – Cathedral Quarter Phase 2**
- CH/1.5 – Burnett Street Car Park**
- CH/1.6 – Olicana House, Chapel Street**
- CH/1.7 – East Parade Car Park**
- CH/1.8 – Land West of Wharf Street**
- CH/1.9 – Vacant Plot bounded by Church Bank, Vicar Lane and Curren Street**
- CH/1.10 – Vacant Plot bounded by Church Bank, Peckover Street and Curren Street**
- CH/1.11 – Gate Haus 2**
- CH/1.12 – Conditioning House**
- CH/1.13 – Midland Mills**

**Figure 6 - Little Germany and Cathedral Quarter Neighbourhood Sites**

## CH/1.1 – Area East of Valley Road

**Site Size** – 3.5ha

**Existing Use** – Mix of vacant plot, retail, office and car repairs.

**Proposed Allocation** – Mixed use including office, residential and supporting ancillary leisure and retail uses.

**Estimated Delivery – Long (2025- 2030)**

### The Site

### Design Considerations

- A Masterplan will be required to establish the design framework and principles for the site which is in a number of different ownerships.
- The site has a number of important road frontages – Valley Road, Canal Road, Hamm Strasse and Holdsworth Street. Any new buildings should define and enclose these routes in terms of their scale and building line.
- The corners of the site will require strong built features to address prominent vistas.
- A new area of public realm should be provided as part of any development and pedestrian permeability should be provided through the site connecting in to the wider network of routes.
- The site is appropriate for tall buildings of high quality design.
- The buildings on the southern side of Holdsworth Street are Grade II Listed and they also form the northern edge of the Cathedral Precinct Conservation Area.
- Proposals for the development of the southern end of the site will need to ensure that they relate sensitively to the character and setting of the adjacent Listed Buildings and the Cathedral Precinct Conservation Area

**Minimum Expected Development Thresholds – 600 residential units**





## **Transport**

This is an edge of centre site in a highly accessible location, close to the railway station and in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a travel plan. Development proposals should be accompanied by a Transport Assessment detailing access arrangements and connectivity to the wider highway network.

Primary vehicular access should be from Canal Road and Holdsworth Street and not from Valley Road or Hamme Strasse.

Improvements to pedestrian and cycle links within and through the site to existing networks will help to connect the development to the surrounding area and encourage walking and cycling. The development should seek to enhance the existing pedestrian links in the locality, between Broadway, Forster Square Retail Park and the rail station.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the site's particularly high accessibility and proximity to the rail station and public transport corridors. The site may also be suitable for car free development.

## **Floodrisk**

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

## CH/1.2 – Former Royal Mail Sorting Office

**Site Size** – 1.88ha

**Existing Use** – Vacant Royal Mail Sorting Office

**Proposed Allocation** – Leisure Led Mixed Use

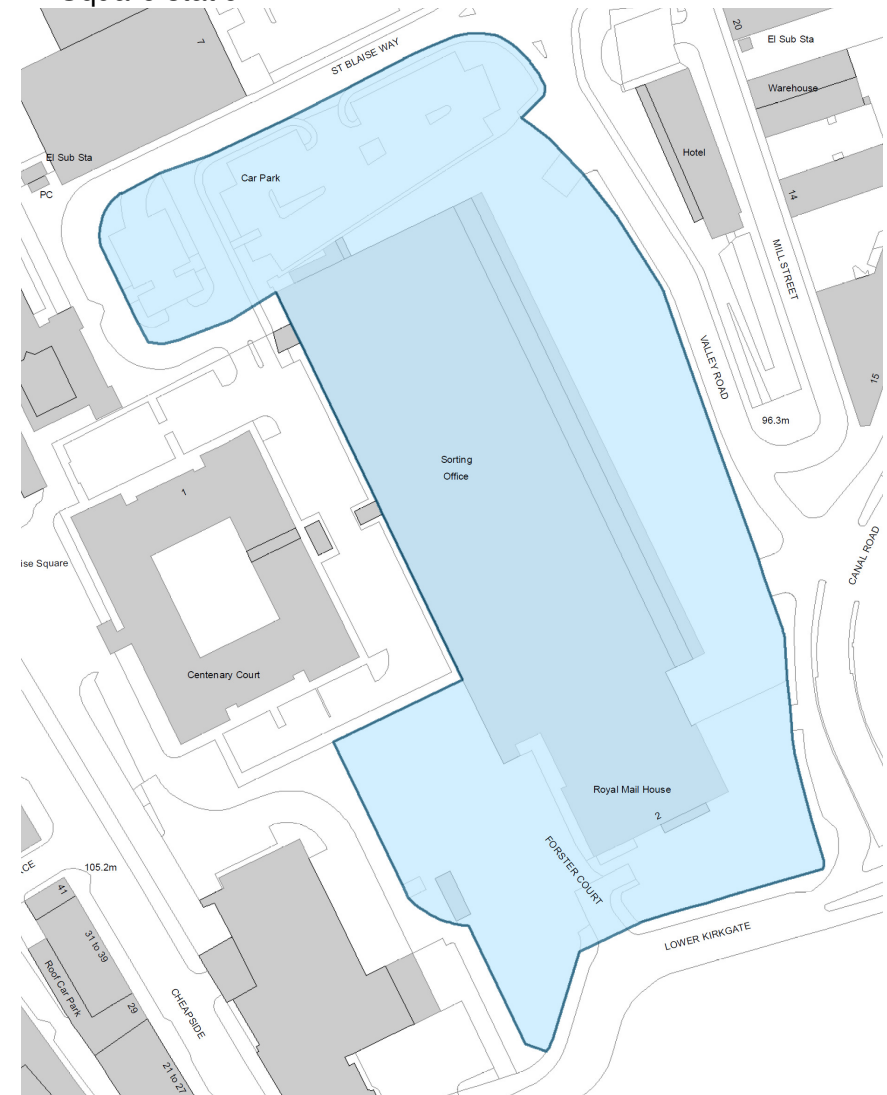
**Estimated Delivery** – 2015 - 2020

### The Site

### Design Considerations

- Development of the Sorting Office site should be considered in conjunction with the adjacent rail station car park and the Westfield site compound at Forster Court. A masterplanning exercise shall be required to coordinate the comprehensive redevelopment of this site.
- Any scheme should improve north-south pedestrian links between the central shopping area/Broadway and the Forster Square Retail Park and railway station.
- The potential of creating east-west routes between the Cathedral Quarter and station should also be explored.
- New buildings should define the edge of the routes and should respond positively to the corners of Valley Road where it meets Lower Kirkgate and St.Blaise Way.
- Active ground floor frontages and improvements to the public realm should be provided on the key routes of St Blaise Way, Valley Road and Lower Kirkgate.
- The site is located between two Conservation Areas and adjoins the Grade II Listed Midland Hotel
- The scale of new development should respond to the surrounding historic context of the Cathedral Quarter and the Midland Hotel.
- The wall of the former Midland Railway Station should be incorporated / retained as part of any scheme.

- New high quality public realm should be delivered through the redevelopment of the site to create a new gateway location for the city linked to the enhancements to Forster Square station.



## **Transport**

The site is located in the city centre and therefore any proposed redevelopment would be required to minimise traffic generation and incorporate a travel plan.

Development proposals should be accompanied by Transport Statement detailing access and service arrangements and connectivity to the wider highway network. The existing site entrances into the car park on Canal Road would need to be closed and St. Blaise Way should be considered as a sole access/egress for the development.

Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. Due to the site's location the developer would be expected to justify any level of long duration parking provision. The development should make provision for some short stay public parking.

## **Floodrisk**

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

### CH/1.3 – Cathedral Quarter Phase 1

**Site Size** – 1.40ha

**Existing Use** – Vacant Listed Pub and surface car parks.

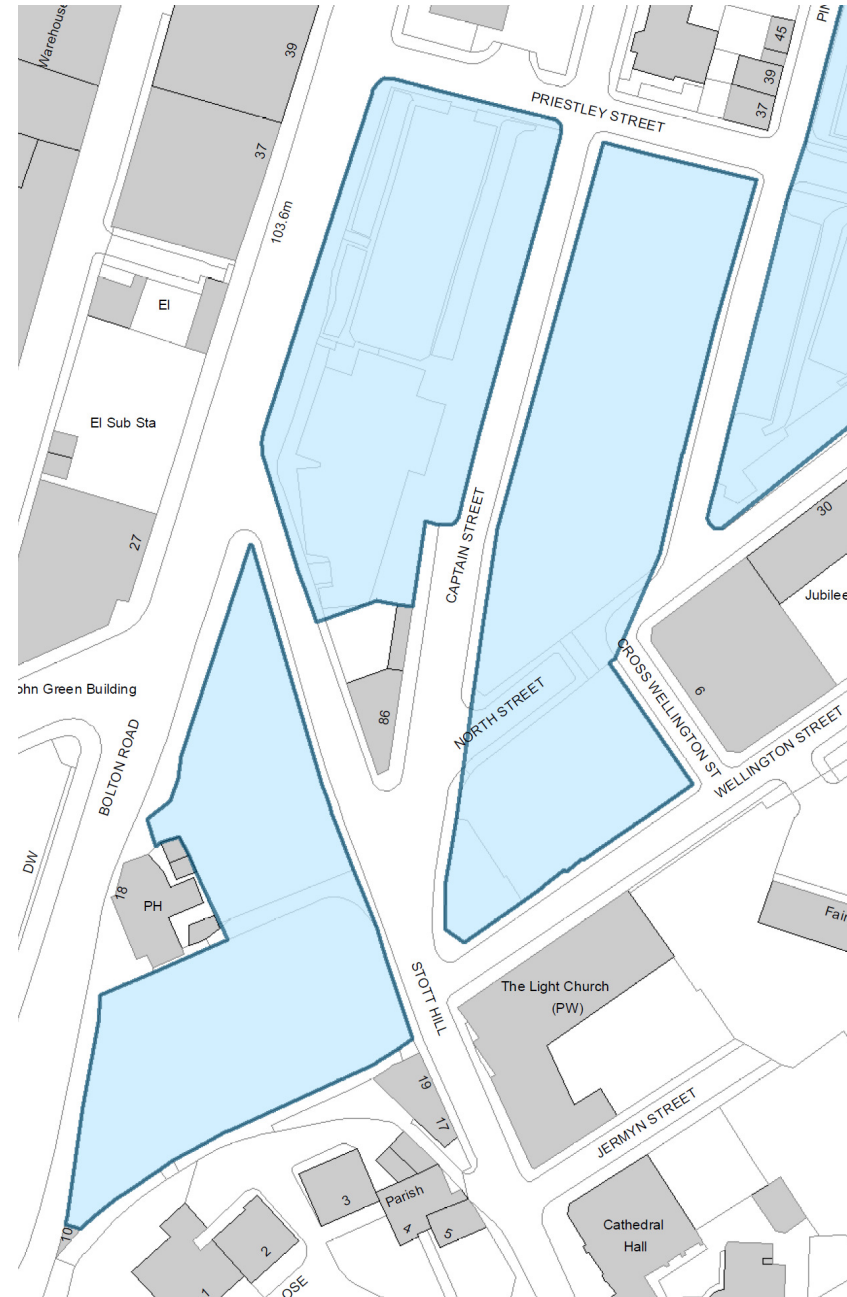
**Proposed Allocation** – Residential

**Estimated Delivery** – 2020 – 2025

#### The Site

The site consists of a number of surface car parks, and a grade II listed public house.

The proposed allocation is for residential land use and is expected to deliver approximately 100 residential units. This is below the standard unit density, as the development of any residential accommodation shall be of sufficient scale to protect the historic and architectural character of the grade I listed Cathedral.



## Design Considerations

- Bolton Road is a key route into the city centre and new development should define the edge of the street, be of an appropriate scale and provide active frontages at ground floor level.
- The layout and scale of the buildings should respond to the sloping nature of the site and positive patterns of development in the area. For instance the buildings could reduce in height further up the slope.
- Any new development should relate well to and improve the quality of the existing footpaths between Bolton Road and Stott Hill.
- The stone setted route of Captain Street should be retained and exploited as a focus of the development. The corner of Captain Street and Stott Hill could offer the opportunity for a new area of public realm.
- The site contains two Listed Buildings and, at its southern end, lies within the Cathedral Precinct Conservation Area.
- The scale and design of new development should respond sensitively to the surrounding historic context, and safeguard the character and setting of the two Listed Buildings.
- Any new development should look to retain the tower of the former school as it is a prominent local landmark at the northern end of this site.

## Transport

The sites are located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

Primary vehicular access for the two sites located on Captain Street should be from Captain Street and/or Priestly Street. There should be no direct vehicular access to Bolton Road or Stott Hill. Primary vehicular access for site located between Bolton Road and Stott Hill should be from Bolton Road.

Road gradients should be a maximum 1 in 15, though 1 in 20 is desirable.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to the rail station and public transport corridors. The sites may also be suitable for car free development.

A review of TROs would be required to prevent commuter parking in this locality.

## Floodrisk

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

**Minimum Expected Development Thresholds** – 100 residential units

## CH/1.4 – Cathedral Quarter Phase 2

**Site Size** – 1.52ha

**Existing Use** – Vacant former primary school and surface car parks

**Proposed Allocation** – Residential

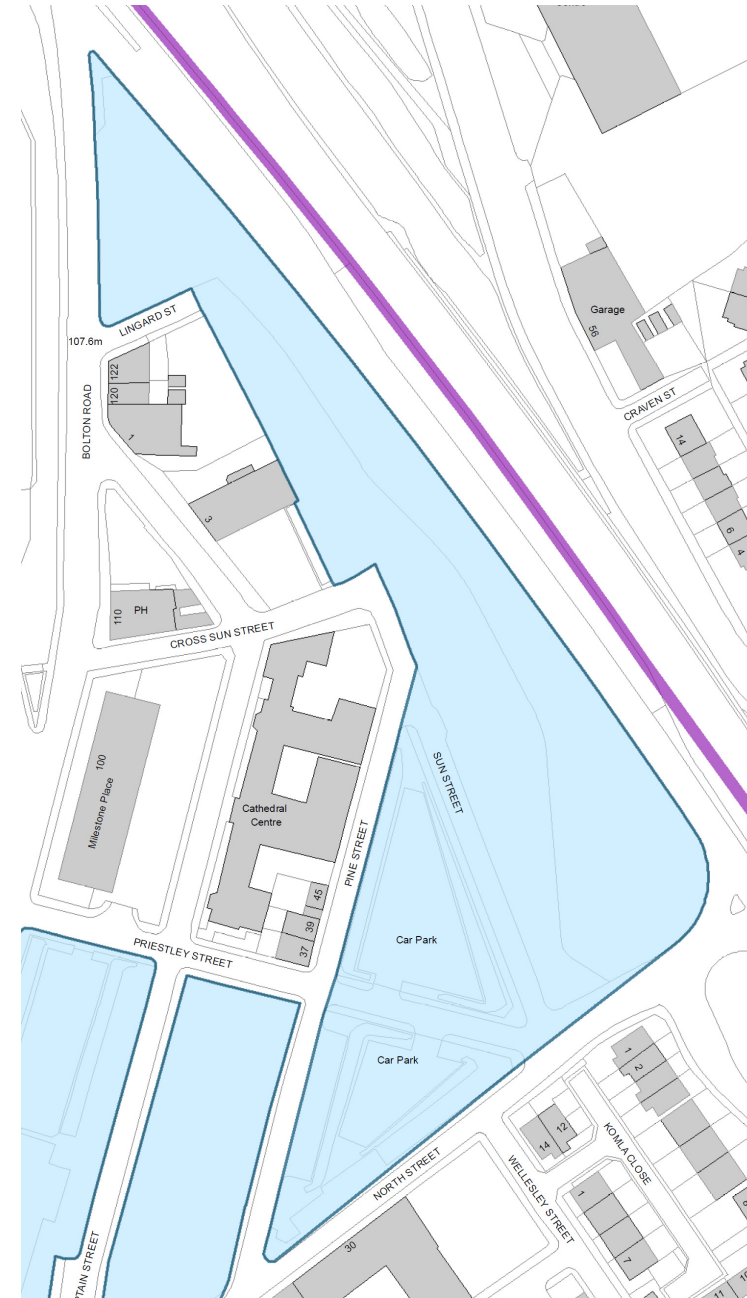
**Estimated Delivery** – 2020 – 2025

### The Site

The site consists of a mixture of surface car parks and a vacant former primary school.

B

The proposed allocation is for residential land use and is expected to deliver a minimum of 200 residential units. Any proposed development should look to make use of the former primary school for the conversion to residential units, where viable.



## Design Considerations

- The layout and scale of the buildings should respond to the sloping nature of the site. It is likely that lower buildings (e.g. 3 storeys) will be most appropriate on the upper slopes.
- Any scheme should utilise the landscape area alongside Shipley Airedale Road to provide residential amenity and an improved setting for new homes.
- The scale and design of new development should respond sensitively to the surrounding historic context, and safeguard the character and setting of the nearby Listed Buildings
- Explore the potential for new public spaces to be created at corner of Stott Hill and top of North Street.

## Transport

The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

Primary vehicular access should be from Sun Street and Pine Street.

Road gradients should be a maximum 1 in 15, though 1 in 20 is desirable.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to the public transport facilities, but the topography of the area may be a deterrent to many to walk, cycle and access public transport.

A review of Traffic Regulation Orders (TROs) would be required to prevent commuter parking in this locality.

## Floodrisk

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

**Minimum Expected Development Thresholds – 200 residential units**

## CH/1.5 – Burnett Street Car Park

**Site Size** – 0.33ha

**Existing Use** – Surface Car Park

**Proposed Allocation** – Residential

**Estimated Delivery** – 2020 – 2025

### The Site

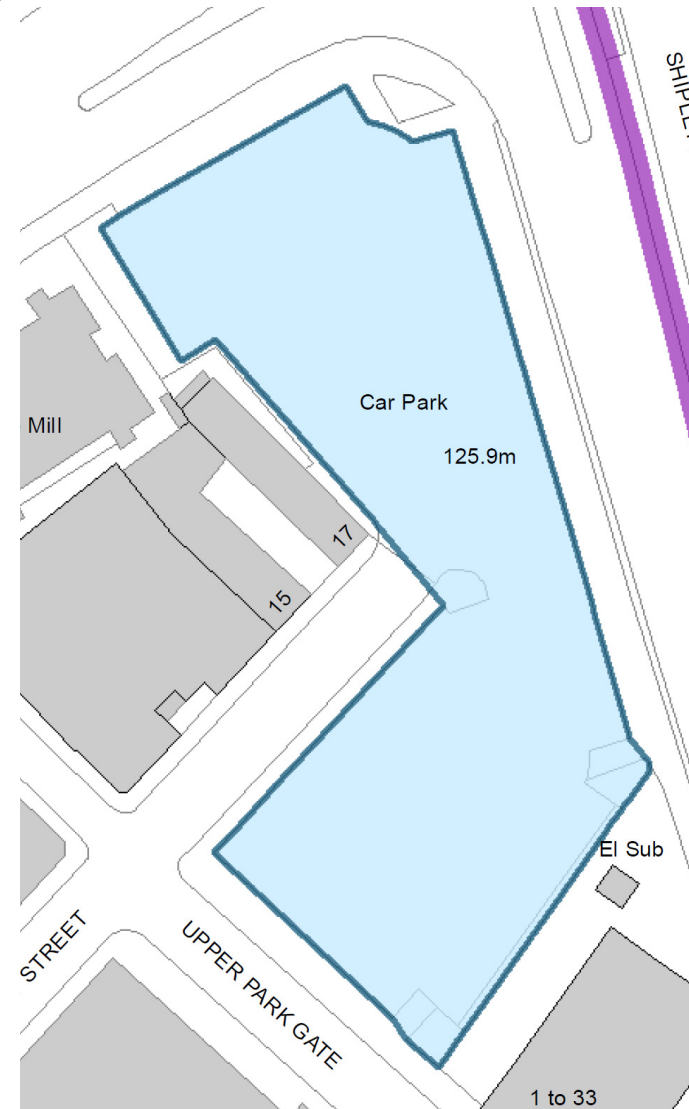
The site currently operates as a pay and display surface car park. The proposed allocation is for residential land use and is expected to deliver a minimum of 50 residential units.

### Design Considerations

- Any new development should create urban blocks which define and enclose the streets and repair the urban fabric of this part of Little Germany.
- New development should respond positively to the corners of the site, particularly at the junction of Barkerend Road/ShIPLEY Airedale Road which should be a gateway feature.
- The site lies within the Little Germany Conservation Area and there are a number of Listed Buildings in its vicinity.

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

**Minimum Expected Development Thresholds** – 50 residential units.





## CH/1.6 – Olicana House, Chapel Street

**Site Size** – 0.34ha

**Existing Use** – Vacant former Council office

**Proposed Allocation** – Residential

**Estimated Delivery** – 2015 – 2020

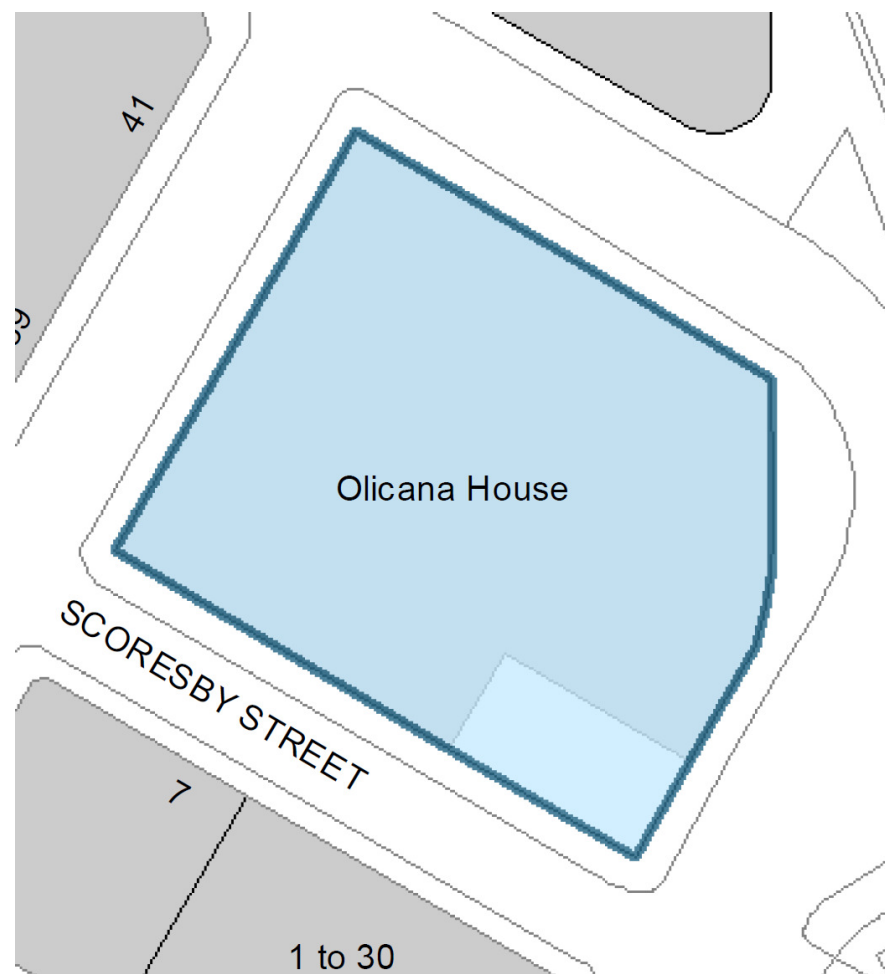
### The Site

The site is currently occupied by a vacant council office block and surface car park.

The current building occupying the site is not of sufficient character to warrant retention, unlike the surrounding 19<sup>th</sup> Century wool warehouse of Little Germany. Taking account of the surrounding of value heritage buildings, the minimum expected development thresholds are lower to reflect the historic and architectural character of the listed warehouses.

### Design Considerations

- Any new building on the site should respond to the existing pattern of development in Little Germany in terms of scale, layout and appearance.
- There are Grade II Listed Buildings to the north, south and west of this building.
- The site lies within the Little Germany Conservation Area.



## Transport

The site is located on the edge of the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities. Some undercroft parking may be acceptable with access from Scoresby Street. Opportunities for provision of on-street parking and servicing on Scoresby Street should be considered. The site would also be suitable for car free development given its sustainable location.

**Minimum Expected Development Thresholds** – 20 residential development units

### CH/1.7 – East Parade Car Park

**Site Size** – 0.18ha

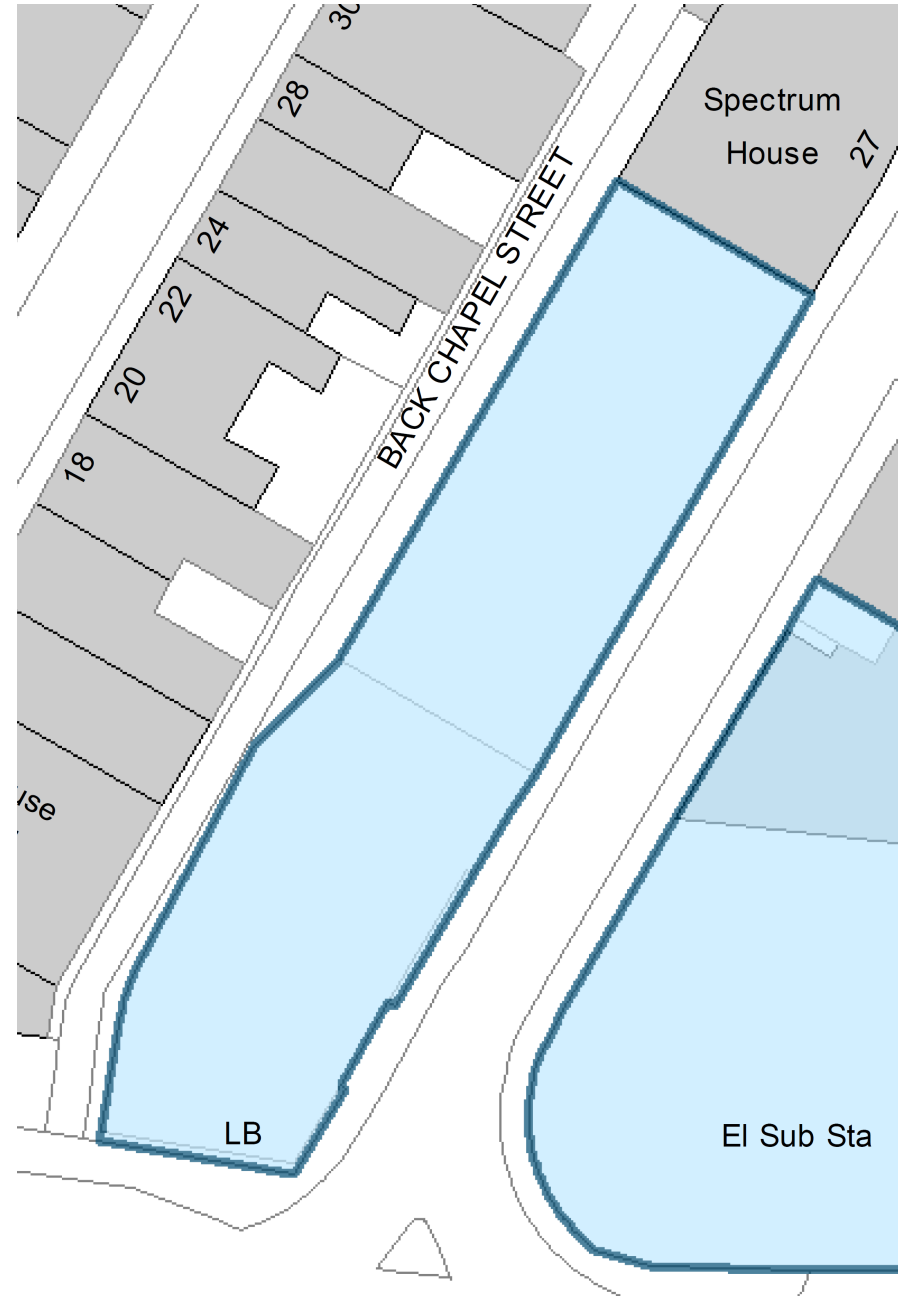
**Existing Use** –

**Proposed Allocation** – Residential

**Estimated Delivery - 2020 – 2025**

#### The Site

The site currently operates as a pay and display surface car park. The proposed allocation is for residential land use and is expected to deliver a minimum of 50 residential units. This will build upon the success and popularity of the Gatehaus development adjacent to the site.



## Design Considerations

- Any new development should help to repair the urban fabric in this part of Little Germany, responding to existing patterns of development and creating a strong edge to East Parade and Leeds Road.
- There is a group of Grade II Listed Buildings to the north-west of this building.
- The site lies within the Little Germany Conservation Area. The Council will support the design principles set out for this site

**Minimum Expected Development Thresholds – 50 residential development units.**

## Transport

The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to public transport facilities. Some undercroft parking may be acceptable with access from East Parade. The site would also be suitable for car free development given its sustainable location.

**CH/1.8 – Land West of Wharf Street**

**Site Size** – 0.50ha

**Existing Use** – Vacant Plot / Car Park

**Proposed Allocation** – Residential

**Estimated Delivery** – 2025 - 2030

**The Site**

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



## Transport

The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

Primary vehicular access from Wharf Street would be desirable but an access off Canal Road at the western end of the site may be acceptable to serve a small car parking area.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the site's particularly high accessibility and proximity to the rail station and public transport corridors. The site may also be suitable for car free development.

## Design

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

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

**Minimum Expected Development Thresholds – 100 residential units with ancillary leisure / convenience retail floor space on the ground floor.**

**CH/1.9 – Vacant Plot bounded by Church Bank, Vicar Lane and Currer Street**

**Site Size - 0.15ha**

**Existing Use – Vacant Plot**

**Proposed Allocation – Residential**

**Estimated Delivery – 2020 - 2025**

**The Site**

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



## Transport

The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to public transport facilities. Some undercroft parking may be acceptable with access from Curren Street. The site would also be suitable for car free development given its sustainable location.

## Design

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

**Minimum Expected Development Thresholds – 20 residential units with ancillary leisure / convenience retail floor space on the ground floor.**



**CH/1.10** – Vacant Plot bounded by Church Bank, Peckover Street and Currer Street

**Site Size** - 0.1ha

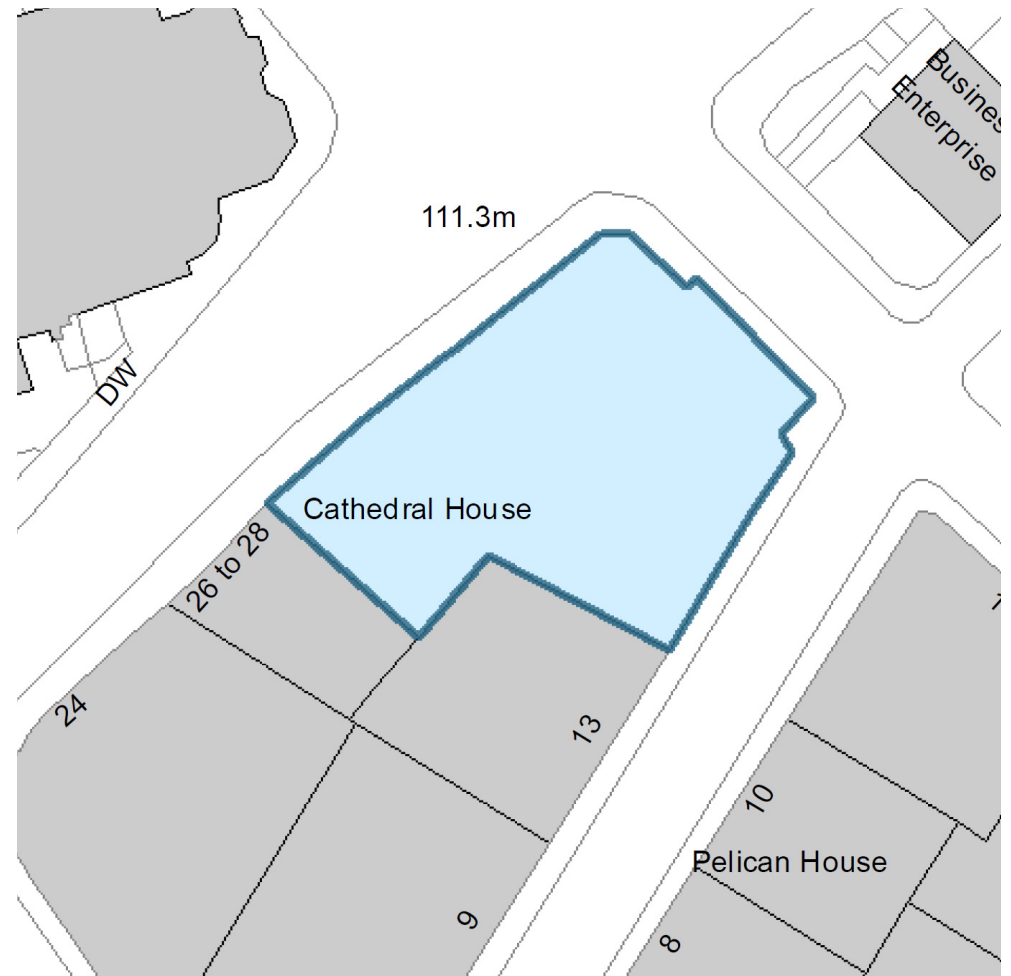
**Existing Use** – Vacant Plot

**Proposed Allocation** – Residential

**Estimated Delivery** – 2020 – 2025

### The Site

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



## Transport

The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to public transport facilities. Some undercroft parking may be acceptable with access from Currer Street. The site would also be suitable for car free development given its sustainable location.

## Design

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

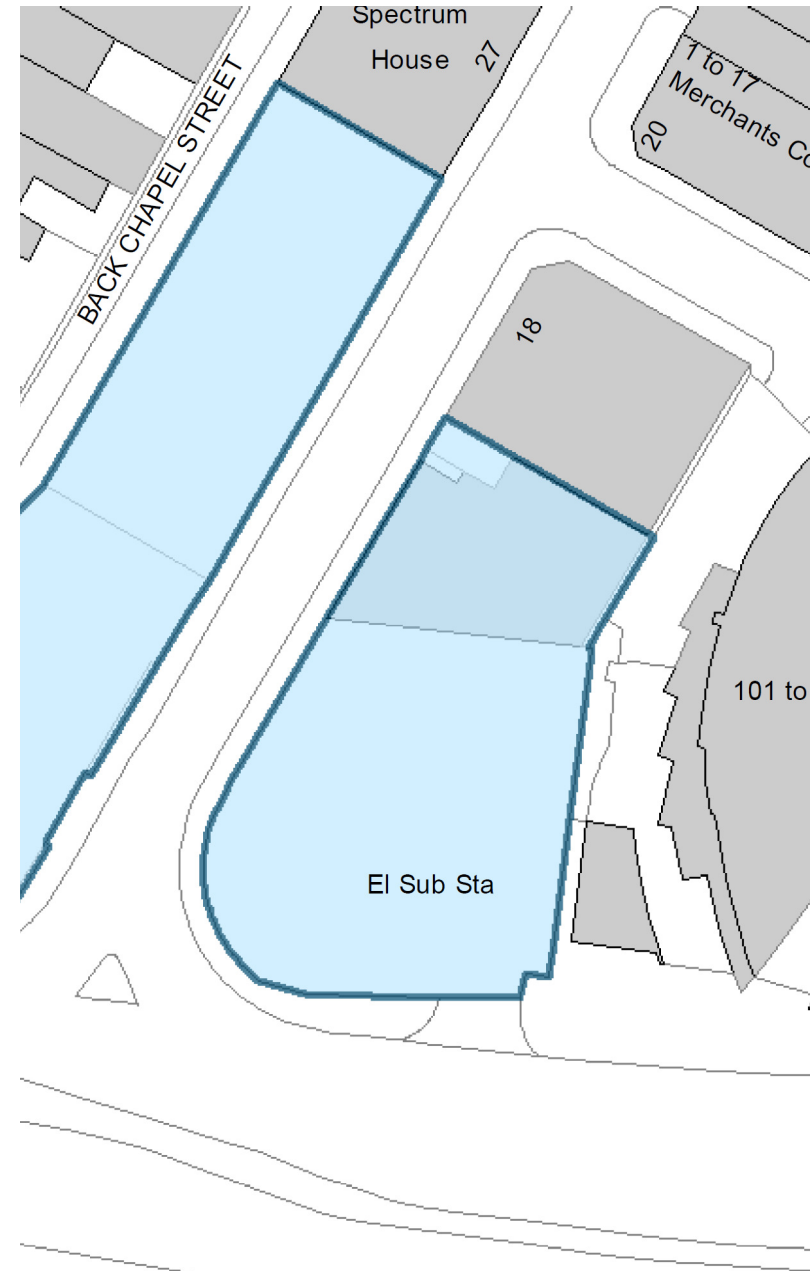
**Minimum Expected Development Thresholds – 20 residential units with ancillary leisure / convenience retail floor space on the ground floor.**

**CH/1.11 – Gate Haus 2**

**Site Size** - 0.15ha  
**Existing Use** – Vacant Plot and Car Park  
**Proposed Allocation** – Residential  
**Estimated Delivery** – 2020 – 2025

**The Site**

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



## Transport

The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

Vehicular access & egress should be from East Parade and the existing site access off Leeds Road would need to be permanently closed off and replaced with a full kerb face and the footway returned to full footway status.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to public transport facilities. Some undercroft parking may be acceptable with access from East Parade. The site would also be suitable for car free development given its sustainable location.

## Design

Any development should create positive frontages to Leeds Road and East Parade and should animate the street at ground floor level. Careful consideration will be needed as to

how it will relate to the existing Gatehaus development to the east and the restaurant to the north.

New development should respond to the existing positive character in Little Germany in terms of scale, building line and design quality, as well as contributing towards improving the pedestrian environment and footway on Leeds Road.

**Minimum Expected Development Thresholds – 20 residential units with ancillary leisure / convenience retail floor space on the ground floor.**

**CH/1.12 – Conditioning House, Cape Street**

**Site Size** – 0.5 Ha

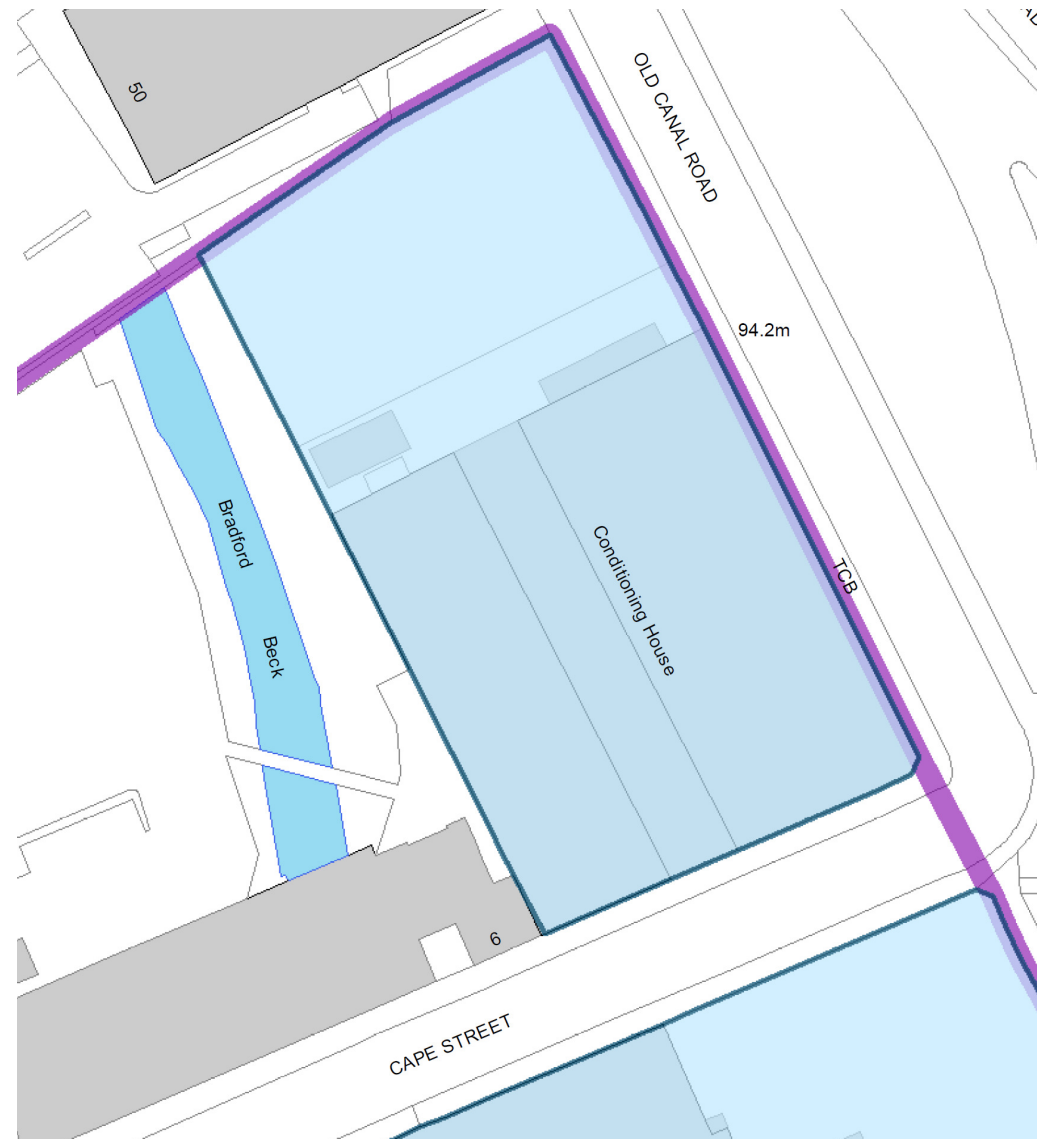
**Existing Use** – Vacant Plot and Car Park

**Proposed Allocation** – Residential

**Estimated Delivery** – 2020 - 2025

**Site Description**

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



## Transport

This is an edge of centre site in a highly accessible location, close to the Forster Square rail station and in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a travel plan.

Development proposals should be accompanied by a Transport Assessment detailing access arrangements and connectivity to the wider highway network.

Primary vehicular access should be from the existing access points on Old Canal Road.

Improvements to pedestrian and cycle links within and through the site to existing networks at Valley Road, Canal Road and Hamme Strasse would help to connect the development to the surrounding area and encourage walking and cycling and travel by public transport. Contribution to bus infrastructure improvements may also be required.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to public transport facilities.

## Design

Any development should involve the conversion of the existing listed building.

The proposed alignment of the future Bradford Canal passes through the site and the route of this should be safeguarded as part of any scheme – potentially as public amenity space for residents.

The full height atrium which runs through the building could provide interesting opportunities in terms of amenity space and potentially retail and leisure uses.

There could be an opportunity for new buildings on the northern part of the site or a multi decked car park structure of high quality contemporary design.

**Minimum Expected Development Thresholds – 100 residential units with ancillary leisure / convenience retail floor space on the ground floor.**

**CH/1.13 – Midland Mills, Valley Road**

**Site Size** – 1.0 Ha

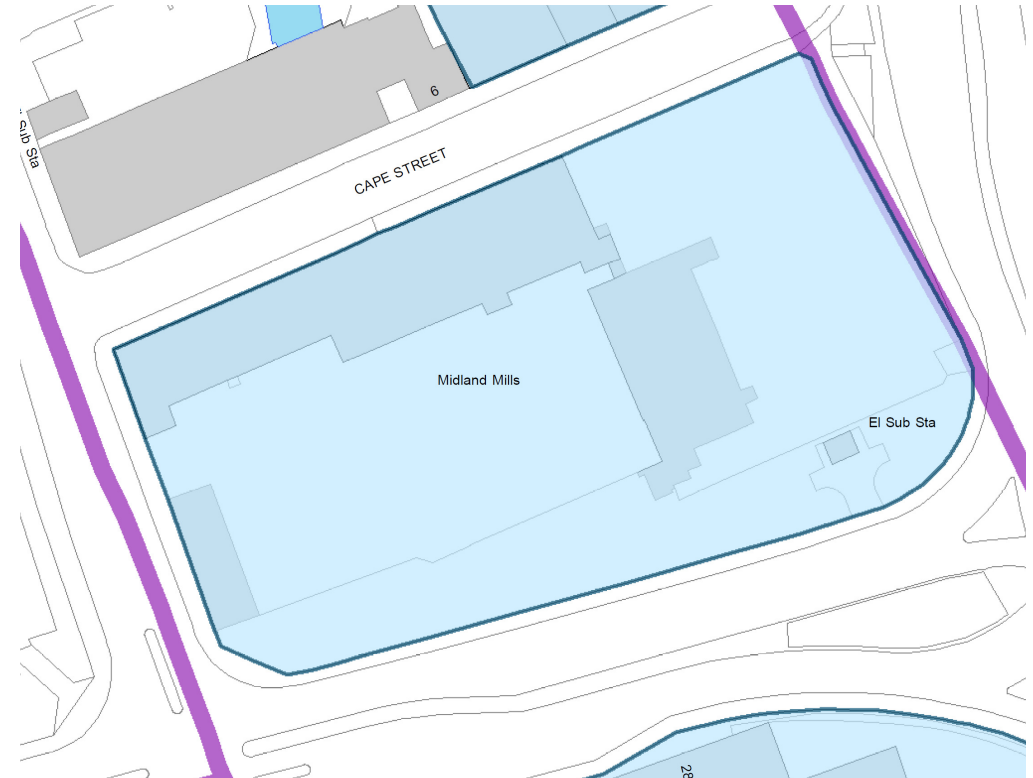
**Existing Use** – Vacant Plot and Car Park

**Proposed Allocation** – Residential

**Estimated Delivery** – 2020 - 2025

**Site Description**

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



## Transport

This is an edge of centre site in a highly accessible location, close to the Forster Square rail station and in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a travel plan.

The proposed alignment of the future Bradford Canal passes through this site.

Therefore any development proposal should take this into consideration and not prejudice its delivery.

Development proposals should be accompanied by a Transport Assessment detailing access arrangements and connectivity to the wider highway network.

Primary vehicular access should be from the existing access point on Valley Road. A second vehicular access from Cape Street/Old Canal Road may also be needed to serve part of the site segregated by the Bradford Canal alignment.

Improvements to pedestrian and cycle links within and through the site to existing networks at Valley Road, Canal Road and Hamm Strasse would help to connect the development to the surrounding area and encourage walking and cycling and travel by public transport. Improvements to bus infrastructure may also be needed.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in

recognition of the sites particularly high accessibility and proximity to public transport facilities.

## Design

Any development should involve the conversion of the listed mill buildings on site.

There are opportunities for new buildings of a similar scale to the existing which positively address the edges of the site including Hamm Strasse and Canal Road. Car parking could be provided underneath any new buildings.

Communal open space for residents should be provided along the proposed route of the canal and also over the line of the Beck – the latter could include decorative grills or transparent surfaces which reveal the water underneath.

Additional amenity space could be provided as part of an internal courtyard or landscaped gardens.

The landscaped verge alongside Hamm Strasse could be retained but remodelled to integrate better with development on the site and provide useable space. This could include improving the pedestrian environment alongside the city centre ring road, possibly introducing new tree planting along the edge of the footway.

**Minimum Expected Development Thresholds – 200 residential units with ancillary leisure / convenience retail floor space on the ground floor.**



## The Shopping and Markets Neighbourhood

### Vision by 2030

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

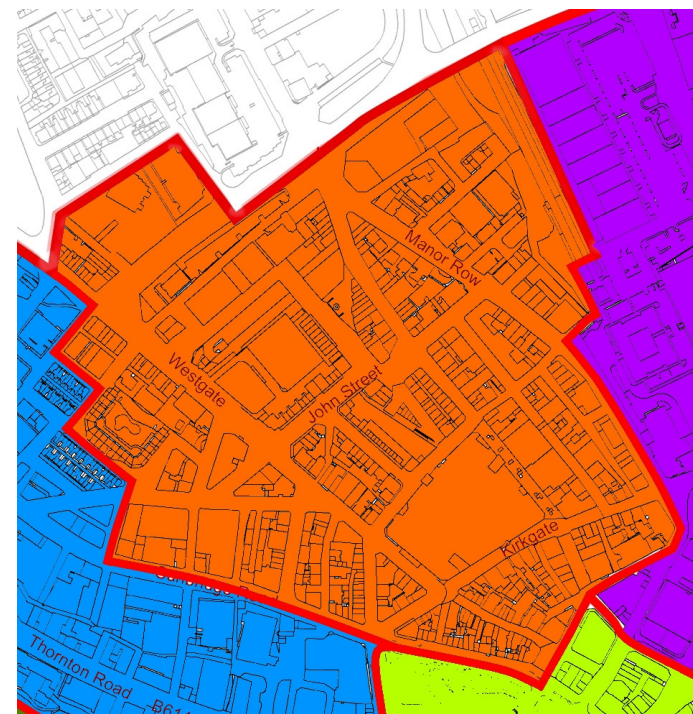


Figure 7 – Shopping and Markets Neighbourhood

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## The Shopping and Markets Neighbourhood Spatial Framework

The development of the Broadway Shopping Centre will likely result in significant change for this area, but the Plan is committed to continuing the promotion of the existing shopping anchors of the Kirkgate Centre, Kirkgate, Darley Street and the Oastler Centre. The Council will also support the fledgling independent retail and leisure sector on North Parade and the surrounding streets.

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

### Character and Built Form

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

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

Key historic buildings within the Shopping and Market Neighbourhood include: The Yorkshire Penny Bank at North Parade, the former United Reform Chapel at Infirmary Street, former warehouses, the former Register Office and the Old Crown Court on Manor Row and the imposing range of commercial buildings on the east side of North Parade

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

### **Connectivity and Public Realm**

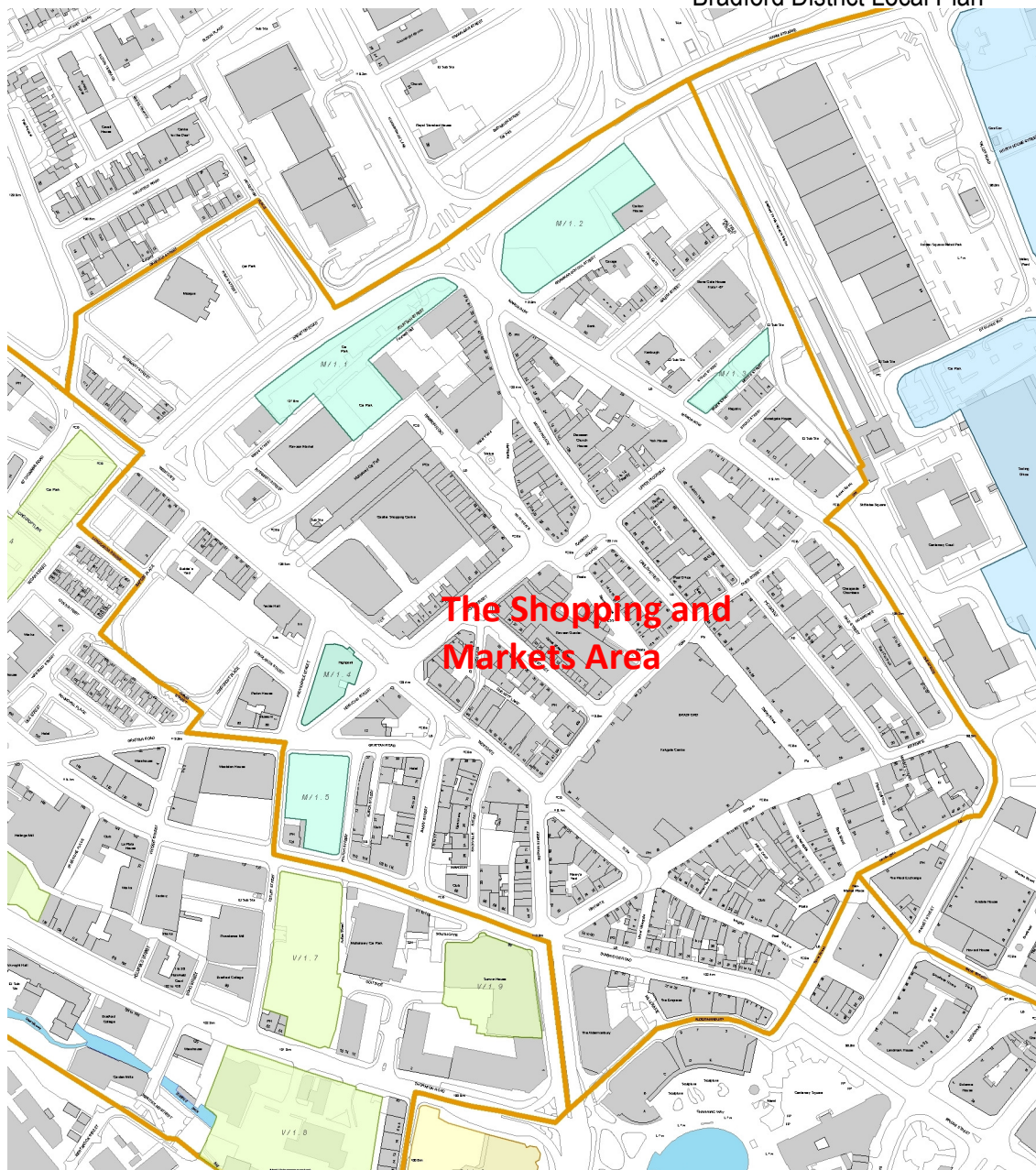
The retail core of the area is a pedestrianised zone and is mostly easy to walk around, although it results in a lack of activity in the evening after the shops shut. The heavy traffic on many of the streets elsewhere create unpleasant walking environments, and confine and isolate the pedestrian zone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

### **Development in the neighbourhood will deliver:**

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

### **Key Development Sites:**

Simes Street Car Park  
Chain Street Regeneration



- Proposed Site Allocations**
- M/1.1 – Car Park, Simes Street**
  - M/1.2 – Car Park on Site of Former Carlton Grammar School, Grammar School Street**
  - M/1.3 – Stone Street Car Park**
  - M/1.4 – Former Yorkshire Building Society Head Quarters, High Point, New John Street**
  - M/1.5 – Former Tetley Street Shed, Tetley Street**

**The Shopping and Markets Area**

**Figure 8 – Shopping and Markets Neighbourhood Sites**

**M/1.1 – Car Park, Simes Street**

**Site Size** – 1.20ha

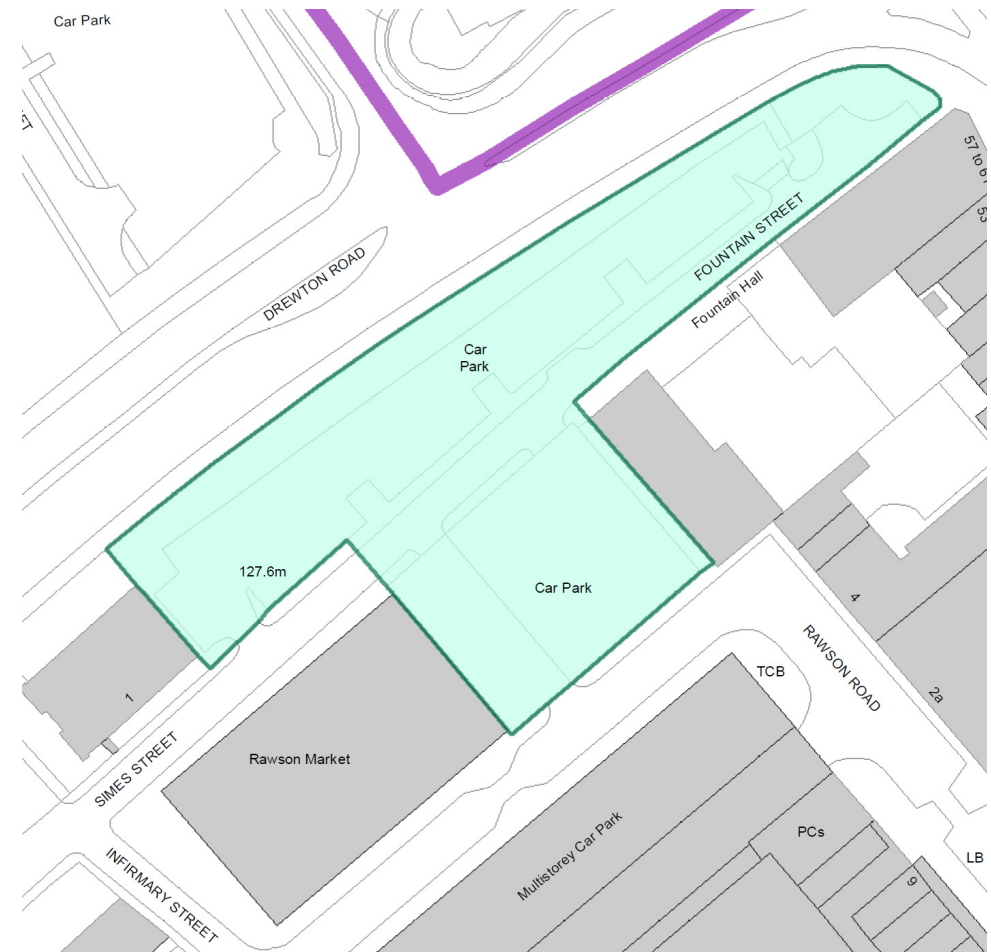
**Existing Use** – surface car park

**Proposed Allocation** – Residential led mixed use.

**Estimated Delivery** – 2020 – 2025

**The Site**

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



## Design

- The north-eastern part of the site lies within the City Centre Conservation Area. The site includes the remains of the Simes Street Chapel, a Grade II Listed Building. The Reform Chapel, to the west of this site, is also Listed.
- The former Simes Street Chapel should be incorporated sensitively into any scheme..
- The scale and design of development should respond sensitively to the surrounding historic context and safeguard the character and setting of the nearby Listed Buildings  
The existing routes of Simes Street and Infirmary Street need not be retained but any new development should create a permeable layout which connects to the wider network street network, including a link between Rawson Road and Fountain Street.
- The site has an important frontage to Westgate and new development should help to repair the urban fabric along this route in terms of building line, scale and creating a strong corner feature at the junction with Drewton Road. Active uses should be provided at ground floor level and improvements should be made to the public realm.
- Any new development should create a positive frontage to Drewton Road to enhance the quality of this prominent route.
- A Masterplan will be required to establish the design framework and principles for the site.

## Transport

The site is located in the city centre and therefore the development would be required to minimise traffic generation

and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Development proposals should be accompanied by Transport Statement detailing access and service arrangements and connectivity to the wider highway network. Any vehicular access should be via Simes Street, direct access from Drewton Road would be unacceptable. If an active site frontage is promoted on Drewton Road with pedestrian access, then the development would need to ensure that this does not lead to vehicles dropping off and picking up on Drewton Road.

Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

The large existing surface car park, serves an important function in this part of the city centre and some public parking should be incorporated into the development to make up for some of the spaces lost.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to public transport facilities. The site would be suitable for car free development given its highly accessible city centre location.

**Minimum Expected Development Thresholds** – 200 residential units, ancillary leisure and retail floor space.

**M/1.2 – Car Park on Site of Former Carlton Grammar School, Grammar School Street**

**Site Size** – 0.85ha

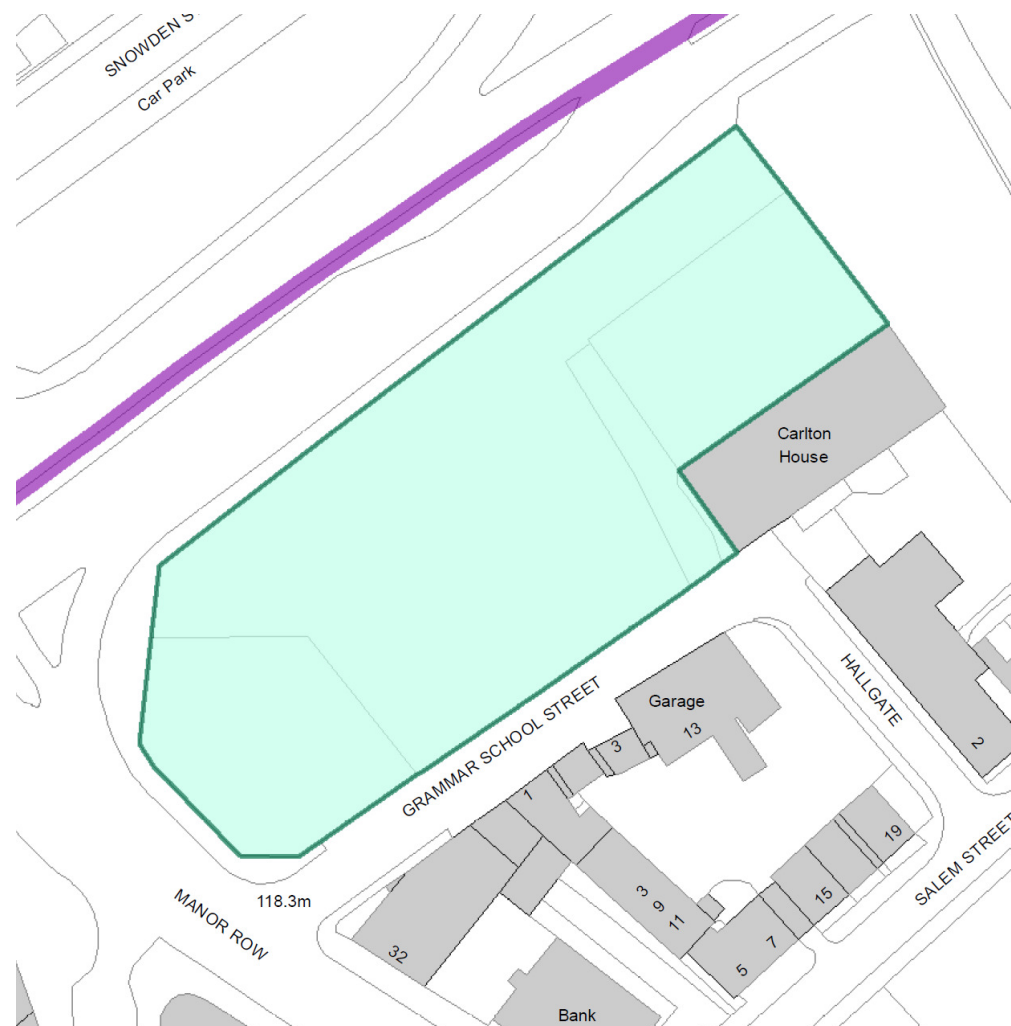
**Existing Use** – Surface car park

**Proposed Allocation** – Residential

**Estimated Delivery** – 2020 – 2025

**The Site**

The former site of Carlton Grammar School currently operates as a surface car park. The site was granted planning permission for a residential development, with supporting A1/A3 on ground floors, in 2007. This permission has now lapsed, but the principal of the development still stands.



## Design

- Development of the site should create a strong feature at the corner of Manor Row and Hamm Strasse. New buildings should provide a strong edge to define these routes and be of an appropriate scale to enclose the street space.
- The site lies within the City Centre Conservation Area and there is a Grade II Listed Building on the southern side of Middle Street.
- The scale and design of new development should respond sensitively to the surrounding historic context and safeguard the character and setting of the adjacent Listed Building
- Active uses should be provided at ground floor level, particularly along Manor Row.
- Carlton House should be retained as part of any scheme and new buildings should respond sensitively to it in terms of their layout, scale and appearance, particularly along Grammar School Street.

## Transport

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

**Minimum Expected Development Thresholds** – 100 residential units



**M/1.3 – Stone Street Car Park**

**Site Size** – 0.16ha

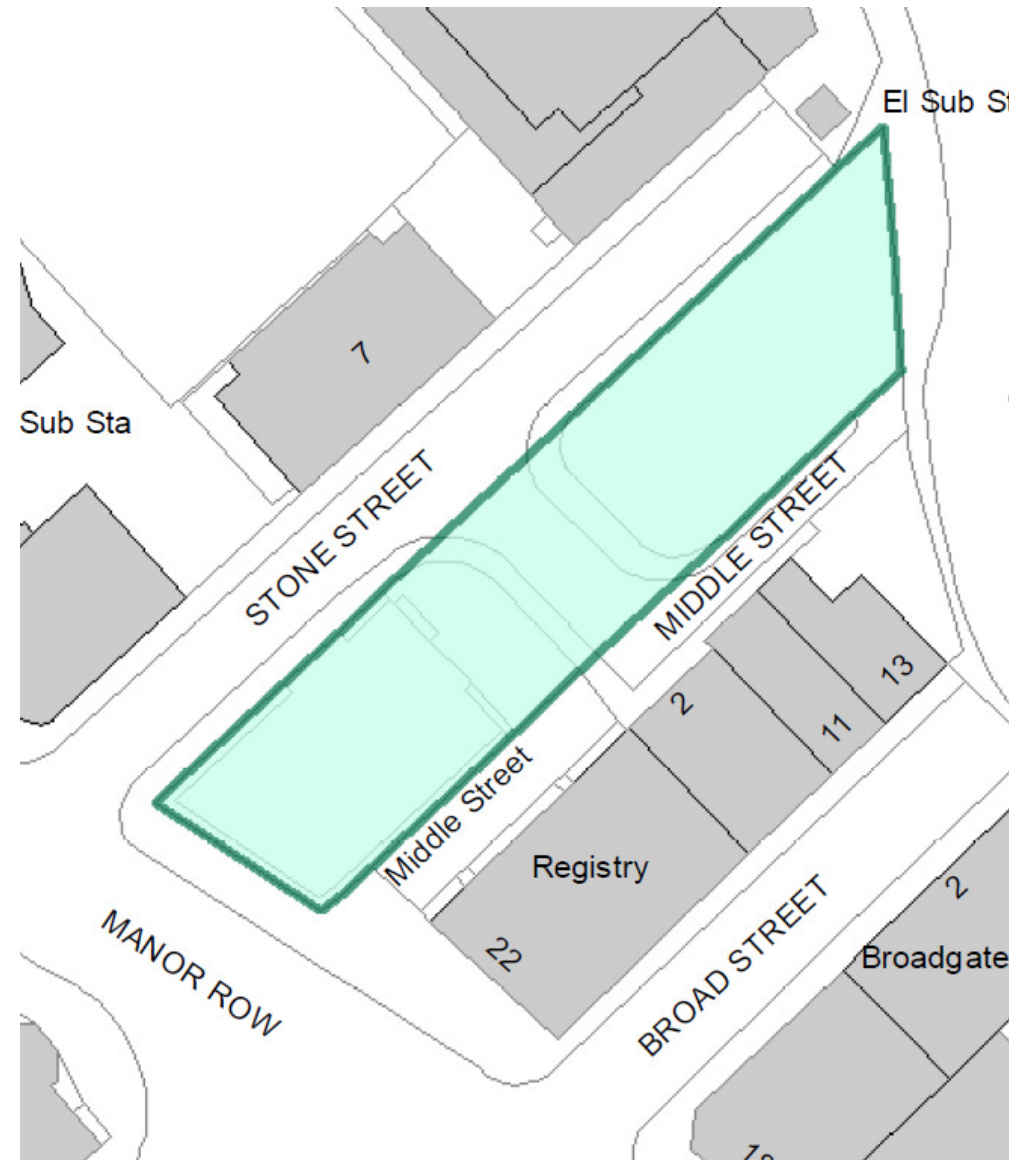
**Existing Use** –

**Proposed Allocation** - Residential

**Estimated Delivery** – 2020 – 2025

**The Site**

The site currently operates as a surface car park for the surrounding businesses.



## Design

- The site lends itself to a linear form of development which defines the edge of Stone Street.
- Any development will need to face onto Stone Street and Manor Row with windows and entrances. It should also respond positively to the other sides of the site i.e. the adjacent Registry Office and the end of the site overlooking the cliff which will be prominent in views from across the valley.
- The scale of new buildings should respond to those adjacent on Stone Street and Manor Row.

## Transport

There are no specific highway requirements for this site.

The site would be suitable for car free development given its highly accessible city centre location.

**Minimum Expected Development Thresholds** – 20 residential units

**M/1.4 – Former Yorkshire Building Society Head Quarters,  
High Point, New John Street**

**Site Size** – 0.17ha

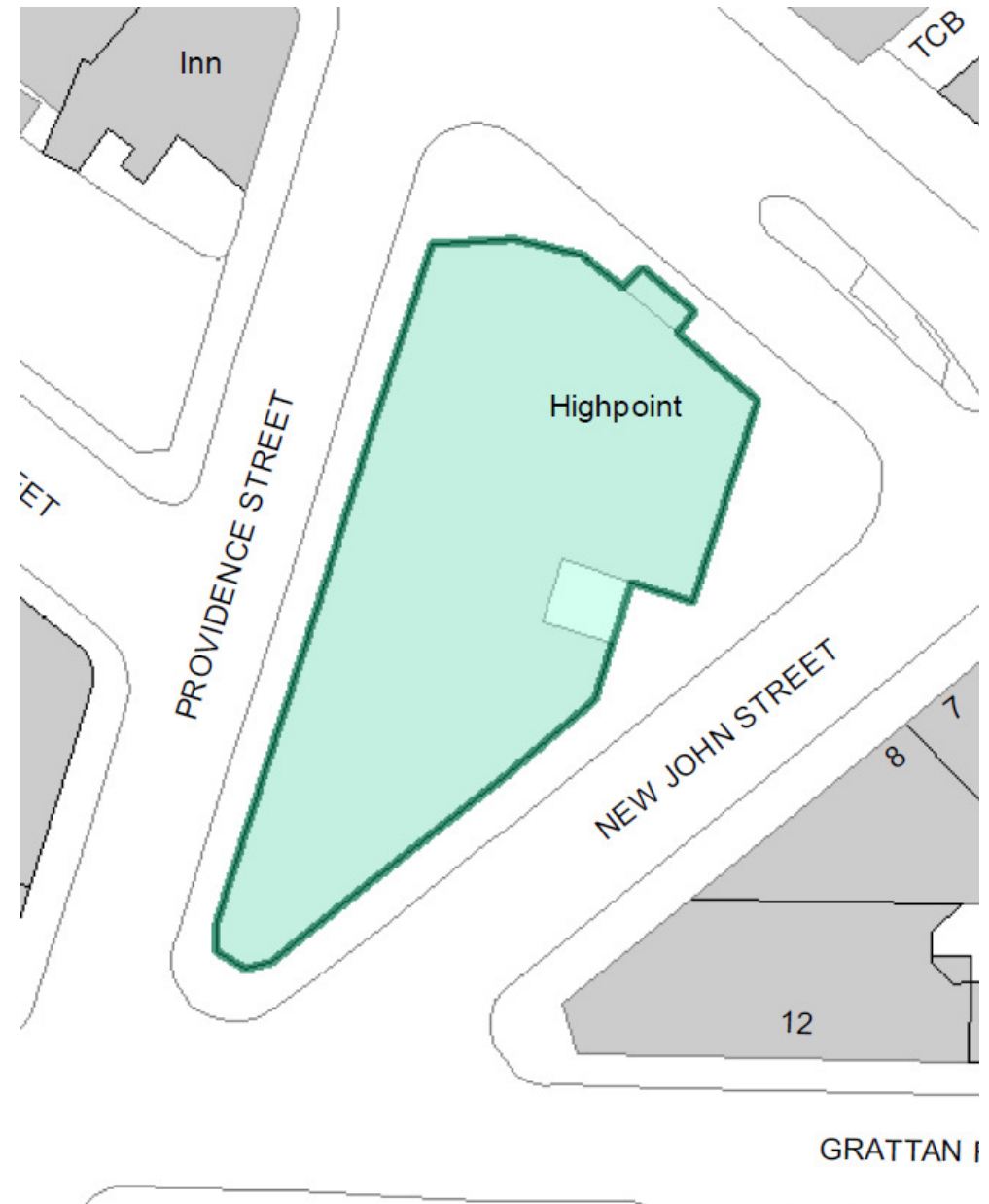
**Existing Use** – vacant former YBS head quarters offices

**Proposed Allocation** – Residential led mixed use

**Estimated Delivery** – 2020 – 2025

**The Site**

The site is currently occupied by the vacant former head quarters of the Yorkshire Building Society.



## Design

- As part of any refurbishment of the existing building there is an opportunity to improve its external appearance.
- Alternatively if the site is to be redeveloped then the scale and design of any new building should respond more appropriately to the surrounding historic context and townscape.

## Transport

The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Development proposals should be accompanied by Transport Statement detailing access and service arrangements and connectivity to the wider highway network.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to public transport facilities. Some basement or undercroft parking may be acceptable with access off Providence Street. Amendments to TROs around site would also be required.

The site would be suitable for car free development given its highly accessible city centre location.

**Minimum Expected Development Thresholds** – 80 residential units (check planning application)

**M/1.5 – Former Tetley Street Shed, Tetley Street**

**Site Size** – 0.32ha

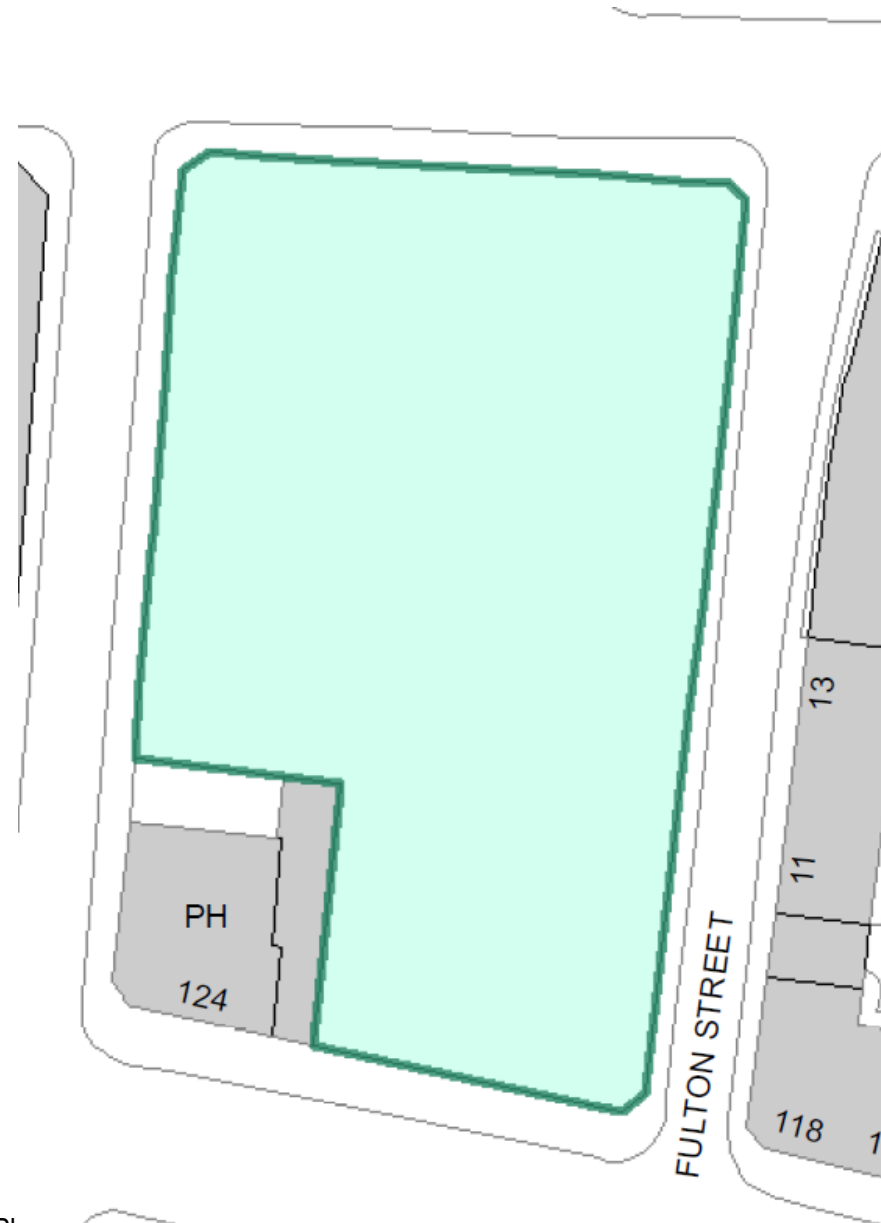
**Existing Use** – vacant cleared mill / shed site, currently surface car park.

**Proposed Allocation** – Residential led mixed use

**Estimated Delivery** – 2020 – 2025

**The Site**

The site currently consists of vacant land and a surface car park off Tetley Street.



## Design Considerations

- The building line of new development should follow all four edges of the site to define the surrounding streets.
- The site lies within the Goitside Conservation Area
- The two existing buildings on site – the cottage and The Sun – should be incorporated into any scheme.
- Active ground floor uses should be provided on the Sunbridge Road frontage and also along Grattan Road.
- The scale and form of new buildings should respond to the existing character of the area, in particular the way the buildings step up the hillside in the Goitside.

## Transport

The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Development proposals should be accompanied by Transport Statement detailing access and service arrangements and connectivity to the wider highway network.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to public transport facilities. Some basement or undercroft parking may be acceptable with access off Fulton Street. Amendments to TROs around site would also be required.

The site would be suitable for car free development given its highly accessible city centre location.

**Minimum Expected Development Thresholds** – 100 residential units

## Goitside

### Vision

*Goitside has once again become the powerhouse of Bradford City Centre through the rebirth city living, small business, academic facilities and student accomodation in innovative new architecture and clever adaptation of the historic properties. The principle streets of Thornton Road Sunbridge Road and Westgate have been reconfigured as City Streets and have given new life through substantial streetscape improvements, improved building frontages and active ground floor uses. By revealing the Bradford Beck, a new linear park has been created which runs through Goitside providing a blue green link and connection between Goitside and the University and College Campus and has presented a focus for new development.*



Figure 9 – Goitside Neighbourhood



## Goitside Neighbourhood Spatial Framework

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

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

### Heritage and Design

Much of Goitside Neighbourhood north of Thornton Road is covered by the Goitside Conservation Area. The Neighbourhood was the industrial heart of the City Centre since the industrial revolution, and contains an abundance of historic industrial mill, warehouse and other industrial buildings. Some of the key characteristics of the area, which should be considered in any proposed development, are as follows:

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

Key historic buildings within the Goitside Neighbourhood include: Soho Works on Thornton Road, Colonial Buildings, Sunwin House and 147-151 Sunbridge Road, the historic social housing at Roundhill Place and Chain Street.

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



## Connectivity and Public Realm

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

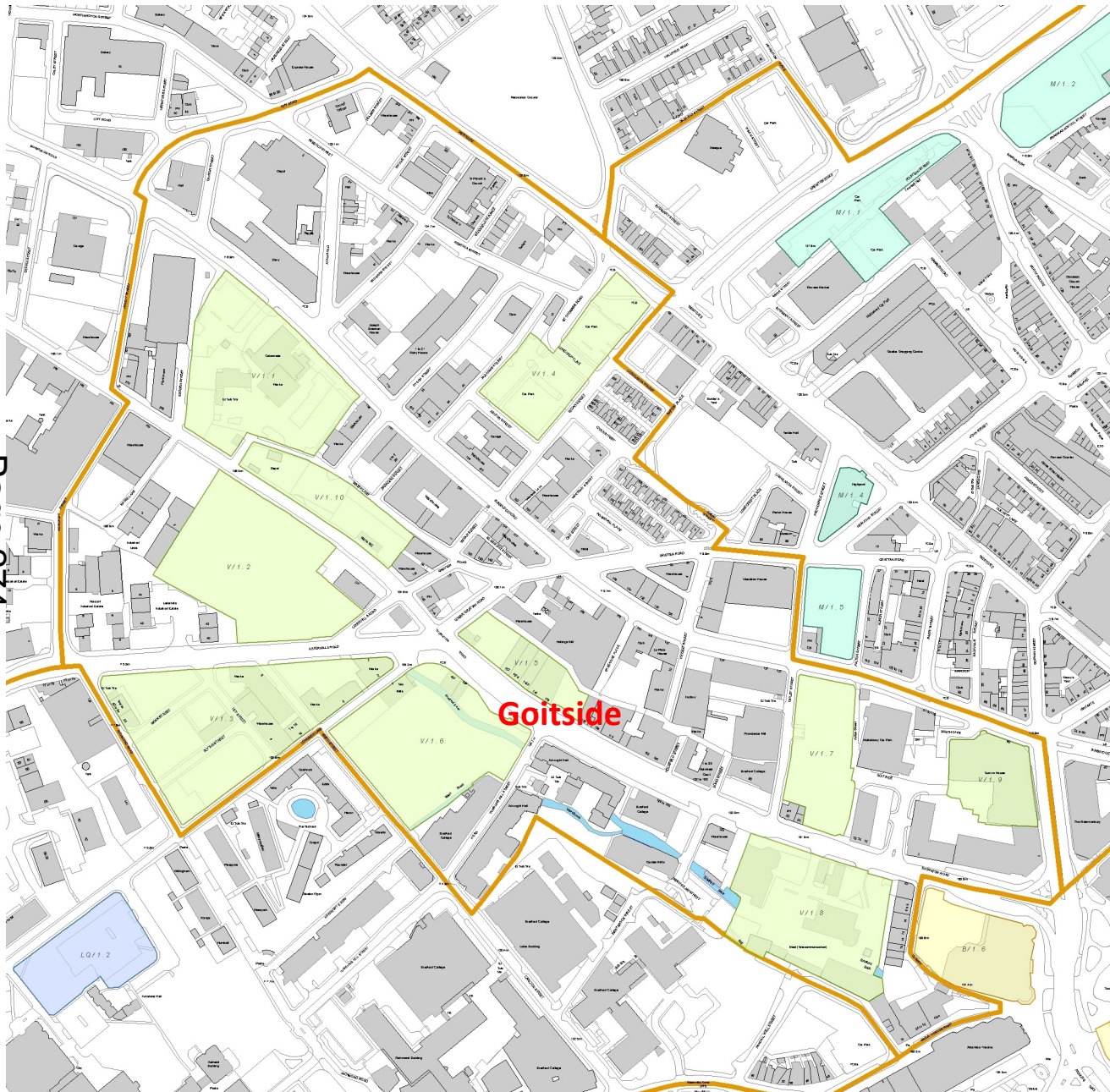
Many of the pedestrian routes through the area are full of character with stairways, alleyways and setted surfaces. However these routes, including those between the university and the top of town and to the main shopping area are not as clear, safe or accessible as they could be. There is currently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

### Development within the neighbourhood will include:

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

### Key Development Sites:

Former Thornton Road Gas Holders Site  
Former Beehive Mills



### Proposed Site Allocations

**V/1.1 – Former Provident Financial Headquarters, Sunbridge Road**

**V/1.2 – Former Gas Works, Thornton Road / Listerhills Road**

**V/1.3 – Globus Textiles, Listerhills Road / Smith Street / Longside Lane**

**V/1.4 – Wigan Street Car Park**

**V/1.5 – Yorkshire Stone Yard, Thornton Road / Lower Grattan Road**

**V/1.6 – Former Bee Hive Mills, Smith Street**

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

**V/1.8 – Car Sales / Filling Station Site, Thornton Road**

**V/1.9 – Sunwin House, Godwin Street / Sunbridge Road**

**V/1.10 – Thornton Road / Water Lane**

Figure 10 –Goitside Neighbourhood Sites

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

**Site Size** – 1.81ha

**Existing Use** – Office and Car Parking

**Proposed Allocation** - Residential

**Estimated Delivery** – 2020 – 2025

### The Site

The site is occupied by the former offices of the Provident Financial Headquarters and associated car parking. The site has remained vacant since Provident Financial relocated to the Thornton Road / Sunbridge Road Development. The site is subject to an approved planning permission for the change of use to student accommodation.

### Design

- The site adjoins the boundary of the Goitside Conservation Area and the scale and design of new development should respond sensitively to the surrounding historic context.
- New development should repair the urban structure by following the historic building line along Sunbridge Road and Thornton Road. The buildings should face the roads, have active frontages at ground floor level, and be of an appropriate scale to enclose the street space.
- Any development should also address Water Lane in a positive manner to improve the quality of this route.
- A masterplanning exercise should be prepared for the whole site to ensure it is developed in a positive and cohesive manner.



## Transport

The site is located on the edge of the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Development proposals should be accompanied by Transport Statement detailing access and service arrangements and connectivity to the wider highway network.

Any vehicular access should be from Sunbridge Road and not Thornton Road.

Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities. TROs may be required to control on-street parking around the site.

## Floodrisk

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

**Minimum Expected Development Thresholds** – 400 residential units, ancillary convenience retail and leisure.

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

**Site Size** – 2.5ha

**Existing Use** – Surface Car Park

**Proposed Allocation** – Residential led mixed use

**Estimated Delivery** – 2020 – 2025

### The Site

The site was previously occupied by the Bradford Gas Works and Listerhills Foundry. Since the decommissioning of the works and demolition of the foundry, the site has operated as a surface car park and car repairs.

The proposed allocation is expected to deliver a significant residential development led mixed use scheme. At least 400 residential units and ancillary retail and leisure floor space.



### Design

- Any redevelopment of the site should create an iconic gateway to the city centre, including a landmark building at the corner of Thornton Road/Listerhills Road.
- The site is suitable for tall buildings of high quality, distinctive design.
- Any development should respond to the aspiration to create a linear green park along the Thornton Road corridor, possibly incorporating water features.
- The buildings should provide positive frontages to the surrounding streets, particularly to Thornton Road and Listerhills Road.
- A Masterplan will be required to establish the design framework and principles for the site.

### Transport

The site is located on the edge of the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Development proposals should be accompanied by Transport Assessment detailing access and service arrangements and connectivity to the wider highway network. An assessment of the Listerhills Road/Thornton Road/Lower Grattan Road signal junction would be required.

The site is bounded by Thornton Road and Listerhills Road and therefore vehicular access should be considered from both of these roads. Access at Thornton Road should be positioned at same location as existing car park access. The location of any access on Listerhills Road will be dependent on achieving a level access as there is a level difference

between the site and Listerhills Road; and the access would need to be relatively level around 1 in 40 for the first 10m. Appropriate visibility splays should be provided at any site access to ensure there is no adverse impact on pedestrian or highway safety.

Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities. TROs may be required to control on-street parking around the site.

### Floodrisk

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

**Minimum Expected Development Thresholds – 400 residential units**

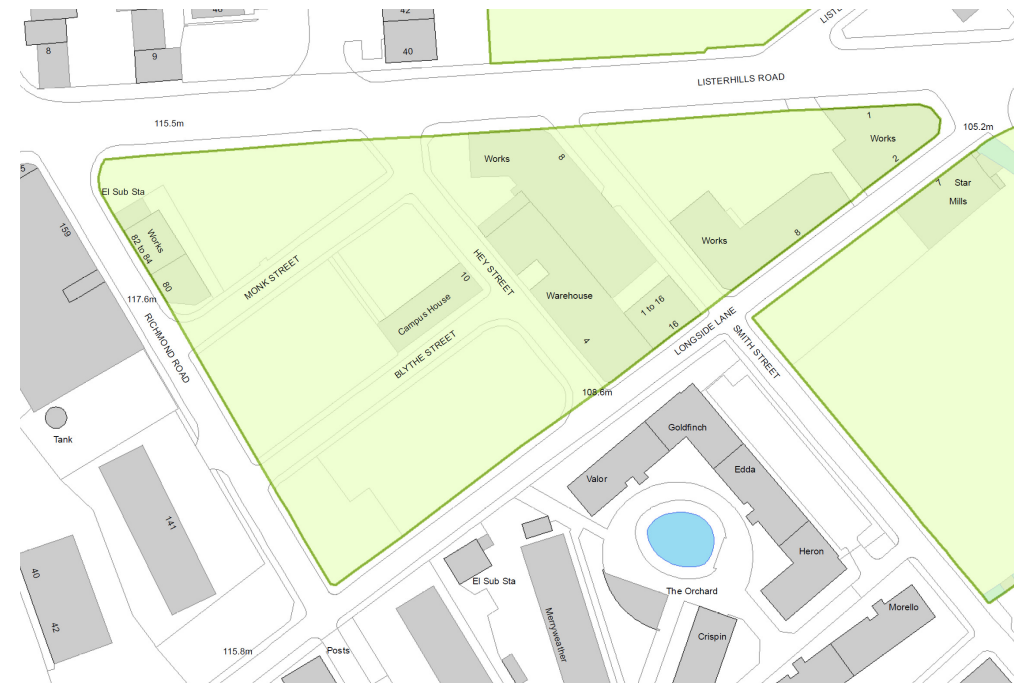
### V/1.3 – Globus Textiles, Listerhills Road / Smith Street / Longside Lane

**Site Size** – 1.69ha  
**Existing Use** –  
**Proposed Allocation** – Residential led mixed use  
**Estimated Delivery** – 2020 – 2025

**The Site**

The site is currently occupied by a number of industrial / mill units and a surface car park. The entire site is subject to an approved planning permission for redevelopment for mixed use. The surface car park (former No.5 Monk Street) benefits from a recent approved planning permission for a separate mixed use development.

The site is proposed to be allocated as residential led mix use, with the delivery of a minimum of 200 residential units, with supporting leisure and retail floor space within the lower levels of the development.



## Design

- New buildings should respond positively to the surrounding streets and should include a strong feature at the corner of Listerhills Road and Longside Lane.
- The lower part of the site (south of Smith Street) is suitable for tall buildings of high quality, distinctive design.
- The site includes a number of existing industrial buildings some of which make a positive contribution to the character of the area in terms of their layout, scale and appearance. These could be retained and refurbished alongside new infill development.

## Transport

The site is located on the edge of the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Development proposals should be accompanied by Transport Assessment detailing access and service arrangements and connectivity to the wider highway network.

Any vehicular access should be from Richmond Road, Longside Lane and Hey Street. There should be no new access from Listerhills Road. Appropriate visibility splays should be provided at any site access to ensure there is no adverse impact on pedestrian or highway safety.

Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the

development to the surrounding area and encourage walking and cycling. In particular a pedestrian crossing facility should be provided on Listerhills Road.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities. TROs may be required to control on-street parking around the site.

## Floodrisk

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

**Minimum Expected Development Thresholds – 200**  
residential units and ancillary retail and leisure floor space.



## V/1.4 – Wigan Street Car Park

**Site Size** – 0.80ha

**Existing Use** – Surface Car Parking

**Proposed Allocation** - Residential

**Estimated Delivery** – 2020 – 2025

### The Site

The site is currently used as a Council owned surface pay and display car park.

The site will be primarily a residential allocation, and is expected to deliver approximately 120 residential units. Supporting convenience retail and leisure may also be appropriate on the ground floors of any development to ensure active frontage to the street.



### Design

- The scale and building line of new development should help to repair the urban fabric of the area, particularly along Westgate, Wigan Street and Paradise Street.
- Active uses should be provided at ground floor level on the Westgate frontage.

### Transport

The site is located on the edge of the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Development proposals should be accompanied by Transport Assessment detailing access and service arrangements and connectivity to the wider highway network.

Any vehicular access should be from Wigan Street. Appropriate visibility splays should be provided at any site access to ensure there is no adverse impact on pedestrians or highway safety. The TA should assess the Longcroft Link road passing through the site to ascertain whether this is necessary or not.

Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan

Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities. TROs may be required to control on-street parking around the site.

The existing surface car park, serves an important function in this locality and some replacement public parking should be incorporated into the development. This could be achieved through TROs to create short stay on street parking.

**Minimum Expected Development Thresholds** – 120 residential units.

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

**Site Size** – 0.35ha

**Existing Use** – Vacant Mill and Stone Yard

**Proposed Allocation** – Residential new build and conversion (mill)

**Estimated Delivery** – 2020 – 2025

### The Site

The site is currently occupied and operates as a stone salvage and reclamation. Other uses on the site include car repairs and door and gate sales.

Any proposed development on the site is expected to deliver a new building on the existing stone yard and the conversion of the mill building. The allocation will see the delivery of residential units on the upper floors and leisure / retail on the ground / lower floors. Small scale speculative office development will be considered acceptable if it does not jeopardise the delivery of the expected development threshold set out below.



## Design

- The site lies within the Goitside Conservation Area and the design of new development should respond sensitively to the surrounding historic context.
- The scale and building line of new development should help to repair the urban fabric of the area along Thornton Road.
- The scale of the buildings should contribute to the character in the Goitside of buildings stepping up the valley side on the northern side of Thornton Road.
- A strong corner building should be provided at the junction of Thornton Road and Grattan Road.
- New buildings should respond positively to the alley which runs through the site above the watercourse of the Goit. This route should be enhanced with new surfacing and courtyard spaces.
- Any development should include new street trees to improve the pedestrian environment on Thornton Road.

## Transport

The site is located on the edge of the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Development proposals should be accompanied by Transport Assessment detailing access and service arrangements and connectivity to the wider highway network.

Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the

development to the surrounding area and encourage walking and cycling.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities. The site would be suitable for car free development given its accessible city centre location and closeness to a major signal junction. TROs may be required to control on-street parking around the site.

## Floodrisk

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

**Minimum Expected Development Thresholds – 80 residential units**

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

**Site Size** – 1.45ha

**Existing Use** – Vacant cleared mill site

**Proposed Allocation** – Residential

**Estimated Delivery** – 2020 - 2025

### The Site

The site is currently vacant following the demolition of the former Bee Hive Mills. The site is subject to an approved planning application for the development of a mixed use scheme, and is considered to be a phase 2 of the Mi7 University development.

The site is currently being proposed for a residential allocation, which may include student living as an expansion of the University accommodation. The allocation will look for on site provision of convenience retail and leisure use, where appropriate.



## Design

- In conjunction with any development a new area of public space should be created on the Thornton Road frontage alongside the open watercourse of Bradford Beck, including new trees and soft and hard landscape.
- The site is suitable for a tall building which is high quality and distinctive in terms of its massing, appearance and materials.
- Active ground floor frontages should be provided facing onto the new area of public space.
- The new buildings should define the edge of Smith Street, Longside Lane and the public space alongside the Beck.

## Transport

The site is located on the edge of the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Development proposals should be accompanied by Transport Assessment detailing access and service arrangements and connectivity to the wider highway network.

Any vehicular access should be from Tumbling Hill Street and not from Smith Street or Thornton Road. Appropriate visibility splays should be provided at site access to ensure there is no adverse impact on pedestrian or highway safety.

Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities. TROs may be required to control on-street parking around the site.

## Floodrisk

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

**Minimum Expected Development Thresholds** – 220 residential units. Ancillary convenience retail and leisure floor space.

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

**Site Size** - 0.5ha

**Existing Use** – Vacant Plot and Car Park

**Proposed Allocation** – Residential

**Estimated Delivery** – 2020 - 2025

**Site Description**

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



## Transport

The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network.

Vehicular access to the site should be provided from Tetley Street. There should be no direct vehicular access from Thornton Road or Sunbridge Road.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to public transport facilities.

The site would be suitable for car free development given its highly accessible city centre location.

## Design

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

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

Development should contribute to improvements to the public realm and pedestrian environment on Thornton Road and Sunbridge Road.

**Minimum Expected Development Thresholds – 100 residential units with ancillary leisure / convenience retail floor space on the ground floor.**



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

**Site Size** - 1.3ha

**Existing Use** - Car sales and filling station

**Proposed Allocation** - Residential led mixed use

**Estimated Delivery – 2020 – 2025**

### Transport

The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network.

Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities. The site would be suitable for car free development given its highly accessible city centre location.

TROs may be required to control on-street parking around the site.

### Floodrisk

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



**Minimum Expected Development Thresholds – 230 residential units with ancillary leisure / convenience retail floor space on the ground floor.**

## Design

Bradford Beck runs in a culvert under the site and any development should seek to reveal the water to help create a linear park feature. This could include regrading the levels to create a sloping river edge to the watercourse.

Good quality public routes should be created through to the park from Thornton Road and Quebec Street.

The retaining wall, or 'cliff', on the southern boundary offers the opportunity to provide a dramatic backdrop to the development, which could include low maintenance landscape treatments to create a green wall type effect.

Development should create a strong frontage to Thornton Road and be of an appropriate scale to the surrounding context, which is varied. There is opportunity for a mix of uses at ground floor level to animate the street.

Development should contribute to public realm improvements (including tree planting) on Thornton Road.

It would be beneficial if a masterplanning exercise was undertaken for the whole site to ensure that wider opportunities are not lost if the site is developed in smaller phases.

Due to the current use of the site as a petrol filling station, there may be potential ground contamination issue related to this site.

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

**Site Size** – 0.50ha

**Existing Use** – Vacant former Department Store and service yard

**Proposed Allocation** – Residential / Retail / Office / Leisure

**Estimated Delivery** – 2020 – 2025

### The Site

The site currently consists of a Grade II listed former department store. Following the closure of the TJ Hughes in 2010, the retail unit has remained vacant.

The movement of the retail core of the city centre away from this site, the premises are no longer expected to deliver a large scale comparison retail offer.

The proposed allocation is expected to deliver a mixed use scheme, which makes use of the Grade II listed building. The make up of this mixed use scheme is presently open, with views on the best use of this heritage welcomed.



## Transport

The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network.

Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities. The site would be suitable for car free development given its highly accessible city centre location. TROs may be required to control on-street parking around the site.

## Design

Any scheme should involve the conversion and reuse of the existing Grade II Listed Building.

Development could contribute towards improving the existing public realm and highway elements to the west of the building to create a new public space – Sunbridge Square.

### V/1.10 – Thornton Road / Water Lane

**Site Size** – 0.5ha

**Existing Use** – Portal cabin sales site, car wash and furniture sales warehouse

**Proposed Allocation** – Residential Led Mixed Use

**Estimated Delivery** – 2020 – 2025

#### The Site:

The site currently operates as a portal cabin sales site, car wash and furniture warehouse, which operates in the building on the eastern edge of the site.

The proposed allocation of the site is expected to deliver a minimum of 100 residential units, with ancillary retail and leisure uses to support residents within the development and surrounding developments.



## Transport

The site is located on the edge of the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network. An assessment of the development's impact on Thornton Road/Listerhills Road/Grattan Road signal junction would be required.

The site has some existing vehicular access points from Thornton Road but these would need to be limited to the western end of the site. Highway improvements to Water Lane would be required depending on access requirements identified by the Transport Assessment. But as a minimum it would entail surface, lighting and drainage improvements. Any proposed vehicular access from Water Lane would require the road to be brought up to adoptable standards.

Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public

transport facilities.

TROs may be required to control on-street parking around the site. The existing TRO along Thornton Road may need amending to prevent on-street parking at any time across the site frontage.

## Design

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

## Floodrisk

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

## Minimum Expected Development Thresholds:

100 residential units. Ancillary leisure and retail.

## THE LEARNING QUARTER

### Vision

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

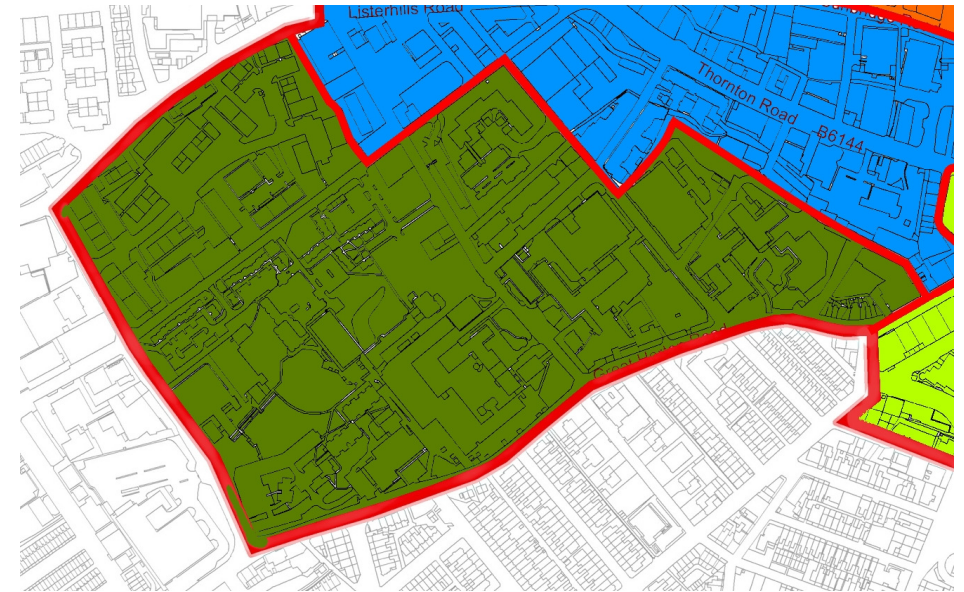


Figure 11 – Learning Quarter Neighbourhood



## Learning Quarter Neighbourhood Spatial Framework

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

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

### Character and urban form

The new college and university buildings and the student living quarter at The Green have introduced new innovative and contemporary architecture into the area including the use of green technology. This is creating a new positive character in the neighbourhood.

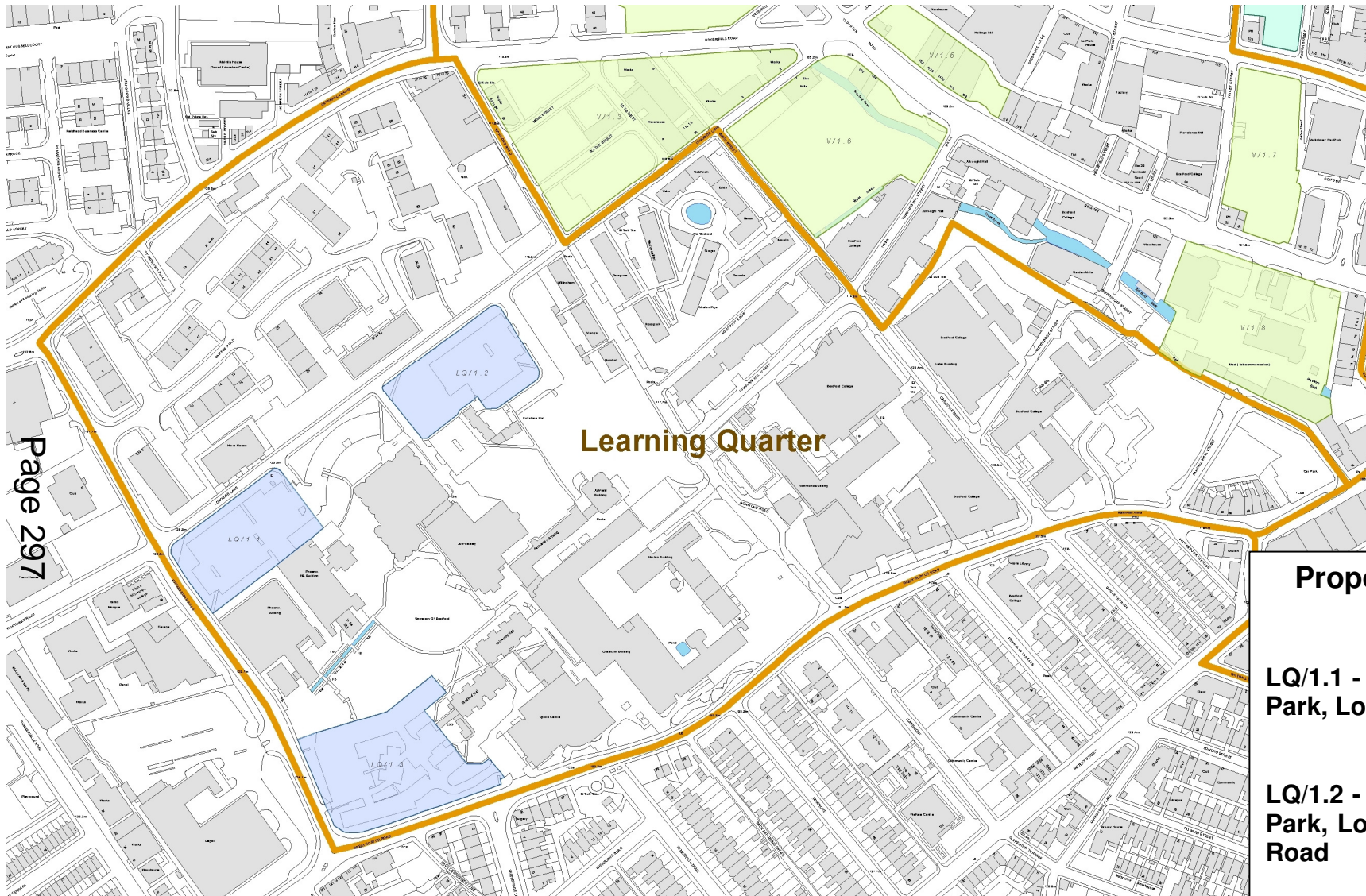
### Connectivity and Public Realm

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

### Development within the neighbourhood will include:

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





**Learning Quarter**

**Proposed Site Allocations**

**LQ/1.1 - University of Bradford Car Park, Longside Lane**

**LQ/1.2 - University of Bradford Car Park, Longside Lane / Shearbridge Road**

**LQ/1.3 – University of Bradford Car Park, Great Horton Road**

**Figure 14 – Learning Quarter Neighbourhood Sites**

# Proposal Statements

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

**Site Size** – 0.65ha

**Existing Use** – Surface Car Park

**Proposed Allocation** – Education and ancillary uses

**Estimated Delivery** – 2020 - 2025

### The Site

The site is located off Longside Lane and currently serves as a surface car park for University Staff and University Gym users.



## Design

Any development should respond positively to the Longside Lane frontage and the corner with Shearbridge Road.

## Transport

The sites are located on the university campus and are in a reasonably sustainable location for travel by non-car modes. Therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network. The existing site access from Longside Lane would be suitable for any proposed development. There should be no new access from Shearbridge Road. If the development would not replace the existing car parking spaces then it should demonstrate that this would not lead to on street parking problems in the local area.

Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4.

**LQ/1.2 - University of Bradford Car Park,  
Longside Lane / Shearbridge Road**

**Site Size** – 0.75ha

**Existing Use** – Surface Car Park

**Proposed Allocation** – Education and ancillary uses

**Estimated Delivery** – 2020 - 2025

**The Site**

This is part of a wider area proposed for sports pitches in the Learning Quarter Design & Delivery Framework. Need to understand if this is still part of the University's plans



## Transport

The sites are located on the university campus and are in a reasonably sustainable location for travel by non-car modes. Therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network. The existing site access from Longside Lane would be suitable for any proposed development. There should be no new access from Shearbridge Road. If the development would not replace the existing car parking spaces then it should demonstrate that this would not lead to on street parking problems in the local area.

Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4.

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

**Site Size** – 0.93ha

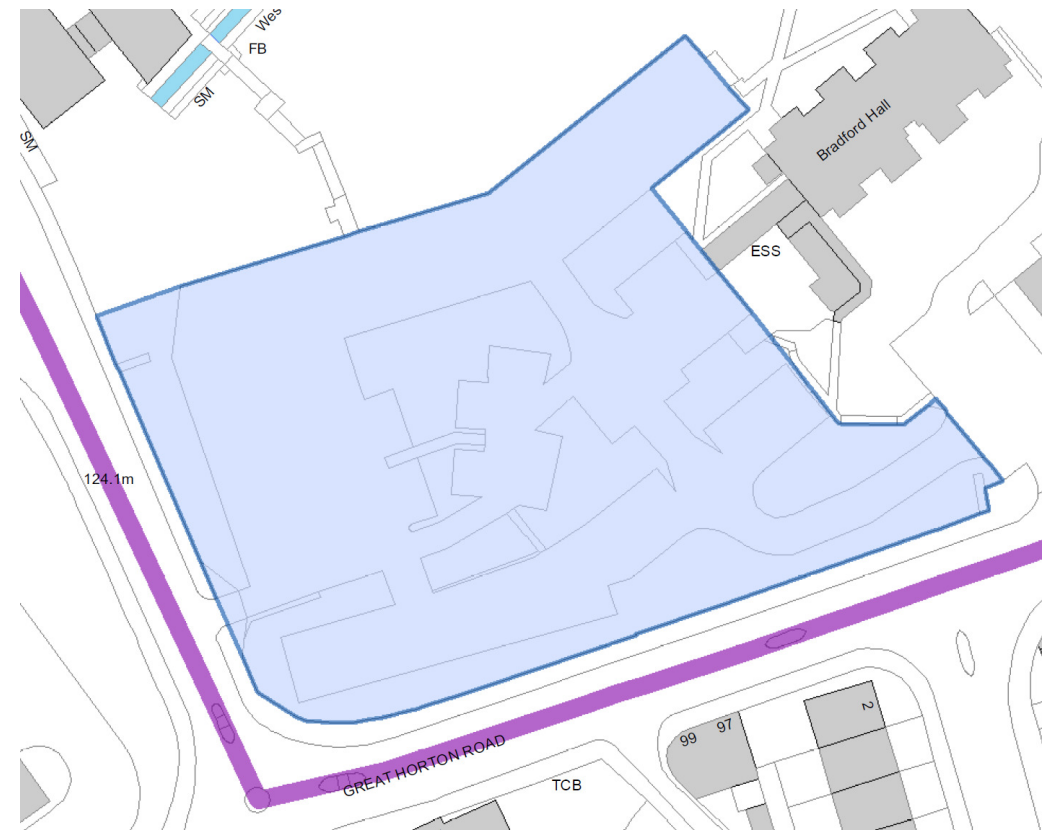
**Existing Use** – Surface Car Park

**Proposed Allocation** – Education and ancillary uses.

**Estimated Delivery** – 2020 - 2025

#### The Site

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



## Transport

The site is located on the university campus and along a bus corridor, therefore development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network. The existing site access from Great Horton Road may be suitable for any proposed development. The existing access from Shearbridge Road should be closed or relocated away from its junction with Great Horton Road and a TRO to protect visibility splays would also be required. If the development would not replace the existing car parking spaces then it should demonstrate that this would not lead to on street parking problems in the local area.

Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4.

## Design

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

## Floodrisk

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

## THE SOUTHERN GATEWAY

### Vision

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



Figure 13 – Southern Gateway Neighbourhood





## **Southern Gateway Spatial Framework**

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

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

### **Character and Built Form**

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

### **Connectivity and Public Realm**

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

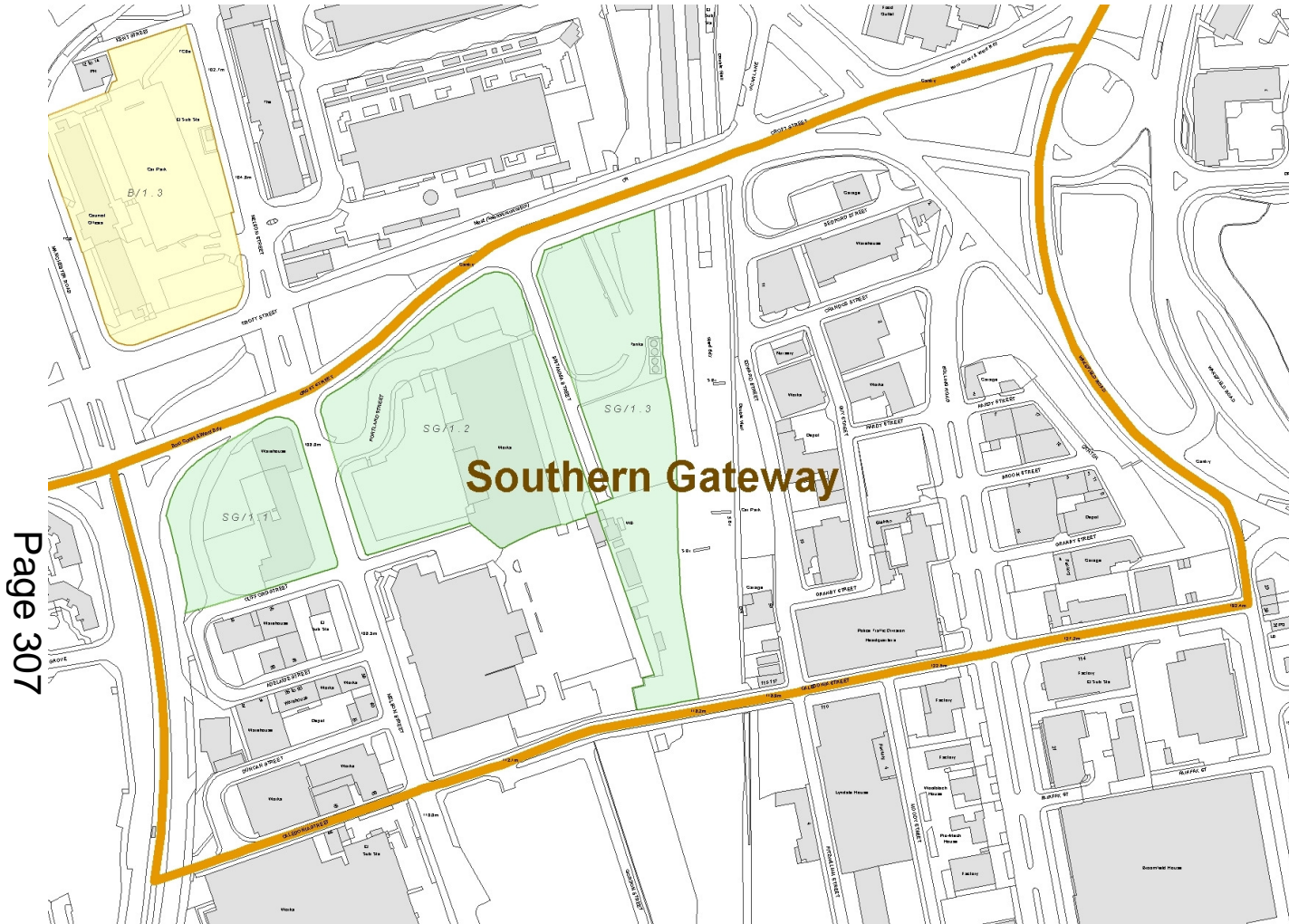
### **Development in the neighbourhood will include:**

- Delivery of a new city centre swimming pool and sports leisure complex;
- Introduction of city living into a traditional but changing industrial sector;
- Delivery of approximately 250 new homes;

- Delivery of an enhanced Bradford Interchange resulting in improved station facilities and supporting retail and leisure offer;
- New buildings which are of an appropriate scale and design to define the edge of Croft Street and to provide a positive gateway to the city from the road and railway.
- Enhancements to Croft Street including improved pedestrian/cyclist crossings, active ground floor uses, and new landscape/greenery to improve biodiversity.
- Streetscape improvements to Nelson Street to improve access to the new Rainbow Primary School.
- Improved pedestrian links from the Interchange to the Britannia Street sites.

**Key Development Sites:**

Britannia Mills and Car Park  
Bedford Street Garage



- Proposed Site Allocations**
- SG/1.1 – Clifford Street Car Park**
  - SG/1.2 – Britannia Mills and Car Park, Portland Street**
  - SG/1.3 – Stations Improvement Site**

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Figure 14 – Southern Gateway Neighbourhood Sites

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

**Site Size** – 1.4ha

**Existing Use** – Surface Car Park / bathroom show room and plumbers merchants

**Proposed Allocation** – Residential and associated uses (convenience / healthcare)

**Estimated Delivery** – 2020 – 2025

### The Site

The site currently operates as a surface car park for the small businesses occupying surrounding industrial units, accessed from Clifford Street (east of Manchester Road).

The proposed allocation of the site will be for a residential land use, and is expected to deliver a minimum of 200 residential units and ancillary convenience retail floor space.



## Design

- Development should be of a significant scale to address the prominent junction of Croft Street and Manchester Road.
- The site offers the potential for a tall building. This should be a high quality, distinctive building in terms of its massing, appearance and materials.
- The buildings should define the edges of the site and contribute to enclosing the surrounding streets and animating them at ground floor level with windows, entrances and active uses.
- Any development should consider ways in which the pedestrian environment along Croft Street can be improved such as new tree planting and widening the pavement.

## Transport

The site is located on the edge of the city centre and close to a public transport interchange therefore any proposed redevelopment would be required to minimise traffic generation and incorporate a travel plan.

Development proposals should be accompanied by Transport Assessment detailing access and service arrangements and connectivity to the wider highway network. Any vehicular site access should be taken from Clifford Street; direct access from Nelson Street would be unacceptable. The existing entrance to the car park on Croft Street should be closed.

Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. Due to the site's location the developer would be expected to justify any level of long duration parking provision.

## Floodrisk

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

**Minimum Expected Development Thresholds – 250 residential Units.**

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

**Site Size** – 1.2 ha

**Existing Use** – Council Employee Surface Car Park and Vacant Mill

**Proposed Allocation** – Leisure Complex

**Estimated Delivery** – 2015 - 2020

### The Site

The site consists of a former woollen mill and Council owned surface car park, accessed by a dedicated access road of Portland Street.

The proposed allocation is for a leisure complex, anchored by the City Centre Swimming Pool.

### Design

- A Masterplan will be required which considers the development of the wider site holistically with regard to issues such as access, built form and public realm.
- The site is appropriate for tall buildings provided they are high quality and distinctive in terms of their massing, appearance and materials.
- The buildings should positively address the surrounding streets in terms of layout, scale and appearance, including a strong corner feature at the junction of Croft Street/Nelson Street.

- Any development should consider ways in which the pedestrian environment along Croft Street can be improved such as new street trees and resurfacing/widening the pavement.



## Transport

The site is located on the edge of the city centre and adjacent to a public transport interchange; and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network. An assessment of the development's impact on Croft Street / Nelson Street junction and Croft Street / Britannia Street junction would be required.

The site is currently accessed from Portland Street which is close to a major signalised junction at Croft Street and would need to be closed and access relocated to the southern end of the site. A joint access with the police at Clifford Street should be considered and would be preferable subject to their agreement. Access from Britannia Street should also be considered.

Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling. The main pedestrian site access should be from the Croft Street junction which would make the site more attractive for people using public transport and provide a

better linkage with the public transport interchange. Footways at the Croft Street junction would need widening.

The leisure element of the development would be required to make suitable provision for:

- Delivery and service vehicles
- Coaches, minibuses and cars (for drop-off). This is particularly pertinent in the case of a community swimming pool and the requirement to cater for school parties, GP referrals and users with special needs
- Emergency vehicles including fire tenders and ambulances

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities. Parking provision should also be made for coaches and minibuses.

TROs may be required to control on-street parking around the site.

## Floodrisk

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

### SG/1.3 – Station Improvements Site

**Site Size** – 0.95ha

**Existing Use** – Pay and Display Surface Car Park / First Bus Company Employee Car Park.

**Proposed Allocation** – Station Improvements  
Estimated Delivery – 2020 - 2025

#### The Site

The former coal yard and railway siding, currently operates as a surface car park for Network Rail and First Bus Group employee vehicles, with access from Britannia Street leading onto Croft Street.

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





## Design

- The scale, layout and appearance of the development should relate positively to the edges of the site in particular to Croft Street and to the railway line which forms a gateway to Bradford.
- The southern part of the site is appropriate for a tall building provided that it is high quality and distinctive.
- Any development should consider ways in which the pedestrian environment along Croft Street can be improved such as new tree planting to create a boulevard environment.

## Transport

The site is located on the edge of the city centre and adjacent to a public transport interchange; and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.

Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network. The existing access from Britannia Street would be suitable for a residential development.

Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the

development to the surrounding area and encourage walking and cycling. The development should consider provision of direct pedestrian access to the Interchange.

The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities.

**Minimum Expected Development Thresholds** – Improved Railway and Bus station with associated infrastructure, forming an exemplary gateway to the city centre.



## Section 3: Planning Policies

### Key Themes

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

4.2 These key themes are as follows:

1. City Living and Supporting Community Provision
2. Shopping and Leisure
3. Business
4. Higher and Further Education
5. Movement
6. Built Form
7. Public Realm

4.3 Each of the Key Themes will identify specific issues relating to that aspect of the city centre, and set out a number of options the Council considers appropriate to overcome them. The Council is seeking views as part of this public consultation process planning policies presented under each key themes. For more information on how to get involved, see Introduction section of this report.

4.4 This section will also outline how each key theme shall deliver the action plan objectives, as set out in Section 1 of the Area Action Plan.

# **City Living and Supporting Community Provision**

## City Living and Supporting Community Provision

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

### **Action Plan Objective 2**

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

### **Action Plan Objective 3**

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

### **Action Plan Objective 4**

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

### **Action Plan Objective 8**

**A rich and diverse variety of plants, birds, animals and insects as part of new linear parks, open spaces and waterways to enhance the quality of life and experience of visitors and residents alike.**

## **Background**

4.6 The trend for city living is developing in Bradford, with developer interest ranging from the conversions within Little Germany to new build schemes throughout the city centre.

4.7 National and regional planning policy promotes city and town centres as locations for housing as it aids the creation of more sustainable urban areas, by being in close proximity to jobs, transport interchanges and key services.

4.8 The supply of, and demand for community facilities are intrinsically linked to the rise of the trend for city living in Bradford. Community facilities refers to those services and facilities which are integral to making a "community" rather than just a cluster of housing, such as primary schools, health services and local newsagents/convenience shops.

4.9 Currently, the provision of community facilities and amenities in the city centre is poor and this was identified as a barrier to creating a balanced city centre housing market in a report produced by DTZ in 2006. Evidence bases since 2006 have still identified deficiencies in community infrastructure provision to support city centre living.

4.10 The Neighbourhood Development Frameworks recognised that increases in the population in the area will place additional demand on services, which may result in an increase provision if sufficient demand is demonstrated.

4.11 The National Planning Policy Framework emphasises the importance of delivering community facilities in promoting healthy communities and sustainable development.

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

### City Living – A Profile

4.13 The resident population in the city centre has grown massively since 2001. In 2001 there were just 934 people living in the city centre<sup>1</sup> but by 2011 the population had grown to 4,177 as new residential housing was developed. According to Council Tax data, in 2001 there were just 503 self-contained dwellings in the city centre<sup>2</sup>, but this increased to 1,970 dwellings in 2011.

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

4.15 The city centre<sup>3</sup> population is skewed towards males, 59% of residents are male and 41% female. It is also very ethnically diverse (more so than the district as a whole) and international in nature; just 42% of individuals were born in the UK. Of particular note is the high level of 'Other White' residents and the low level of Pakistani residents in comparison to the district.

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

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

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

4.19 With 75% of households renting their home from a private landlord or lettings agent, it is clear that private renting is the dominant form of tenure in the city centre<sup>4</sup>. The level of social renting is broadly comparable to the district as a whole but the proportions of households privately renting and owner occupying are reversed. Of the 1,970 self contained dwellings in the city centre<sup>1</sup> as at October 2012,

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

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

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

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

Census information on dwellings in the city centre<sup>5</sup> reports that the vast majority (96%) are flats. These are split evenly between those with one bedroom (46%) and those with two bedrooms (46%). Council Tax data shows an additional 505 housing spaces in the PCSA classed as Halls of Residence (made up of traditional halls and cluster units).

## Housing

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

### Policy CL 1 – Housing

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

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

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

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

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

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

4.22 Private amenity space can make an important contribution in improving the quality of life of the city's residents and supporting and enhancing local biodiversity. The National Planning Policy Framework

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

sets out the need to seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings as one of the core planning principles in paragraph 17.

4.23 The Council recognises the need to achieve a net gain of least 3,500 new homes within the City Centre over the plan period, taking into account loss of housing stock through demolition, change of use or other means. The Council has currently put forward allocated sites in excess of 3,500 residential units, and in combination with the relative likelihood the new stock built over previous years will not be demolished or changed to alternative uses over the next 15 years and the delivery of windfall development (through planning applications and permitted changes through GPDO and LDOs); it is highly likely the Council will achieve a net gain of a least 3,500.

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

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

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

### ***Policy Links***

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

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

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

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

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

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

**Core Strategy** Policy HO8 Housing Mix

**Core Strategy** Policy HO9 Housing Quality

### **Flood Risk In Bradford City Centre**

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

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

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



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

## Policy CL2 – Flood Risk

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

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

- A. Applicants will also need to demonstrate how the proposal will:
1. Provide a safe access and egress route away from the flood risk (i.e. to flood zone 1) during a design flood event; and
  2. Locate more vulnerable uses in the area of the proposal least at risk;
  3. Or provide a clear justification as to why these requirements are not practical, viable or appropriate in planning and design terms.
- B. Applicant will also need to demonstrate of the proposal will achieve an appropriate degree of safety over the lifetime of the development. The minimum safety standards are as follows:
1. For more vulnerable uses, the floor levels of habitable rooms will be above the design flood level.
  2. For all uses the development will:
    - i. Remain structurally sound in an extreme flood event;
    - ii. Provide appropriate flood resistance / resilience measures to the extreme flood level;
    - iii. Not generate an increase in flood risk elsewhere;
    - iv. Provide a flood plan, which covers methods of warning and evacuation;
    - v. Provide an appropriate safe refuge above the extreme flood level if criterion 4a is not met.

### **Policy Links**

**Core Strategy** Policy EN7 – Flood Risk

## Policy CL3 – Active Frontages and Community Provision

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

Active frontages may include (but not solely) retail, leisure, healthcare, café, restaurant, financial services etc.

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

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

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

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

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

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

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

### Policy Links

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

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

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

## Policy CL4 Primary and Secondary Education Provision

In 2001, approximately 7% of City Centre households contain children (2001 Census). As of 2011, this has risen to 10% of households containing children (generally under 5 years old). There is a clear demand for further school places as more families move into the City Centre. A fundamental cornerstone of a vibrant and successful city centre community will be the accessibility of school education.

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

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

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

### ***Policy Links***

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

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

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

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

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

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

**Core Strategy** Policy ID5 – Facilitating Delivery

# Shopping and Leisure

## Shopping and Leisure

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

### Action Plan Objective 1

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

### Action Plan Objective 3

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

### Action Plan Objective 7

**Easy access to and around the centre for all sections of the community, and a reduction in problems caused by through traffic problems.**

4.37 Taking account of the size of the City of Bradford, it is considered to be underserved in regards to its city centre retail offer. It also lacks a cohesive retail core with the shopping area spread out between Broadway, the Kirkgate Centre and the Forster Square Retail Park. Recent improvements have been made to the shopping offer with the completion of the Rawson Quarter development in 2005, and the development of Primark as the anchor store in the Kirkgate Centre. More change is set to come with the Broadway Shopping Centre development, which will significantly improve the shopping facilities in the city.

4.38 The city centre also has a wide range of leisure uses including the National Media Museum, the Alhambra Theatre, galleries, the Leisure Exchange, and the bars/clubs in the West End. However, there is a lack of restaurant provision in the centre although the Centenary Square building is helping to address this. The lack of a venue offering modern concert hall facilities, and the quality and quantity of hotel accommodation are also areas of concern.

4.39 Historically, for a city of its size, Bradford has been under provided for in terms of leisure. However since 2000, Bradford has become increasingly successful in attracting people to the city centre, due to the opening of a number of leisure-based schemes; e.g. The Leisure Exchange, bars and nightclubs in the Centenary Square Building and the West End. However, the city centre remains underrepresented by quality night time leisure uses.

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

## Policy SL1 – Retail Development

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

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

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

### Policy Links

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

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

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

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

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

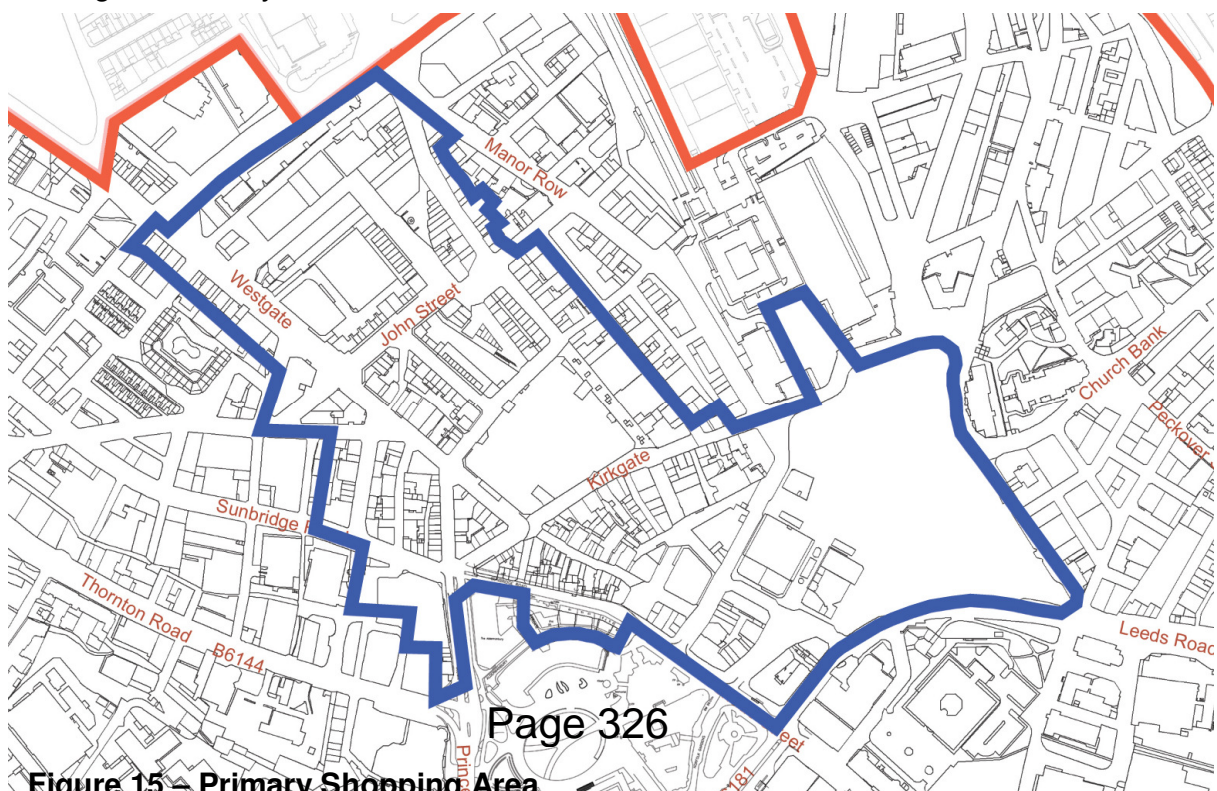


Figure 15 – Primary Shopping Area

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

## **Policy SL2 – Primary and Secondary Shopping Frontages**

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

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

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

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

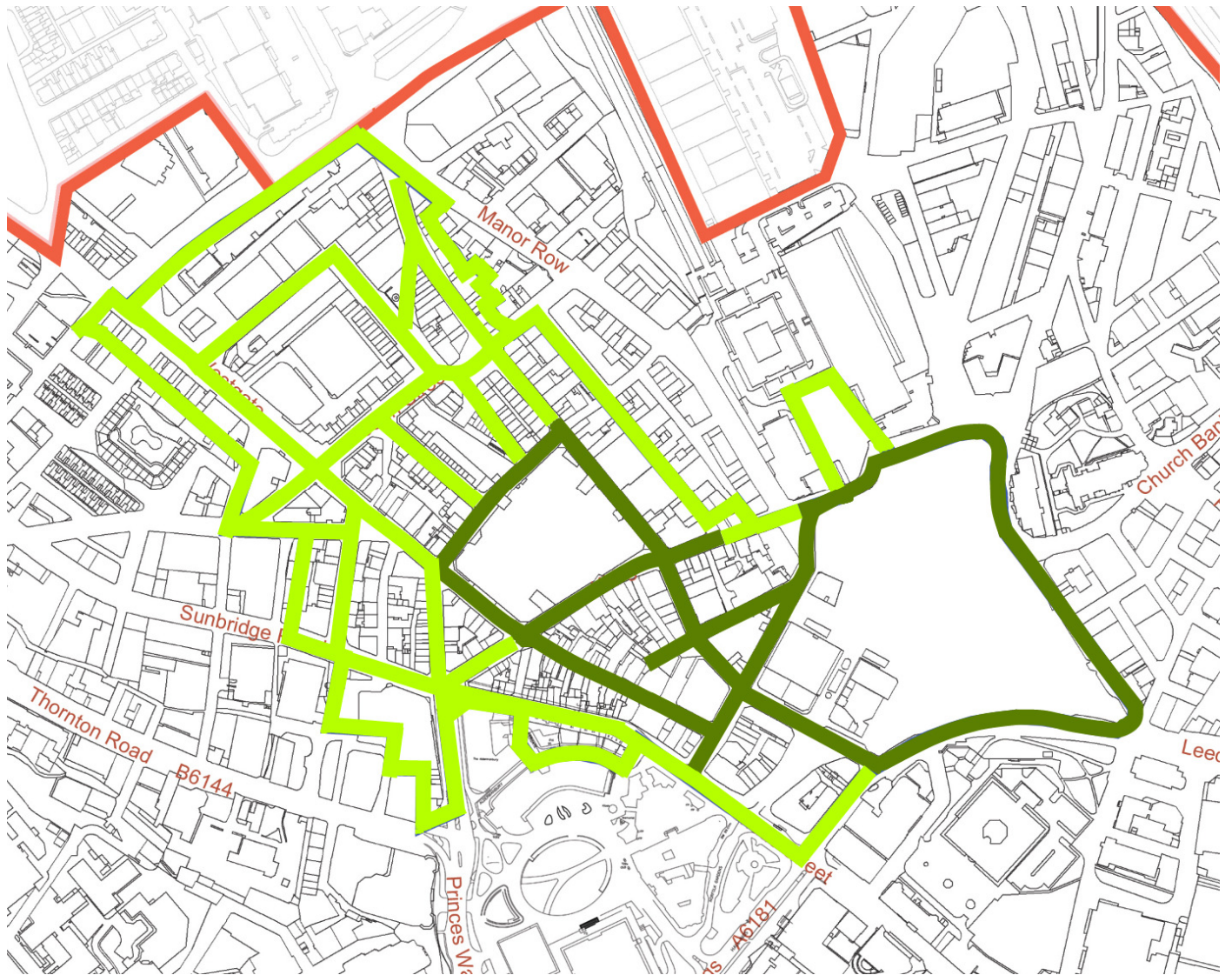
**D. Within Secondary Shopping Frontages in Bradford City Centre the development of retail or other related uses (use classes A2-A5 or other similar uses such as gyms, arts and cultural premises and community facilities) will be acceptable where they would help to maintain or enhance the function of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



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

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

**Policy Links**

- Core Strategy Policy BD1** – The Regional City of Bradford including Shipley and Lower Baildon
- Core Strategy Policy EC2** - Supporting Business and Job Creation
- Core Strategy Policy EC5** – City, Town, District and Local Centres



Primary Frontage -   
Secondary Front - 

**Figure 16 – Primary and Secondary Shopping Frontages**



## Policy SL3 - Improving the Connections Between Shopping Areas

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

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

### ***Policy Links***

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

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

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

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

### **Culture**

4.44 Bradford City Centre is rich in culture, history and diversity. The city centre offers a range of attractions spanning history, architecture, the arts, culture, fun and general leisure. A major issue for the plan is how to exploit the cultural assets of the city centre, so that Bradford city centre can become a recognised destination in its own right.

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

## Policy SL4 - Cultural Assets

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

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

### ***Policy Links***

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

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

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

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

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

# Business

## **Business**

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

### **Action Plan Objective 2**

**An attractive, inclusive and safe environment**

### **Action Plan Objective 3**

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

### **Action Plan Objective 5**

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

### **Action Plan Objective 6**

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

## **Background**

4.47 Historically, Bradford has been a great ‘making and trading’ city, but over the past two decades it has experienced significant restructuring in the local economy with growing employment in the professional services industries. The city centre is an important employment location, accounting for 22% of the District’s total employment and 14% of businesses. It has the major concentration of higher/further education, civic function, business services and retail and leisure activity, but on the periphery, there are also significant areas of general industry.

4.48 As defined in the Core Strategy, Bradford is a Regional City within the Leeds City Region. Forecasts show that the main growth sectors in the city region are in the financial and business services, public administration, health and education; sectors which are mainly office based. However, historically Bradford has suffered from a lack of quality office space, and consequently, the city centre does not have a recognised business district. The Council proposes to address this issue with the development of the ‘No.1 City Park’ (Central Business and Leisure District) area adjacent to the city park. The city centre is also promoted as a centre for creativity and enterprise for small scale incubator units for knowledge and creative industries linked to the university and college.

## **City Working – A Profile**

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

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

4.51 There are almost 1,800 businesses located in Bradford city centre accounting for almost one in nine businesses in the district. There are 86 manufacturing businesses accounting for 4.8% of all business units compared to 9.0% across the district as a whole. There are 473 retail business units accounting for 26.5% of all business units in the city centre compared to 25.5% across Bradford district. Business services has the highest representation with 501 business units which is 28% of the city centre total and is higher than the district figure of 23.8%. Public administration accounts for 3% of all business units in the city centre which though small is over three times the district average.

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

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

## **Economic Strategy**

4.54 The main economic focus of the Area Action Plan is to create the condition in which businesses can thrive, thus generating jobs growth within the centre. Bradford City Centre will be the focus for major office, retail and leisure development within the District, with the centre acting as the economic driver.

4.55 The main economic focus of the Area Action Plan is to create the condition in which businesses can thrive, thus generating jobs growth within the centre. Bradford City Centre will be the focus for major office, retail and leisure development within the District, with the centre acting as the economic driver. Policy EC3 (Employment Land Requirements) of the Local Plan: Core Strategy stipulates the sub-area City of Bradford will deliver 105 ha of new employment land over the next 15 years. The City Centre will contribute towards this requirement as well as supporting significant growth in Jobs.

4.56 Bradford City Centre has seen extensive office development in recent years facilitating growth and employment in key sectors such as financial and business services industries. This has included both speculative schemes and pre-let, custom designed premises. Although the recent recession affected the number of office schemes commencing construction, further demand for Grade A office floorspace is anticipated within the plan period. Policy EC2 of the Core Strategy sets out the key strands of planning for economic development which as well as the new land supply seeks to support economic regeneration and vitality of the city centre. The AAP supports the City Centre as a key economic driver and the focus for Grade A office space within the District, which will deliver a proposed target of 6,000 jobs over the plan period.

## Policy B1 – Development of Employment Space

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

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

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

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

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

4.57 For the purposes of this policy, 'Employment space' refers to sites, premises and floorspace which are used, were last used or are allocated for employment uses that generally fall within Use Classes B1-B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

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

### ***Policy Links***

- Core Strategy** Policy BD1 – The Regional City of Bradford including Shipley and Lower Baildon  
**Core Strategy** Policy EC1 – Creating a successful and competitive Bradford District economy within the Leeds City Region.  
**Core Strategy** Policy EC2 – Supporting Business and Jobs Creation  
**Core Strategy** Policy EC5 – City, Town, District and Local Centres

# Higher and Further Education

## Higher and Further Education

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

### Action Plan Objective 3

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

### Action Plan Objective 5

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

### Action Plan Objective 6

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

### Action Plan Objective 7

**Easy access to and around the centre for all sections of the community, and a reduction in problems caused by through traffic problems.**

### Action Plan Objective 8

**A rich and diverse variety of plants, birds, animals and insects as part of new linear parks, open spaces and waterways to enhance the quality of life and experience of visitors and residents alike.**

## Background

4.60 The University of Bradford and Bradford College form the Higher and Further Education precinct to the west of the City Centre, and cover approximately 18ha of land. The campus area is mainly made up of educational buildings, the majority of which date back to the 1960s/70s, but there are some 19<sup>th</sup> Century buildings, and more recent additions. The area is surrounded by dense 19<sup>th</sup> Century terraced housing to the south, and industrial uses to the north.

4.61 The Further/Higher Education provision plays an important role in the local economy, providing a skilled workforce, aiding the development of new industries, attracting new investment, and contributing to the overall regeneration of the District. The University of Bradford employs nearly 3,300 staff and has over 10,500 students. Bradford College has over 20,000 students enrolled on over 1,000 different courses. It is therefore important that the Local Plan supports the future development of the Campus Zone.

4.62 Both the University and the College are seeking to undergo radical transformations over the coming years in terms of their building stock and their prominence in the UK Further/Higher Education sectors.



4.63 In 2006, The University received £3.1 million of funding for a project named *Ecoversity*. This is an all encompassing programme, which aims to make ‘a model sustainable university, where the principles and practice of sustainable development are embedded across the entire institution and its activities’.

4.64 Bradford College is also preparing ambitious plans; it wants to become ‘one of the most innovative education providers in the country by the start of the next decade’ and plans are set to include new prominent and bold buildings. It is also their ambition to become closer integrated with the City Centre, for example the recent take up of space within the Centenary Building.

4.65 In terms of the existing approach to the planning of the Higher Education precinct, Policy BW/CF8 of the Replacement UDP safeguards land within the Campus Zone for educational and ancillary uses only, such as educational buildings, housing, recreational facilities and ancillary car parking.

4.66 Creating links between businesses and the University and College is also recognised, as it is noted in other northern cities creative industries and the knowledge economy have transformed the cities’ economies. Bradford is considered well suited for this type of economic activity due to the close proximity of the University and College Campuses to a number of underused buildings in Goitside.

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

## Policy ED1 – Promotion of the Learning Quarter

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

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

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

1. Residential
2. Supporting Community Provisions

### **Policy Links**

**Core Strategy** Policy BD1 – The Regional City of Bradford including Shipley and Lower Baildon  
**Core Strategy** Policy EC1 – Creating a successful and competitive Bradford District economy within the Leeds City Region

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

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

# Movement

## Movement

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

### Action Plan Objective 1

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

### Action Plan Objective 2

**An attractive, inclusive and safe environment**

### Action Plan Objective 7

**Easy access to and around the centre for all sections of the community, and a reduction in problems caused by through traffic problems.**

### Action Plan Objective 8

**An enhanced natural environment with improved green infrastructure, water management and biodiversity**

## Background

4.70 The Policies in this chapter all relate to movement in Bradford City Centre. They focus on pedestrians and cyclists and the routes they use, public transport services and infrastructure, roads and the vehicles that use them, parking provision, land use, regeneration, and access. The issues covered were highlighted in the adopted Replacement Unitary Development Plan (rUDP), the Bradford Centre Regeneration Masterplan and the four Neighbourhood Development Frameworks for the City Centre.

### Policy Context

4.71 The National Planning Policy Framework promotes the importance of transport in sustainable development, by supporting a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport. Clear and legible routes and priority given to pedestrians and cycles are key aspects of sustainable transport, but communities must also be accessible to all.

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

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

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

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

4.75 A 'Single Transport Plan' for West Yorkshire is currently in development which will provide an overarching document that will encompass these various strategies, plans and programmes but will also provide further emphasis on the importance of high quality places to the sub region's economy, regeneration and to the quality of life of its citizens.

### **Walking, Cycling & Public Realm**

4.76 A key part of effective pedestrian and cycle movement across the city centre is a high quality, accessible and legible public realm. The public realm is the city centre's streets and public open spaces. In contrast, the "private realm" is the space within buildings, including shopping centres, and private open spaces.

4.77 The public realm has a multitude of public uses. Some of the public realm is designed in the form of squares, parks and gardens, but much of it is also public Highway. Although many activities and features within the Highway do not require planning permission, the Highway forms part of the urban fabric and the "urban form". Consequently, its appearance and the way in which its constituent components are arranged have a major impact on how the city centre looks and how it functions as a whole. How the public realm is developed and managed therefore has a fundamental bearing on the economic vitality and viability of the city centre.

4.78 In recent years, the Council has carried out a number of improvements to streets in the city centre and this work is continuing, with particular emphasis on The Shopping and Markets area as part of the "Connecting the City" and Heritage Streets projects. Work on this area is needed to ensure that the traditional retail areas do not decline through neglect in the face of competition from the proposed new Broadway redevelopment. To assist this process, a "Streetscape Design Manual" has been prepared to ensure that all new work is designed and constructed to exacting standards of quality.

4.79 The recent delivery of the new City Park has provided a significant increase in the open space provision within the city centre, and has notably enhanced the quality of the provision. This has resulted in an increased footfall and improved offer for present and future residents, providing a key visitor attraction in the heart of the city.

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

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

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

## **Policy M1 – Walking, Cycling and Public Realm**

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

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

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

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

### ***Policy Links***

**Core Strategy** Policy SC6 – Green Infrastructure

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

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

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

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

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

## Core Strategy Policy DS4 – Streets and Movement

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

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

### Public Transport Services and Infrastructure

4.85 Many bus services from across the District and beyond currently enjoy good penetration into the city centre dropping people off close to employment, shops and facilities. The Interchange allows for changeovers between buses, coaches, trains and taxis, including connections to the Leeds Bradford International Airport (LBIA). However the vast array of bus stops around the city centre can be confusing to visitors, it is not always clear where to go to catch a bus although maps showing the services using each stop are in many bus shelters. The changes in levels between the upper and lower concourses of the Interchange also pose problems for travellers use both rail and bus transport.

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

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

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

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

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

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

**Where feasible, all development proposals within the City Centre will be expected to contribute to and aid in the delivery of the identified public transport improvements above.**

## ***Policy Links***

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

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

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

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

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

## **Traffic, Highways and Parking**

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

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

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

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

4.92 Parking provision in the city centre consists of public multi storey car parks, surface car parks and on street parking as well as private residential and non residential parking. A recent development is the conversion of long stay free on street parking to short stay pay and display to promote turnover of spaces and thus aid commercial activity.

4.93 The existing car parks are spread throughout the centre in a random manner and there is currently no overall strategy for parking in the city centre. In addition many of the surface car parks are likely to be subject to development interest. A parking study is being undertaken which will inform a future parking strategy for the City Centre

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



## Policy M3 – Traffic, Highways and Parking

### Traffic and Highways

The following specific transport improvement schemes will be supported:

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

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

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

### Parking Standards

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

### Residential car parking

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

### Design of car parking in Bradford City Centre

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

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

### ***Policy Links***

**Core Strategy** Policy TR1 – Travel Reduction and Modal Shift  
**Core Strategy** Policy TR2 – Parking Policy  
**Core Strategy** Policy TR3 – Public Transport, Cycling and Walking  
**Core Strategy** Policy TR5 – Improving Connectivity and Accessibility  
**Core Strategy** Policy TR7 – Transport Investment and Management Priorities  
**Core Strategy** Policy DS4 – Streets and Movement

## **Air Quality & Carbon Management**

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

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

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

### ***Policy Links***

**Core Strategy** Policy TR1 – Travel Reduction and Modal Shift  
**Core Strategy** Policy SC2 – Climate Change and Resource Use  
**Core Strategy** Policy EN8 – Environmental Protection

4.98 A transport study of the City Centre has been conducted to assess the current state of the existing transport network and also to highlight the transport improvements necessary for the AAP strategic objectives and site specific allocations. This is to help ensure AAP proposals do not have an adverse impact upon the City Centre transport network. The resulting identified transport improvements have been stipulated within the proposal statements for each allocation. This will ensure they are addressed at the application stage and developer contributions can be used to overcome site specific transport impacts of developments.

4.99 It is however anticipated that many areas of the city will become available for regeneration and redevelopment over the life of the AAP. Regeneration may include development of underused land i.e. surface car parks, redevelopment of existing buildings either to bring them back into use or to intensify existing uses and the regeneration of public spaces between and around buildings i.e. the public realm.

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

Proposals and developments introduced by other parts of this plan such as City Living, Office and Employment or Shopping and Leisure should include proposals for improving pedestrian and vehicular movement as appropriate. All proposals should avoid the creation of barriers to pedestrians and cyclists and/or the diversion or increased distances to existing routes. All developments could/should aim to improve rather than hinder movements around the City.

All development proposals in the City Centre will have a mandatory requirement to submit a transport assessment with the planning application and will be assessed against policy TR1 of the Core Strategy and the NPPF.

### Policy Links

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

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

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

### New Transport Technologies

4.100 Opportunities will be taken wherever possible to provide new infrastructure that will encourage the uptake of low emission electric or gas powered vehicles and other innovative transport technologies as they arise.

4.101 The quality of life and the experience of nature are vital for a successful city centre; especially as the trend for city living is on the increase in Bradford. A rich and varied wildlife in the city centre will enhance the quality of life and experience of residents and visitors alike.

## Policy M5 – Biodiversity in the City Centre

Development proposals in the City Centre will be accepted to incorporate the following identified key interventions as put forward by the Ecological Assessment for Shipley – Canal Road Corridor and City Centre Area Actions Plans (2014):

**A. The Butterfly Express**

**B. The Nectar Highway**

**F. The Canal Road Greenway**

**H. Urban Oases**

Proposals that may have an adverse impact upon these key interventions and do not put forward sufficient mitigation will not be supported.

### Policy Links

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

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

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

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

**Core Strategy SC6** – Green Infrastructure

## Green Infrastructure

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

4.103 This Green Infrastructure study is now complete and form an integral part of Bradford Local Plan, informing policies and proposals to be contained in the City Centre Area Action Plan ensuring that growth is delivered in a sustainable way with advance planning for Green Infrastructure provision.

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

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

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

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

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

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

***Policy Links***

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

**Core Strategy Policy SC6** – Green Infrastructure

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

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

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

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

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

# GI Concept Plan :

- EXISTING GREEN INFRASTRUCTURE
- EXISTING BLUE INFRASTRUCTURE
- EXISTING CIVIC SPACE
- GREEN STREETS
- HABITAT HIGHWAYS
- ⇄ DALES WAY
- ⇄ Sustrans CYCLEROUTE
- ★ MOBILITY
- POTENTIAL GREEN ROOF / WALL
- DEVELOPMENT SITES
- GREEN / BLUE LINKS THROUGH DEVELOPMENT SITES
- KEY GREEN SPACES TO ENHANCE
- GREEN GATEWAYS

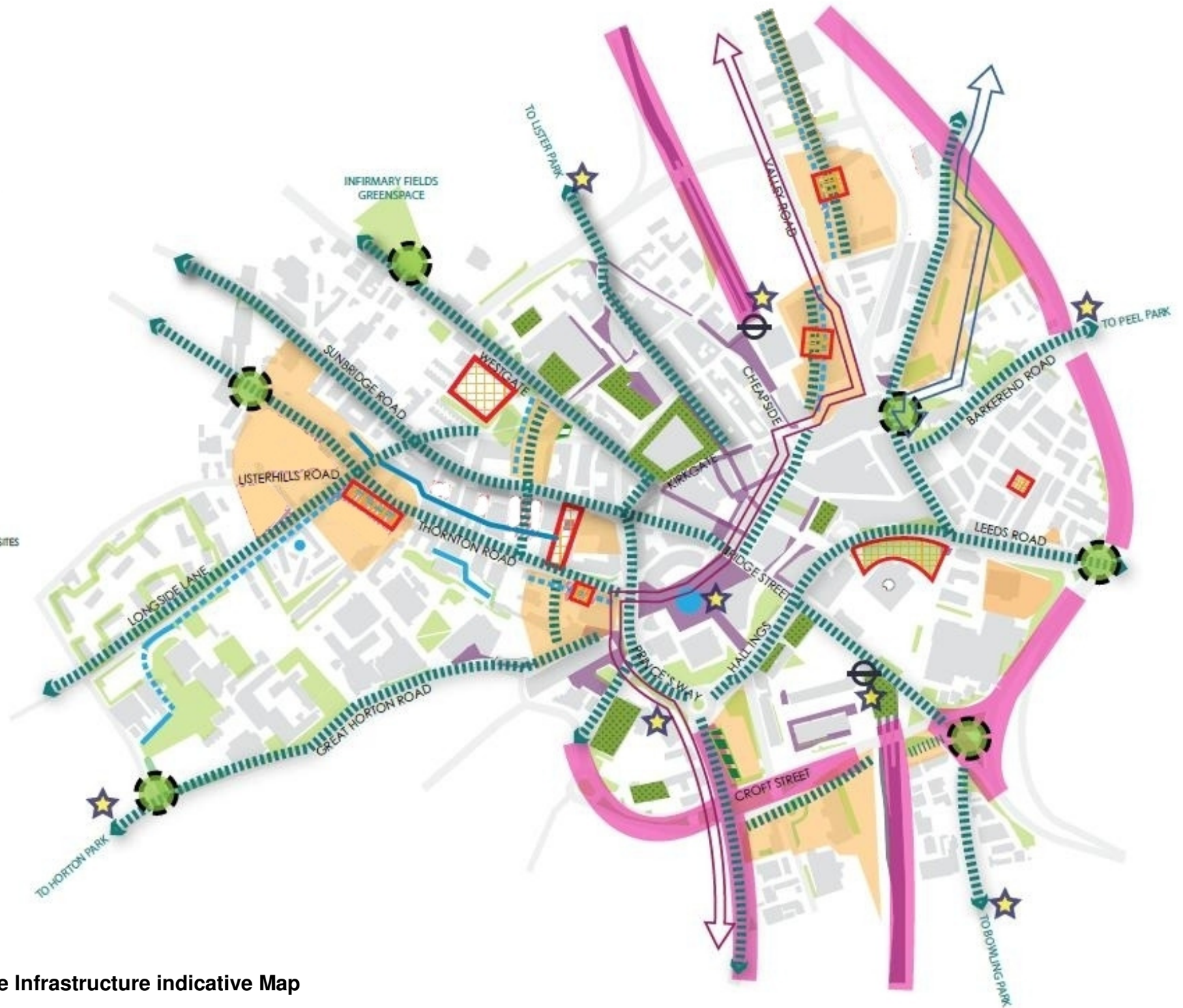


Figure 17 – Green / Blue Infrastructure indicative Map

# Built Form

## Built Form

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

### Action Plan Objective 3

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

## Background

4.106 Bradford has a rich architectural legacy reflecting its social history and development. Bradford city centre possesses a wealth of built heritage from its Victorian heyday, much of which remains intact today. This historic fabric includes many impressive buildings, built in local sandstone and designed by local architects, which together form attractive places which are distinct to Bradford.

4.107 For much of the twentieth century the city has not found it so easy to create great buildings and places. In the 1960's some of the built heritage was swept away to be replaced by development which on the whole has not worn well. The result is a city centre which, whilst attractive in parts, on the whole has become somewhat fragmented and disjointed in its architectural form.

## Key Issues

4.108 National, regional and local planning policy regarding built form can be summarised in three main strands:

- The preservation and enhancement of the historic environment.
- High quality design in new development which improves the character and quality of an area.
- Sustainable development which is built to last, makes efficient use of resources, and seeks to redress the effects of climate change.

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

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

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

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

1. Repair the historic areas with new development relating to the existing context;
2. Reinvent a new type of character in the areas where the historic character has been lost;
3. Locate tall buildings on the edge of the city centre in the valley bottom;



4. Encourage new contemporary design rather than copies of historical architectural styles.

### **Bradford City Centre Design Guide**

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

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

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

4.115 A detailed urban design guidance document Bradford City Centre Design Guide Addendum has been produced to support the City Centre Area Action Plan (AAP) and will therefore become a material consideration in planning applications upon adoption of the AAP. The guidance has expanded these principles and demonstrates how the urban design emphasis should be placed in respect of key pedestrian routes, city spaces, major areas of change and other key sites. Some areas of change, due to their extent and character will require the application of both restored and reinvented city concepts, in combination with the City Centre Design Guide (2006).

4.116 The Council will also ensure they work in partnership with key organisations including Historic England in the formulation of a *Historic Environment Study*. The study will form the basis of creative reuse of historic building in delivering housing and economic growth.

## Policy BF1 – The Nature of the Built Form

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

Proposals should:

**A. Enhance the street network by ensuring that large developments are well connected to existing streets, that urban blocks are kept small, that new routes and spaces are in the public not the private realm, and that they are designed to have pedestrian priority.**

**B. Animate the public realm by ensuring that the primary elevations of new buildings face onto the street, that blank and uninteresting elevations are avoided, and that buildings present active frontages at ground floor level.**

**C. Provide enclosure to the public realm by ensuring that the primary elevations of buildings follow the building line and that they are of a height which is appropriate to the character of the street or space.**

**D. Create new city centre landmarks by taking the opportunity to design ‘star’ buildings in prominent locations and where new important public buildings are proposed.**

**E. Achieve good quality design by being appropriate to its context in terms of urban grain, height and massing, roofscape, materials and appearance. Contemporary design approaches will be encouraged.**

**F. Preserve and enhance the character, appearance and setting of the City Centre’s heritage assets by having suitable regard to the adopted Conservation Area Appraisals and Listed Building Statements.**

**G. Support the vitality and diversity of the city centre by optimising the potential of the site to accommodate development and being of an appropriate scale and density.**

### ***Policy Links***

**Core Strategy Policy SC6 – Green Infrastructure**

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

**Core Strategy Policy HO6 – Maximising Use of PDL**

**Core Strategy Policy HO9 – Housing Quality**

**Core Strategy Policy EN3 – Historic Environment**

**Core Strategy Policy EN4 – Landscape**

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

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

**Core Strategy Policy DS3 – Urban Character**

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

**Core Strategy Policy DS5 – Safe and Inclusive Places**

## Tall Buildings

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

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

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

### Policy BF2 – Tall Buildings

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

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

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

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

### ***Policy Links***

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

### **Environment**

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

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

### **Policy BF3 – Built Form and the Environment**

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

- A. all construction and demolition schemes adhere to a construction environmental management plan which must be submitted to and approved by the council before works commence. The CEMP must specify how the developer will mitigate noise and dust emissions from the works
- B. all opportunities to connect to implement renewable energy generation have been explored and included as part of new development unless shown to be unviable or inappropriate
- C. ground contamination needs have been assessed and remediated using the Environment Agency Model Procedures for the Management of Land Contamination (CLR11)

D. proposals for site investigation and remediation schemes (where appropriate) utilise appropriate risk assessment and are approved by the Council in advance of development. Such measures should ensure that sites are 'fit for purpose'

E. new residential and commercial development schemes and the introduction of fixed plant machinery have been designed to meet internal and external noise levels specified in BS4142 and BS 8223, or subsequent replacement standards

F. appropriate odour extraction systems are incorporated where the sale / preparation / consumption of food takes place within the relevant buildings

G. appropriate consideration has been given to the Bradford Air Quality Action Plan (or replacement guidance) and necessary mitigation measures incorporated into schemes

H. have regard to other relevant policies within this City Centre AAP and its supporting documentation

All new major development proposals must submit evidence of the feasibility of prior extraction of productive surface coal reserves. Any feasible prior mineral extraction will be expected to be followed by full remediation of the site.

### ***Policy Links***

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

**Core Strategy Policy HO6** – Maximising Use of PDL

**Core Strategy Policy HO9** – Housing Quality

**Core Strategy Policy EN3** – Historic Environment

**Core Strategy Policy EN6** – Energy

**Core Strategy Policy EN8** – Environmental Protection

**Core Strategy Policy EN11**- Sand, Gravel, Fireclay and Hydrocarbons

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

**Core Strategy Policy DS3** – Urban Character

### **Heritage**

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

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

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

- Over 100 Listed Buildings or groups of buildings

- 5 Conservation Areas which are located partly or entirely within the AAP area

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

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

### **District Heat Networks**

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

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

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

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

## Policy BF4 – District Heat Networks

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

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

### ***Policy Links***

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

**Core Strategy Policy HO9** – Housing Quality

**Core Strategy Policy EN6** – Energy

**Core Strategy Policy EN8** – Environmental Protection

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

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

# Delivery



## **Delivery**

### **Background**

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

4.133 The Infrastructure Delivery Plan sets the key projects for each infrastructure type to be delivered over the development plan period (2015 – 2030). However, as new priorities are identified, the Infrastructure Delivery Plan may need to be adjusted and must be seen as a “working document” in order to maintain its effectiveness.

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

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

### **Infrastructure Requirements**

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

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

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

### **Developer Contributions**

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

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

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

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

### **Viability and Delivery**

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

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

### **The Council as landowner**

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

### **Estimated Delivery**

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

Table 1 – Proposed Allocations Planning and Delivery

Site Allocation	Proposal	Development Threshold	Ancillary Development Threshold	Estimated Delivery
<b>Southern Gateway</b>				
SG/1.1 – Clifford Street Car Park	Residential	200 – 250 residential units		2020 – 2025
SG/1.2 – Britannia Mill and Car Park	Swimming Pool Site	25 metre swimming pool and sports leisure complex		2015 – 2020
SG/1.3 – Britannia Street Car Park and City Fabrications Site	Station Improvements	N/A		2020 – 2025
<b>Central Business and Leisure District</b>				
B/1.1 – Sharpe Street Car Park	Cultural Expansion Zone			2025 – 2030
B/1.2 – No.1 City Park	Office	Grade A (B1) Office Space		2020 – 2025
B/1.3 – One Public Estate Site	Office	Grade A (B1) Office Space		2020 – 2025
B/1.4 – Exchange Court	Office / Residential			2020 – 2025
B/1.5 – Former Yorkshire Water Depot	Leisure led mixed use	Mixed Use with 400 residential units.		2020 – 2025
B/1.6 – Former Bradford Odeon	Leisure / Office Led Mixed Use			2015 – 2020
<b>Goitside</b>				
V/1.1 – Former Provident Financial Headquarters	Residential	400 residential units		2020 – 2025
V/1.2 - Former Gas Works and Foundry, Thornton Road / Listerhills Road	Residential led mixed use	400 residential units		2020 – 2025
V/1.3 - Globus Textiles, Listerhills Road / Smith Street / Longside Lane	Residential led mixed use	200 residential units		2020 – 2025
V/1.4 - Wigan Street Car Park	Residential	120 residential units		2020 – 2025
V/1.5 – Former Yorkshire Stone Yard and Mill, Thornton Road / Lower Grattan	Residential	80 residential units		2020 – 2025

Road					
V/1.6 - Former Bee Hive Mills, Smith Street	Residential	led	220 residential units		2020 – 2025
V/1.7 – Vacant Site South of Sunbridge Road, bounded by Tetley Street and Fulton Street	Residential mixed use	led	80 residential units		2020 – 2025
V/1.8 – Car Sales / Filling Station Site, Thornton Road	Residential mixed use	led	230 residential units		2020 – 2025
V/1.9 - Sunwin House, Godwin Street / Sunbridge Road	Residential / Office / Leisure / Retail				2020 – 2025
V/1.10 – Thornton Road / Water Lane	Residential		100 residential units		2020 – 2025
<b>The Market</b>					
M/1.1 - Car Park, Simes Street	Residential mixed use	led	200 residential units		2020 – 2025
M/1.2 - Car Park on Site of Former Carlton Grammar School, Grammar School Street	Residential		100 residential units		2020 – 2025
M/1.3 - Stone Street Car Park	Residential		20 residential units		2020 – 2025
M/1.4 - Former Yorkshire Building Society Head Quarters, High Point, New John Street	Residential mixed use	led	80 residential units		2020 – 2025
M/1.5 - Former Tetley Street Shed, Tetley Street	Residential mixed use	led	100 residential units		2020 – 2025
<b>Little Germany and Cathedral Quarter</b>					
CH/1.1 – Area East of Valley Road	Mixed Use Residential		600 residential units		2025 – 2030
CH/1.2 - Former Royal Mail Sorting Office	Leisure mixed use	led			2015 – 2020

CH/1.3 - Cathedral Quarter Phase 1	Residential	100 residential units		2020 - 2025
CH/1.4 - Cathedral Quarter Phase 2	Residential	200 residential units		2020 - 2025
CH/1.5 - Burnett Street Car Park	Residential	50 residential units		2020 - 2025
CH/1.6 - Olicana House, Chapel Street	Residential	20 residential units		2015 - 2020
CH/1.7 - East Parade Car Park	Residential	50 residential units		2020 - 2025
CH/1.8 - Land West of Wharf Street	Residential	50 residential units		2025 - 2030
CH/1.9 - Vacant Plot bounded by Church Bank, Vicar Lane and Curren Street	Residential	20 residential units		2020 - 2025
CH/1.10 - Vacant Plot bounded by Church Bank, Peckover Street and Curren Street	Residential	20 residential units		2020 - 2025
CH/1.11 - Gate Haus 2	Residential	50 residential units		2020 - 2025
CH/1.12 - Conditioning House	Residential Mixed Use	100 residential units		2020 - 2025
CH/1.13 - Midland Mills	Residential Mixed Use	200 residential units		2020 - 2025
<b>The Learning Quarter</b>				
LQ/1.1 - University of Bradford Car Park, Longside Lane	Education and ancillary uses			
LQ/1.2 - University of Bradford Car Park, Longside Lane / Shearbridge Road	Education and ancillary uses			
LQ/1.3 - University of Bradford Car Park, Great Horton Road	Education and ancillary uses			

## Monitoring Framework

### Housing

Table 2 – Housing Monitoring Framework

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

				200dph.
<b>IND7(H)</b>	Remaining housing land supply, analysed against the housing requirement, the housing trajectory, and targets for DPD's, settlements, previously developed land, affordable housing; for the District, DPD area and settlement. Corporate	Objective	Objective 4	
		Policy	CL1	For CL1 15% of housing completions are afford housing.

**Economy**

**Table 4 – Economy Monitoring Framework**

<b>REF</b>	<b>INDICATOR</b>	<b>TYPE</b>	<b>REFERENCE</b>	<b>TARGET</b>
IND1(EJ)	Total employment jobs created, analysed against the employment requirement and the area targets.	Objective	Objectives 1, 5	
		Policy	Policies B1	Annual delivery of 6000 jobs.

IND2(EJ)	Vitality and viability assessments of the hierarchy of centres.	Objective	Objectives 1, 5	
		Policy	Policie SL1, SL2, SL4	To meet the retail and leisure needs of the City Centre.

## Transportation

**Table 5 – Transportation Monitoring Framework**

REF	INDICATOR	TYPE	REFERENCE	TARGET
IND3(TM)	Modal split between different modes of transport.	SO	Objective 7	
		Policy	Policies M1, M2, M4, M6, SL3	All new developments meet accessibility standards or provide mitigating measures.
IND4(TM)	Modal split between different modes of transport. Accessibility of	Objective	Objective 7	



	new housing, employment and retail schemes by public transport.	Policy	Policies M1, M2, M4, M6, SL3	To increase the proportion of trips made by sustainable modes to 41% (WY LTP target).
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**Environment**

**Table 6 – Environment Monitoring Framework**

REF	INDICATOR	TYPE	REFERENCE	TARGET
<b>IND10(EV)</b>	Number of sites identified of local nature conservation importance, and proportion of local sites where positive conservation has been or is being implemented.	SO	Objective 8	
		Policy	Policy M5	Net increase in the % of local sites where positive conservation management has been or is being implemented over each monitoring period.
<b>IND13(EV)</b>	Mega Watts (MW) of installed renewable energy and low carbon energy capacity, which required planning permission.	Objective	Objective 8	
		Policy	Policy BF2	A net increase in installed renewable and low carbon energy over each monitoring

				period.
<b>IND14(EV)</b>	Number of completed developments that met the requirements for surface water treatment.	Objective	Objective 8	
		Policy	Policies CL2, BF2	A net increase in the number of completed developments that met the requirements for surface water treatment over each monitoring period.
<b>IND15(EV)</b>	The fraction of mortality attributable to particulate air pollution over each monitoring period.	Objective	Objective 8	
		Policy	Policies M4, BF2	A reduction in exposure to particulate air pollution, resulting in a reduction in the fraction of mortality attributable to air pollution over each

				monitoring period.
<b>IND16(EV)</b>	Number of contaminated sites that have been remediated.	Objective	Objective 8	
		Policy	Policy BF2	An increase in the number contaminated sites that have been remediated over each monitoring period.
<b>IND17(EV)</b>	Ecological status of rivers.	Objective	Objective 8	
		Policy	Policy M5	No deterioration in the ecological status of water bodies over each monitoring period.

# Appendices

## Appendix A:

### Glossary

**Accessibility:** This is a general term used to describe the degree to which a product, device, service, or environment is available to as many people as possible. It can be viewed as the “ability to access” and benefit from some system or entity. It is often used to focus on people with disabilities or special needs and their right of access to facilities and services within the environment.

**Affordable Housing:** This type of housing includes social rented, affordable rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.

**Affordable Housing Economic Viability Assessment (AHEVA):** This study provides assessment of the viability of the proportion of affordable housing, site thresholds and tenure splits in different locations and on a range of sites across the District. It provides robust evidence when determining appropriate and justifiable affordable housing targets within the LDF. This study forms part of the Local Plan evidence base.

**Allocation:** The use of land assigned to a parcel of land within the Development Plan.

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

**Appropriate Assessment:** A formal assessment by the Council of the impacts of the Local Plan on the integrity of a Natura 2000 Site (a Special Protection Area (SPA), Special Area for Conservation (SAC) or proposed SPAs or Ramsar sites).

**Air Quality Management Areas (AQMA):** Areas where levels of pollution and air quality may not meet national air quality objectives. If it

does not, a plan is prepared to improve the air quality – a Local Air Quality Action Plan.

**Area Action Plan (AAP):** Area Action Plans are used to provide a planning framework for areas where significant change or conservation is proposed, in line with policies in the Core Strategy. The following Area Action Plans will form part of Bradford’s Local plan:

- Bradford City Centre Area Action Plan
- Shipley and Canal Road Corridor Area Action Plan

**Baseline Analysis Report:** This report comprises a concise and comprehensive analysis of a wide range of topics (e.g. housing, biodiversity and transport) relevant to the SCRC’s social, economic and environmental characteristics at the present time. This study forms part of the Local Plan evidence base.

**Biodiversity:** This refers to the variety of plants, animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value too.

**Bradford City Centre Area Action Plan (BCCAAP):** This document will provide the planning framework for Bradford City Centre, in line with policies contained within the Core Strategy DPD.

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

**Bradford Wildlife Area (BWA):** These are areas which have local wildlife value within the District.

**Brownfield Land/Site:** This is the common term for land which is categorised as previously developed, the technical definition of which was previously contained in the Appendices to PPS3.

**“Call for Sites”:** A process whereby any agent, landowner, developer, land user who may have interests in the District and who wish to promote particular sites for future development in the

Local plan could submit their proposals to the Council for consideration.

**Climate Change:** According to the Met Office, 'Climate change is the long-term change in climate and is usually used in the context of man-made climate change'.

**Community Infrastructure Levy (CIL):** This is a new levy that local authorities can choose to charge on new developments in their area. The money collected can be used to support development by contributing towards the funding of infrastructure that the Council, local community and neighbourhoods want or need.

**Conservation:** The process of maintaining and managing change to a heritage asset in a way that sustains and where appropriate enhances its significance.

**Conservation Area:** This is an area of special architectural or historic interest designated by the Council under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Development is controlled more tightly in order to preserve or enhance their special character and qualities.

**Core Strategy DPD:** This is a key development plan document (DPD) within the Local plan which sets out the vision, objectives and strategic policies to guide the pattern and levels of development within the District over a 15-20 year period.

**Critical Infrastructure:** This is used to describe material assets that are essential for the functioning of a society and economy. It is the framework of facilities, systems, sites and networks necessary for the functioning of the place and which we rely on in very aspect of our daily life. They generally come under the following areas: energy, food, water, transport, telecommunications, Government and public services, emergency services, health and finance.

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

**Designated Heritage Asset:** A World Heritage Site, Scheduled Ancient Monument, Listed Building, Registered Park and Garden, Registered Battlefield or Conservation Area designated as such under the relevant legislation.

**Development:** The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change of use of any building or other land. (Section 55 Town and Country Planning Act 1990)

**Development Plan Document (DPD):** These are also known as Local Development Documents that form part of the Local Plan. They include the:

- Core Strategy DPD
- Allocations DPD
- Area Action Plan DPD
- Proposals Map DPD
- Waste Management DPD

**Development Management:** The process of determining applications for planning permission. It is carried out by the Council in order to ensure appropriate use of land and buildings in the context of legislation, Government guidance and the Development Plan. Formally referred to as Development Control or DC.

**Development Plan:** Statutory document(s) produced by Local Planning Authority which set down policies and proposals for the development and other use of land in their area. The current development plan for the Bradford District is the Replacement Unitary Development Plan (RUDP). Once adopted, the Local Plan will become the development plan for the District.

**Development Plan Document (DPD):** These documents will form part of the Local Plan. They include the:

- Core Strategy DPD
- Allocations DPD
- Area Action Plan DPD
- Proposals Map DPD
- Waste Management DPD

**District Wide Transport Assessment:** This study makes reference to all modes of travel, setting its findings within a broader context of sustainability. It establishes any strategic impacts of the Core Strategy proposals on the strategic highway network and measures to mitigate against these impacts.

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

**Equality Impact Assessment (EIA):** This is a process designed to ensure that a policy, project or scheme does not discriminate against any disadvantaged or vulnerable people within society.

**Employment Land Review:** An assessment of the total future need for, and the available supply of, land for employment use in the District.

**Employment Zone:** Parts of the built up area where existing employment uses predominate and which are protected for employment uses in the Development Plan.

**Evidence Base:** A collection of technical studies on various topics e.g. housing, transport, and environment which are produced either by the Council or on their behalf. These studies inform the preparation of the Local Plan and provide robust, transparent and justified evidence required within plan-making.

**Flood Risk Zone:** An area of land at risk from flooding.

**Green Belt:** An area of open land defined in the Plan in accordance with Government guidance where strict controls on development are applied in order to check the unrestricted sprawl of large built up areas, safeguard the countryside from encroachment, prevent neighbouring towns from merging into one another, preserve the special character of historic towns, and assist in urban regeneration.

**Greenfield Land or Site:** Land (or a defined site), that has not previously been developed.

**Green Infrastructure:** A network of multi-functional green space across a defined area. A green infrastructure plan can identify land for

future conservation and help shape the pattern of future growth.

**Habitats Regulations Assessment:** Refer to Appropriate Assessment

**High Frequency Bus Route:** The accessibility to bus services which run along the same route six or more times per hour in peak times. Those bus services which run four times per hour are also considered to be high frequency.

**Historic Environment:** All aspects of the environment resulting from the interaction between people and places through time, including surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.

**Independent Examination:** All DPDs are subject to independent examination by an independent inspector supplied by the Planning Inspectorate (PINS). This usually takes the form of formal hearing, presided over by an inspector or panel of inspectors appointed to consider the 'soundness' of the plan i.e. the robustness of the policies and proposals contained in the DPD. Persons who properly made representations on a DPD when it was submitted will have their views considered by the inspector when they examine it for its soundness.

**Infrastructure:** The basic facilities, services, and installations needed for the functioning of a community or society, such as transportation and communications systems, water and power lines, and public institutions including schools, post offices, and prisons.

**Inspectors Report:** A report issued by the inspector who conducted the independent examination, setting out their conclusions on the matters raised in terms of the soundness of the plan and suggesting changes for the local planning authority to make to the submitted DPD before it is adopted.

**Interim Strategy Statement (ISS):** An agreed statement adopted by the Leeds City Region Leaders Board to reconfirm the settlement

network and principles for the location of development and key spatial investment priorities that were previously agreed in the Regional Spatial Strategy.

**Issues and Options:** This refers to the first stage in the preparation of a Development Plan Document (DPD), whereby the Council will ask the public what the key issues and options are for an area and the plan being produced.

**Joint Venture Company:** Public sector bodies forming joint ventures with the private sector.

**Key Diagram:** The diagrammatic representation of the spatial strategy as set out in a Local Authority's Core Strategy.

**Leeds City Region (LCR):** Refers to the area which covers West Yorkshire and parts of neighbouring North and South Yorkshire that is ten local authority Districts, including Bradford. The areas economic development is supported by the Leeds City Region Partnership, a sub-regional economic development partnership.

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

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

**Local Infrastructure Plan (LIP):** This study sets out the current position of infrastructure provision in the District, along with an identification of the key agencies/partners, their investment programmes and infrastructure commitments, along with any key issues for the Core Strategy. This study forms part of the Local Plan evidence base.

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

**Local Development Framework (LDF):** Term previously used to describe a range of statutory planning policy documents that will provide a framework for advising the particular community's economic, social and environmental aims, usually comprising a portfolio of development documents including a Core Strategy, Allocations, Area Action Plans (AAPs) and Supplementary Planning Documents (SPDs).

**Local Development Scheme (LDS):** A document that sets out the Council's annual work programme for preparing documents to be included in the LDF.

**Local Plan:** Replaces LDF as the term to describe the statutory development plan produced by the LPA, including DPDs and Neighbourhood Plans.

**Local Planning Authority (LPA):** The statutory authority, i.e. City of Bradford Metropolitan District Council, whose duty it is to carry out the planning function for its area.

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

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

**National Planning Policy Framework (NPPF):** This document sets out the Government's planning policies for England and how these are expected to be applied. The Framework consolidates previous Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs) into one single national planning document.



**Neighbourhood Development Framework (NDF):** A document, usually prepared by consultants, taking forward ideas proposed in the Alsop Masterplan, identifying priority projects. They are a material consideration when determining planning applications. Four NDFs were prepared for The Bowl, The Channel, The Market and The Valley and all were completed and the subject of public consultation in 2006.

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

**Open Space:** All open spaces of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

**Planning Policy Guidance (PPG):** These are a series of documents setting out guidance for planning authorities on implementing national government's planning policy. PPSs replaced PPGs under the Planning and Compulsory Purchase Act 2004.

**Planning Policy Statement (PPS):** These are a series of documents setting out guidance for planning authorities on implementing national government's planning policy. PPSs replaced PPGs under the Planning and Compulsory Purchase Act 2004.

**Preferred Approach:** This term refers to a stage in the production of a Development Plan Document (DPD). This stage sets out the Council's 'preferred' option/approach for a DPD which has been prepared alongside public consultation and technical evidence.

**Previously Developed Land (PDL):** Land which is or was occupied by a permanent structure, including curtilage of the developed land and any associated fixed surface infrastructure.

**Primary Frontages:** These refer to the key shop frontages within a primary shopping area where retail development and uses are concentrated.

**Principal Town:** These are key towns within the District which are the main focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities.

**Regional City:** A city recognised as a key regional hub for economic development, housing, shopping, leisure, education, health and cultural activities and facilities. Bradford was designated as a regional city in the Regional Spatial Strategy (RSS) for Yorkshire and the Humber in 2008.

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

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

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

**Replacement Unitary Development Plan (RUDP):** This is the existing development plan for the Bradford District which was adopted in October 2005.

**Retail and Leisure Study:** This study provides an up-to-date comprehensive picture of current and future capacity for retailing and leisure in the District, which will be used to accurately determine planning applications and to inform the emerging Local Plan. This study will also assess the existing network of larger and smaller centres in Bradford Metropolitan District

and the function and effectiveness of the current retail hierarchy.

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

**Saved Policies:** Under Government legislation relating to the transition between the old UDP system and the new LDF system, the RUDP policies were 'saved' for 3 years. The Council has received a Direction letter from the Secretary of State which saved the vast majority of RUDP policies beyond this 3 year period and therefore still forms part of the statutory Development Plan for Bradford.

**Secondary Frontages:** These shop frontages provide greater opportunities for a diversity of uses within a primary shopping area.

**Setting of a Heritage Asset:** The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or a negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

**Settlement Hierarchy:** A hierarchy of settlements which will guide the proportion of development that will be located in each settlement over the Plan period. The level of facilities, access to public transport and environmental constraints will guide this.

**Settlement Study:** A baseline characteristics study of each of the District's settlements.

**Significance of a Heritage Asset:** The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a

heritage assets physical presence, but also from its setting.

**Site of Ecological or Geological Importance (SEGI):** Areas identified by the Council as being important for their flora, fauna, geological or physiological features. They are of countywide importance.

**Site of Special Scientific Importance (SSSI):** Areas identified by English Nature as being of interest by reason of their flora, fauna, geological or physiological features. They are of national importance and have statutory protection.

**Spatial Planning:** Planning (used in preparing the LDF) which goes beyond traditional land uses to integrate policies for the development and use of land with other (non-planning) policies and programmes which influence the nature of places and how they function.

**Special Area of Conservation (SAC):** Areas which have been given special protection under the European Union's Habitats Directive. They provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.

**Special Protection Area (SPA):** Areas which have been identified by the European Commission as being of international importance for certain breeding, feeding, wintering or migration of rare and vulnerable species of bird populations found within the EU countries. They have statutory protection under the EC Directive for the Conservation of Wild Birds 79/409.

**Statement of Community Involvement (SCI):** A statement enabling communities to know when they will be involved in the preparation of planning applications and the Local Plan. It also outlines how the Local Planning Authority will engage communities in the planning process. The Bradford District SCI was adopted by the Council on the 8th July 2008.

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

**Strategic Environmental Assessment (SEA):** A statutory requirement of SEA Regulations 2004 to assess significant effects of all scales of statutory plans on the environment.

**Strategic Flood Risk Assessment (SFRA):** This is a study required to meet national and regional policy requirements in relation to flood risk in a local area.

**Strategic Housing Land Availability Assessment (SHLAA):** Part of the Local Plan Evidence Base which the Government requires the Council to produce. The primary role of this assessment is to provide an indication of the scale, nature and distribution of potential housing land across the district. This involves identifying sites with potential for housing; assessing their capacity to accommodate houses; and determining having collected information about land ownership, development constraints and economic viability, whether and when the could be developed.

**Strategic Housing Market Assessment (SHMA):** A key part of Local Plan the evidence base, as required by the Government. Provides an assessment of the scale, range and type and tenure of homes – both market and affordable - that will be required based on analysis of demographic, social and housing market drivers. A key document for determining affordable housing requirement quotas.

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

**Sustainability Appraisal (SA):** The process of evaluating the environmental, social and economic effects of a policy, plan or programme.

**Sustainable Community Strategy (SCS):** A community plan prepared by Local Strategic Partnerships (LSP) which includes a set of local goals and actions which they wish to promote. Bradford's community strategy is known as the 'Big Plan'.

**Sustrans** - a charity based organisation who promote sustainable transport, with focus on walking, cycling and public transport.

**Shipley and Canal Road Corridor Area Action Plan (SCRC AAP):** This document will provide the planning framework for Shipley and Canal Road Corridor, in line with policies contained within the Core Strategy DPD.

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

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

**Sustainable modes of transport:** Any means of transport with low impact on the environment, including walking and cycling, green or low emission vehicles, car sharing and public transport.

**Strategic Development Framework:** this study presents the baseline evidence base, vision, capacity and strategic options for future development in the SCRC AAP area.

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

**The Regulations:** The Town and Country Planning (Local Development) (England) Regulations 2004, as amended by the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008, the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2009; the Town and Country Planning (Transitional Arrangements) Regulations 2004 and The Town and Country Planning (Local Planning) (England) Regulations 2012.

**Traffic Regulation Orders (TROs) -**

**West Yorkshire Local Transport Plan (WYLTP):** A statutory requirement of local transport authorities which aims to deliver more sustainable transport.

**Windfall Site:** A site which has not been specifically identified as available through the development plan process, but which unexpectedly becomes available for development. A windfall dwelling is a dwelling which is delivered from such a site.

**World Heritage Site:** A UNESCO designation which can be a site of cultural or natural heritage considered to be of outstanding universal value and worthy of special protection. Saltaire is a World Heritage Site within the Bradford District.

## Appendix B:

### Planning Policy Context

#### National Planning Policy Framework

1.1 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. The NPPF sets out a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

1.2 The NPPF's main objective is for the planning system to help achieve sustainable development, with 3 key delivery roles:

- 1 **An Economic Role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- 2 **A Social Role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- 3 **An Environmental Role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

#### *Regional Planning Policy*

#### **Regional Spatial Strategy (RSS) for Yorkshire and the Humber: The Yorkshire and the Humber Plan (2008)**

1.3 The Yorkshire and Humber Plan is the current Regional Spatial Strategy for the Yorkshire and Humber Region. It was issued in May 2008 ("current RSS"). It replaces the 2004 RSS which was based on the selective review of RPG12 that was issued in 2001.

The RSS includes a broad development strategy for the region, setting out regional priorities in terms of location and scale of development, including:

1. **Economic development**
2. **Housing**
3. **Transport and communications**
4. **The environment (including water, minerals and waste, energy generation and use)**
5. **Tourism and leisure**
6. **Urban and rural regeneration**

1.4 The Area Action Plan is required to be in general conformity with the RSS. The RSS provides the key strategic direction for the Local Plan including setting the framework for location and scale of development (e.g. housing, employment and commercial) and the role of the Bradford City Centre. Following the Localism Act 2011, the Government is committed to the revocation of the RSS, the process for which is currently ongoing.

#### *Sub-Regional Planning Policy*

#### **Leeds City Region Housing & Regeneration Strategy and Investment Framework (2009)**

1.5 The Leeds City Region Housing & Regeneration Strategy and Investment Framework puts forward ambitious and innovative programmes for accelerating economic recovery through city region housing and regeneration investment.

### Leeds City Region Housing Investment Plan 2010 – 2014

1.6 This Investment Plan, the first for the Leeds City Region, sets out the investment programme(s) for the Homes and Communities Agency (HCA) and other complementary public sector funding to deliver city region housing and regeneration strategic ambitions.

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

1.7 The Local Transport Plan (LTP) is the statutory plan for transport in West Yorkshire and sets out the needs, objectives, ambitions and strategy over the medium to long term as well as detailed spending proposals in its first 3 years.

Objectives:

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

*Local Planning Policy*

### Replacement Unitary Development Plan (2007)

1.8 The Replacement Unitary Development Plan (RUDP) is the statutory Development Plan that the Council has produced to fulfil its obligations under the 1990 Planning Act. The Development Plan is a land use strategy for the Bradford District and is the prime consideration when the Council makes decisions on planning applications. It includes policies to guide development and proposals for the use of land to ensure that the needs of the District's population for homes, jobs, shopping, recreation and other facilities can be met.

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

### Emerging Local Plan – Core Strategy

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

1.11 The main functions of the Core Strategy are:

- Sets out a long-term spatial vision for the District until 2030
- Identifies broad locations for development over the next 15 years
- Sets out policies that will influence the use of land and the type and scale of development which will be permitted within the District
- Identifies infrastructure required to manage development.

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

1.13 The City of Bradford including Shipley and Lower Baildon Sub-Area Section contains a number of sub-area policies which relate directly to the city centre. These cover various points including:

- Spatial Vision
- Strategic Patterns of Development
- Investment Priorities

1.14 Other key themes covered in the sub-area section include PDL, housing and employment growth targets. Area specific policies include:

- Policies 1 (BD1)
- Sub Area Policy 2 (BD2)

1.15 Strategic Core Strategy Policies

- Strategic Core Policy 1 (SC1)
- Strategic Core Policy 6 (SC6)

- Policy EC1 – Creating a successful and competitive Bradford District economy within the Leeds City Region
- Policy EC2 – Supporting Business and Job Creation
- Policy EC3 – Employment Land Requirement
- Policy EC5 – City, Town, District and Local Centres
- Policy TR3 – Public Transport, Cycling and Walking
- Policy HO2 – Strategic Sources of Supply
- Policy HO3 – Distribution of Housing Requirement
- Policy HO5 – Density of Housing Schemes
- Policy HO6 – Maximising the Use of Previously Developed Land
- Policy HO7 – Housing Site Allocation Principles
- Policy HO8 – Housing Mix
- Policy HO9 – Housing Quality
- Policy EN6 – Energy
- Policy ID1 – Development Plan Documents and Authority Monitoring Report
- Policy ID4 – Working with Partners
- Policy ID6 – Simplification of planning guidance to encourage sustainable development

### **City Centre Design Guide SPD**

1.16 The Supplementary Planning Document for *City Centre Design Guide* provides urban design guidance for the Bradford City Centre Regeneration Area. The Council adopted this document on 21st March 2006.

### **City Centre Affordable Housing SPD**

1.17 The Supplementary Planning Document for *Bradford City Centre Affordable Housing* sets out the approach that will be taken by the Council with regard to the implementation of its affordable housing policy in Bradford City Centre. The Council adopted this document on 1st October 2008

### **Shop Front Design Guide SPD and Shop Keepers Guide to Securing Their Premises SPD.**

1.18 The Shop Front Design Guide Supplementary Planning Document (SPD) provides guidance on the design of shop fronts throughout the district. It has been prepared to encourage high standards of design for retail premises across the whole District and stimulate the resulting wider economic benefits. The recent adoption of the Shop Keepers Guide' SPD has superseded section 6 of the Design Guide' (Security), adopting an updated approach to shop front security. The Shop Keepers Guide' SPD was adopted on 19<sup>th</sup> December 2012.

### **Planning Obligations SPD**

1.19 The Planning Obligations SPD sets out how the Council will seek and deliver community benefits through the use of these legal agreements which are negotiated when a planning application is submitted to the Council.

### **Bradford 2020 Vision and Community Strategy**

1.20 Bradford agreed its long term ambitions in 2000 and set these out in the 2020 Vision as a route map towards a transformed district.

2020 Vision:

“By 2020, Bradford district will be a prosperous, creative, diverse, inclusive place where people are proud of their shared values and identity, and work together to secure this vision for future generations. The District will draw strength from its diversity – making full use of the skills, qualities and enterprise of its people – to create a vibrant community and cultural life for all”.

1.21 The Community Strategy 2011-2014 sets out the big issues the district faces and priorities to address them. It breaks down the 2020 Vision into four broader outcomes for the district and the strategic aims that underpin them as follows:-

1. Economy: Bradford's economy is increasingly resilient, sustainable, and fair, promoting prosperity and wellbeing across the District.

2. Inclusive and strong communities: Bradford becomes an increasingly inclusive District where everyone is able to participate in the life of their communities and neighbourhoods, and understands their rights and obligations.

3. Improving health, wellbeing and quality of life: Bradford's people experience improving good health, wellbeing and quality of life, irrespective of their community, background or neighbourhood.

4. Making Bradford a more attractive district: Bradford becomes a more attractive District, supported by good connectivity and infrastructure



## Appendix C:

### Evidence Base

1.1 The Evidence Base report sets out the baseline position for the Bradford City Centre, including the key issues and parameters which will inform the preparation of the Bradford City Centre Area Action Plan (AAP).

1.2 The AAP will provide the long term framework for development and change in Bradford City Centre. It will co-ordinate development interests and will include proposals for the development of sites for shopping, commercial, leisure, education, community use, strategic employment, mixed-use housing areas, transport initiatives and environmental protection.

1.3 It is important that the policies and proposals of the AAP are based on an up-to-date, robust and reliable evidence base to ensure a thorough understanding of the needs, opportunities and any constraints of the area.

1.4 The Council has drawn on a range of information about the important aspects of Bradford City Centre including housing, the local economy, environment, transportation and community facilities to form the evidence base for the AAP. These pieces of work provide a picture of the Bradford City Centre in terms of key issues and also their spatial relevance.

#### District Wide Evidence

- Bradford District Employment Land Review Study (2011)
- Bradford District Retail & Leisure Study (2013)
- Bradford District Strategic Housing Land Availability Assessment
- Bradford District Playing Pitch Strategy (2014)
- Bradford District Strategic Housing Market Assessment (2013)

- Bradford District Strategic Flood Risk Assessment Level 1 (2014)
- Conservation Area Assessments and Saltaire World Heritage Site Management Plan (2014)

#### Bradford City Centre AAP Evidence

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

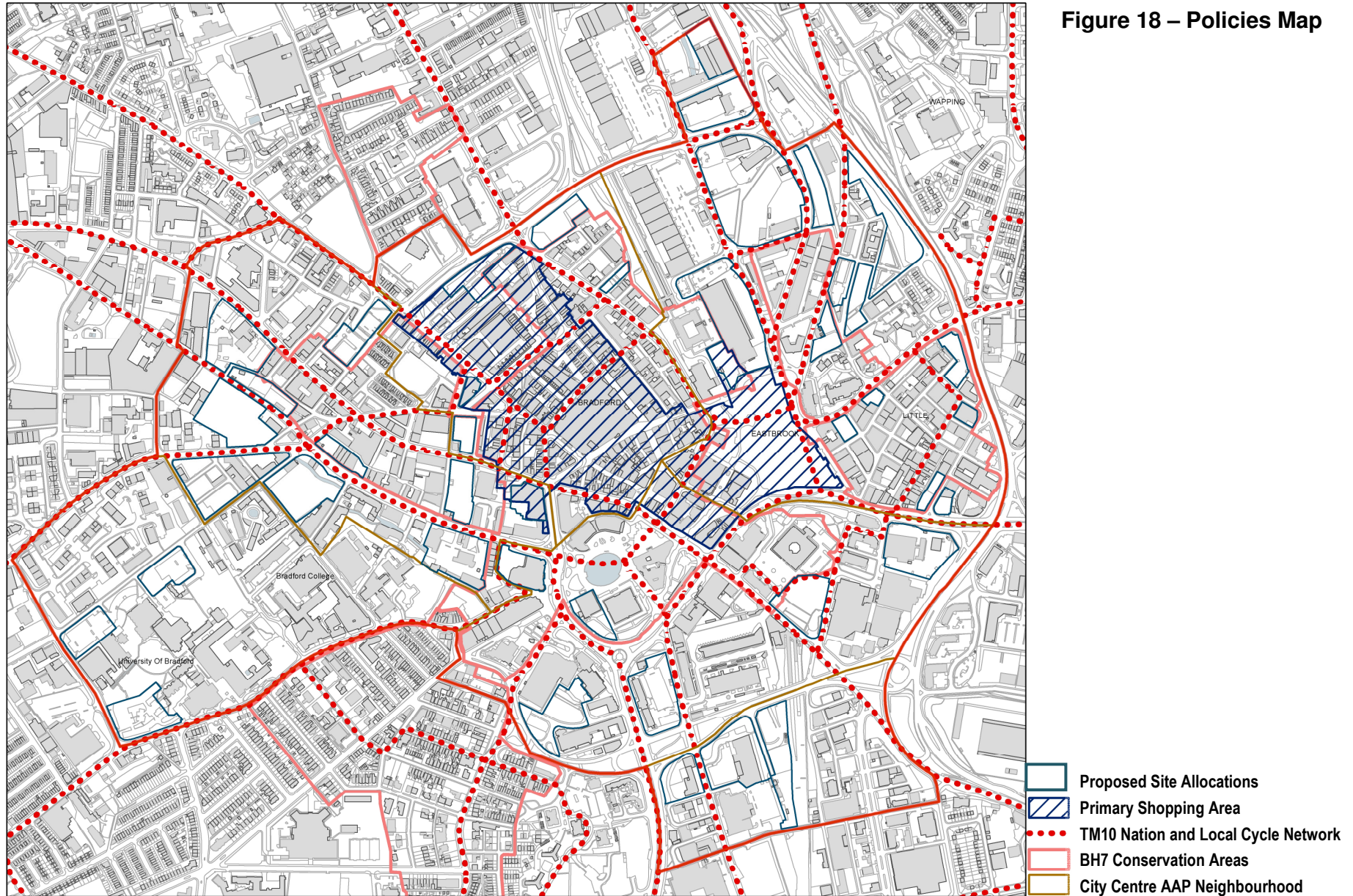
#### Other list of documents reviewed

- Bradford City Plan (Technical Report, 2015)
- Bradford City Plan (Prospectus), 2015
- Bradford City Centre Design Guide Addendum (2015)
- The State of the District (CBMDC, 2006-07, 2010)
- Bradford District Economic Assessment (CBMDC, 2010)
- Bradford District Economic Strategy (CBMDC, 2011)
- Bradford Local Investment Plan 2011-2020(CBMDC, 2011)
- Bradford District Local Infrastructure Plan-draft (CBMDC, 2011)
- Bradford City Centre regeneration Masterplan (Alsop, 2003)
- Bradford City Centre Neighbourhood Development Frameworks
- Bradford Positioning Statement (Regeneris, 2005)

- BCR Performance Framework (Genecon, 04/05-05/06, 2009/10)
- Bradford City Centre Balanced Housing Market Study (DTZ, 2005)
- Bradford District Joint Housing Strategy 2008-2020
- Bradford City Centre Market Activity Report (Knight Frank, 2007 and 2008)
- Bradford Property Market Overview - Part of NDF Technical Appendices (Donaldson, 2005)
- Socio-Economic Baseline Report- part of NDF Technical Appendices (Arup, 2005)
- Sport and Recreation Facilities Assessment (CBMDC, Feb 2008-Draft)
- Bradford Open Space, Sport and Recreation Study (CBMDC, July 2006)
- Bradford City Centre Design Guide (Urbed, 2007)
- City Centre Conservation Area Assessment (CBMDC, 2005)
- Cathedral Precinct Conservation Area Assessment (CBMDC, 2005)
- Goitside Conservation Area Assessment (CBMDC, 2005)
- Little Germany Conservation Area Assessment (CBMDC, 2005)
- Archaeological Evaluation of the Broadway Centre Site (WYAS, 2002)
- The Good, the Bad and the Ugly (Bradford Building Preservation Trust, 2004)
- Bradford District Retail and Leisure Study (WYG, 2008 and 2012 update)
- Bradford Employment Land Review (Arup, 2007 update 2011)
- Bradford Office Audit (Donaldsons, 2007)
- The Bradford Destination Assessment (Locum, 2008)
- Bradford District Transport Strategy 2006-2021 (CBMDC, 2007)
- The West Yorkshire Local Transport Plan 2011-2006 (Wyltp, 2011)
- WYLTP Bradford Local Implementation Plan 2011-2014
- Bradford Channel and Market NDFs Transport Report (Ove Arup & Partners Ltd, 2005)
- Bradford City Centre Pedestrian Survey (CBMDC, 2008/09/10)
- City Centre Utilities and Drainage Study (Arup, 2005)
- Bradford Strategic Flood Risk Assessment: Final Report (BMDC, March 2003)
- Flood Risk Assessment of Forster Square (Waterman, Burrow, Crocker, 2003)
- Bradford District Carbon Management Programme 2007-12 (BMDC, 2007)

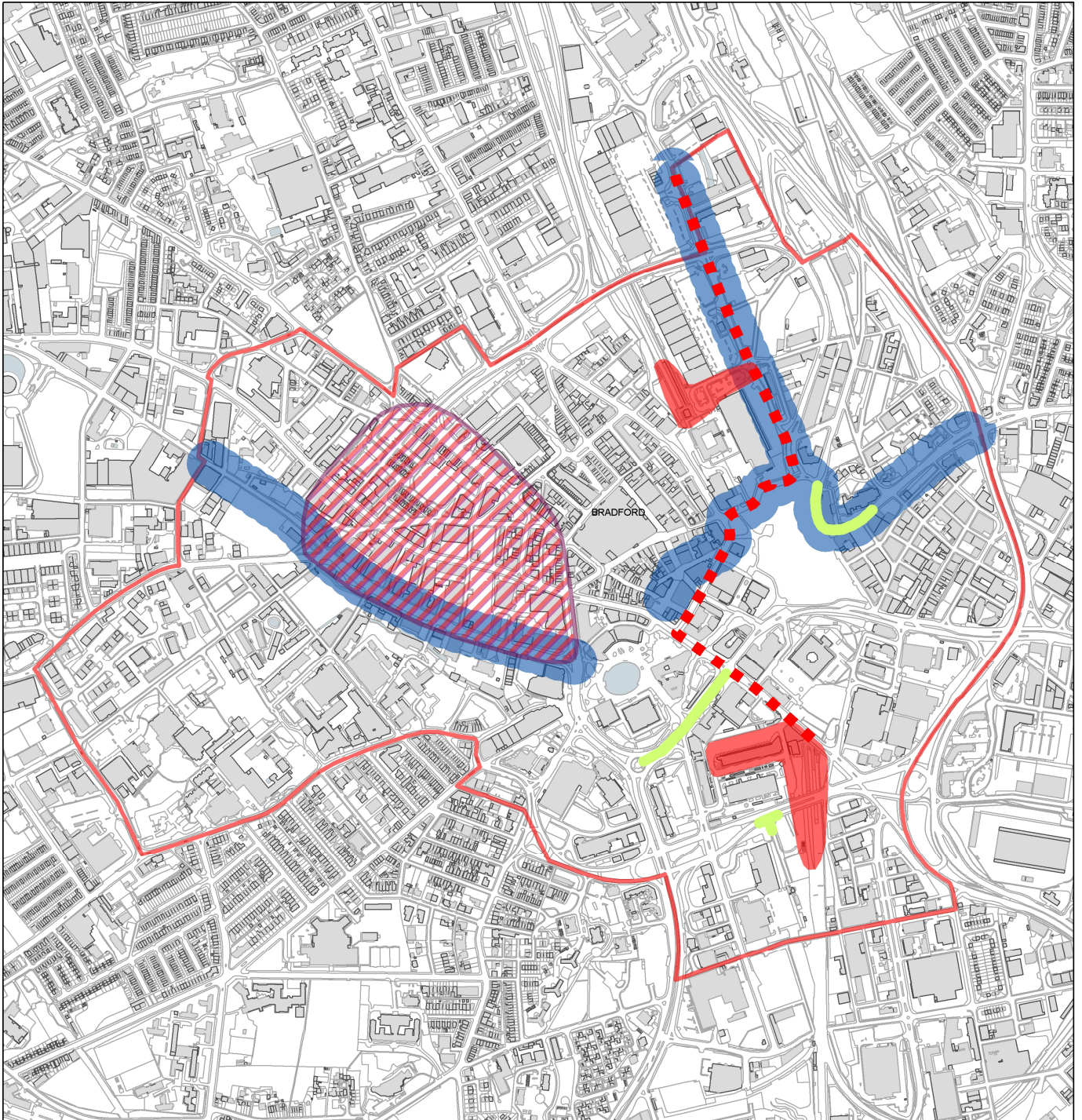
# Appendix D Policies Map

Figure 18 – Policies Map








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## Appendix E – Transport Improvements – Policy M3



**Figure 19 – Transport Improvements (Policy M3)**

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

## **Appendix 2**

### **BRADFORD DISTRICT LOCAL PLAN**

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

### **Engagement Plan**

**October 2015**

## **Bradford District Local Plan**

### **FOREWORD**

This document sets out how City of Bradford Metropolitan District Council (CBMDC) will seek to engage the public in considering the Bradford City Centre Area Action Plan (AAP) which will guide the transformation of the Bradford City Centre area up to 2030. It sets out the aims and principles that will underpin the final public consultation on the Bradford City Centre AAP and will be referred to as the Engagement Plan.

The Bradford City Centre AAP will form part of a portfolio of Development Plan Documents (DPDs) that will guide future growth and development in the Bradford District in the period up to 2030. The Bradford City Centre is a priority regeneration area in the Bradford District and has been identified as one of four Urban Eco Settlement locations within the Leeds City Region.

The AAP will identify the location of new development and help make decisions on planning applications. It will also influence decisions about transport, infrastructure, community facilities and economic development. The Bradford City Centre AAP will be developed in collaboration with neighbourhoods, local organisations and businesses.

The AAP will support the Council's emerging plans and regeneration ambitions for the corridor. At a strategic level the emerging Core Strategy sets out broad proposals and targets for future development in Bradford City Centre up to 2030. At a site level there are regeneration areas in the Corridor, which are developing detailed development proposals, such as the Canal Road Urban Village Joint Venture Company site.

One of the key aims of the Planning system is to strengthen community involvement in the planning of the places in which people live and work. Importance is placed on community involvement throughout the preparation of the Development Plan Documents, in particular at the early stages. Local Planning Authorities are required to prepare a Statement of Community Involvement (SCI) which sets out how the Council intends to engage with the community when preparing its Development Plan and also how it engages with the community in dealing with planning applications. Bradford Council is committed to ensuring that everyone has an equal opportunity to play an active and positive role in considering the planning issues, which affect them and the District. The SCI for Bradford was adopted by Full Council on 8th July 2008.

This public consultation on the Publication Draft forms the last consultation stage in developing the AAP before being submitted to the Planning Inspectorate. It provides an opportunity for the community to consider the big issues facing the area, help shape the long-term vision and ultimately the strategic policies and proposals to deliver the vision.

- 0 -

## Bradford District Local Plan

This Engagement Plan has been developed based upon:

- The Planning & Compulsory Purchase Act (2004)
- Town and Country Planning (Local Planning) (England) Regulations 2012
- National Planning Policy Framework (NPPF March 2012)
- Planning Advisory Service (PAS) – Plan Making Manual
- CBMDC Statement of Community Involvement (SCI) (2008)
- CBMDC Local Development Scheme 2014 - 2017 (LDS) (July 2014)

This Engagement Plan is separated into three parts:

- **Part One** sets out the aims and principles that will underpin the public consultation on the Bradford City Centre AAP Publication Draft report.
- **Part Two** forms a consultation and participation plan which sets out how the Council will meet the aims and principles in Part 1 and comply with the adopted Statement of Community Involvement (SCI).
- **Part Three** sets out how the consultation and engagement will be recorded and how any comments received will be taken into consideration during the next stage of developing the Bradford City Centre AAP.

### Further information:

A 'Glossary of Terms' is available in Appendix A of this report.

For more information about the Development Plan for Bradford, please visit our website at:

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

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Table 3: **Mechanisms for Public Consultation**

Table 4: **How Different Groups Will Be Engaged**

Table 5: **Deposit Locations**

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Table 7: **Key Strategic Partnerships**

Table 8: **Key Organisations and Networks**

Table 9: **Key Local Press and Media Bodies**



**PART ONE: AIMS AND PRINCIPLES**

**BACKGROUND**

**The Replacement Unitary Development Plan (RUDP)**

- 1.1 The current Replacement Unitary Development Plan (RUDP) for Bradford was formally adopted on 15th October 2005. A number of policies within this plan were saved under a Secretary of State Direction and Schedule of Saved Policies on 30th September 2008.

**The Local Plan**

- 1.2 The Government introduced proposals for planning reform to speed up the planning system through the Planning and Compulsory Purchase Act 2004. This changed the current pattern of development plans from the old system which consisted of a single Unitary Development Plan (UDP) covering the whole District, to a new planning system consisting of a development plan that is made up of a series of separate documents and known as the Local Development Framework (LDF). Following the Town and Country Planning (Local Planning) (England) Regulations coming into force on 6<sup>th</sup> April 2012 the Council will now produce the Bradford District Local Plan, formally known as the Local Development Framework.

**Local Development Documents (LDD)**

- 1.3 Documents that make up the Local Plan are called Local Development Documents; these have to have regard and conform to the policies and guidance put forward by Government in National Planning Policy Framework (NPPF). There are two compulsory types of Local Development Documents; these include Development Plan Documents (DPD's) and the Statement of Community Involvement (SCI).

**Development Plan Documents (DPD)**

- 1.4 DPD's are documents that form part of the statutory development plan for the District, which will be known as the Bradford District Local Plan and are subject of a Public Examination by an independent Inspector. Table 1 lists the Development Plan Documents being prepared by Bradford Council :-

## Bradford District Local Plan

<b>Table 1 Development Plan Document</b>	
<b>DPD</b>	<b>DOCUMENT DESCRIPTION</b>
Core Strategy DPD	This document sets out the spatial vision for the District, the strategic policies for guiding development, the housing requirement, and a framework for monitoring and implementing the Strategy.
Waste Management DPD	This document sets out the spatial strategy and policies for dealing with waste streams within the district. It will also identify waste management sites for dealing with different stream of waste.
Allocations DPD	This document identifies sites for development including housing, employment as well as green space.
Area Action Plans DPD	These documents set out a local plan that are targeted at a specific area of change or conservation. Bradford City Centre AAP and Bradford City Centre AAP are the two regeneration areas being targeted by use of AAP's.
Proposals Map DPD	This document will show the proposals for the District on an OS Map base, and will be updated as individual documents are adopted.

- 1.5 Two Area Actions Plans are currently being prepared by the Council. These are the Bradford City Centre AAP and the Shipley and Canal Road Corridor AAP. The purpose of these AAP's is to provide a development plan to show how the Core Strategy will be delivered for these two specific regeneration areas within the District.
- 1.6 The AAPs will set out detailed land uses and direct future development and investment. They will allocate land for development, make proposals for supporting infrastructure and define the steps to be taken to ensure delivery.

### **The Publication Draft Report**

- 1.7 The process and stages in producing Development Plan Documents such as AAPs are laid down by the Government. They are designed to ensure that by the time the plan is finalised it has been tested through extensive consultation and involvement of the public and wider stakeholders and all reasonable options have been considered.
- 1.8 The Publication Draft Report is the final consultation version before submission of the AAP to the Planning Inspectorate and the last opportunity to comment on the content of the AAP before

## Bradford District Local Plan

a public inquiry is organised. The Bradford City Centre AAP will go or has gone through the following stages as part of its preparation:

<b>Time Period</b>	<b>Stage</b>	
2005 - 2007	Evidence Gathering	Community/ Stakeholder Engagement and Sustainability Appraisal
2007 - 2008	Identifying Issues and Options.	
2013	Further Issues and Options	
October 2015	Publication Draft	
2016	Submission Document	
2017	Inspectors Report/Adoption	

### Statement of Community Involvement (SCI)

- 1.9 The Statement of Community Involvement sets out how the Council intends to engage the community in producing Local Development Documents that make up the Bradford District Local Plan, and in the consideration of planning applications. The SCI is itself a Local Development Document that is the subject of a Public Examination by an independent Inspector.
- 1.10 Bradford's SCI was adopted on 8th July 2008. All other Local Development Document's will have to comply with the requirements for community involvement as set out within the adopted SCI.
- 1.11 This Engagement Plan will set out how the Bradford City Centre AAP Publication Draft consultation will be in accordance with the adopted SCI through an identification of who will be consulted, by what means and when this will happen. Following this consultation, a Statement of Consultation will record exactly what took place and the outcomes of all the meetings, events and comments.

### Local Plans and Legal Compliance

- 1.12 The requirement for the Development Plan Document to undergo an Examination in Public is to establish whether it is 'legally compliant' as prescribed in the Act. The Plan should:
- Be within the current Local Development Scheme (LDS)
  - Ensure the process of community involvement is in accordance with the adopted Statement of Community Involvement (SCI)

## Bradford District Local Plan

- Comply with the requirements prescribed within the Town and County Planning (Local Planning) (England) (Amendment) Regulations 2012 with regards to publishing the DPD, advertising it in the press and notifying any persons requested to be notified.
- Be accompanied by a Sustainability Appraisal report
- Have regard to the Sustainable Community Strategy.

### Local Plans and Duty to Co-operate

- 1.13 The duty to co-operate came into force on 15<sup>th</sup> November 2011 and any plan submitted for examination will be examined for compliance. The duty requires cooperation between adjoining Local Planning Authorities (LPA) and other public bodies to maximise effectiveness of policies for strategic planning matters in the Local Plan. LPA are expected to provide evidence of how they have complied with any requirements arising from the duty.

### Local Plans and the Test of Soundness

- 1.14 The requirement for the Development Plan Document to undergo an Examination in Public is to establish whether it is 'sound' as prescribed in the Act. The Council is required to submit the Core Strategy, together with associated documents and representations made, for consideration by an independent inspector appointed by the Government. The examination of the DPD is an independent process for determining whether it is fundamentally sound. In assessing the issue of soundness the Inspector will have due regard to the evidence submitted alongside the plan and the representations made at the publication stage.
- 1.15 The Publication Draft is the final stage prior to submission to Government for independent examination. As such this is the stage when it becomes the plan that the Council wishes to see adopted. At this stage the Council needs to ensure that it will pass the key tests of soundness at independent examination.
- 1.16 The Local Plan will be examined by an independent inspector whose role it is to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it is sound. To this end, LPA should submit a plan for examination which it considers is "sound" – namely that is:

1. **Positively Prepared:** the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
2. **Justified:** the plan should be the most appropriate strategy when considered against the reasonable alternatives, based on proportionate evidence;

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## Bradford District Local Plan

3. **Effective:** the plan should be deliverable over the plan period and based on effective joint working on cross-boundary strategic priorities; and
4. **Consistent with national policy:** the plan should enable the delivery of sustainable development in accordance with the policies in the NPPF.

### Bradford City Centre Area Action Plan

1.17 The main purpose of the Area Action Plan (AAP) is to:

- inform communities, businesses and other organisations about the scope and preparation process of the AAP;
- develop the vision and key objectives for the area;
- identify the key priorities for delivering development;
- and to prompt interested parties to put forward sites / proposals for consideration.

1.18 The AAP will support the Council's emerging plans and regeneration ambitions for Bradford City Centre. At a strategic level the Core Strategy sets out broad proposals and targets for future development in the Bradford City Centre up to 2030. At a site level there are many sites in the City, which are developing detailed development proposals.

### Aims

1.19 This Engagement Plan has been drawn up to ensure that the Bradford City Centre AAP is in compliance with the Council's adopted SCI and associated statutory planning regulations and that as many different stakeholders and the wider community, as appropriate, are engaged in the process. This should ensure that as far as practicable the Bradford City Centre AAP:

- Reflects the needs of the District, its communities and stakeholders;
- Is technically robust and based on sound information and evidence;
- Enjoys broad consensus.

### Objectives

1.20 This Engagement Plan will:

- Identify the stakeholders that should be consulted on the content of the AAP;
- Set out how these stakeholders and the local community will be able to inform and make comment on the AAP;
- Establish when there will be opportunities for stakeholders and communities to make representations on the content of the AAP;
- Set out how comments received will be recorded and taken into consideration as the Council works towards the Submission stage.

### Principles

## **Bradford District Local Plan**

1.21 The National Planning Policy Framework (NPPF) stresses the importance of public consultation in the production of the Local Plan. The NPPF states:

*“Early and meaningful engagement and collaboration with neighbourhoods, local organisations and businesses is essential. A wide section of the community should be proactively engaged, so that Local Plans, as far as possible, reflect a collective vision and a set of agreed priorities for the sustainable development of the area, including those contained in any neighbourhood plans that have been made.” – Paragraph 155.*

1.22 There are several principles which will underpin the approach this engagement in support of the publication, namely:

- Identify and provide opportunities for stakeholders and interested parties to be informed of the publication of the Core Strategy
- Provide good quality, accessible and relevant information
- Meet the requirements as set out in the relevant planning Regulations and the Councils Statement of Community Involvement (SCI)
- Meet the requirements of the Strategic Environmental Assessment (SEA) Directive with regards to consultation.

### **Strategic Environmental Assessment (SEA)**

1.23 In accordance with Section 19 (5) of the Planning and Compulsory Purchase Act 2004 the Sustainability Appraisal (SA) of the Development Plan Document will incorporate the requirements of the European Directive on Strategic Environmental Assessment (SEA) with regards to community consultation.

### **Equality Impact Assessment (EqIA)**

1.24 The Bradford City Centre AAP will be subject to an EqIA which, is a process designed to ensure that a policy, project or scheme does not discriminate against any disadvantaged or vulnerable people within society. The protected characteristics groups include:

- Age
- Disability
- Gender Reassignment
- Race
- Religion / Belief
- Pregnancy and maternity
- Sexual Orientation
- Sex

## **Bradford District Local Plan**

- 1.25 The EqIA Scoping report is a background document which is to be published as part of this consultation for comment.
- 1.26 Consideration of equality issues will be given during the entire consultation exercise to ensure that a representative view of the Bradford City Centre AAP is sought.

**PART TWO: ENGAGEMENT PLAN**

- 2.1 This Engagement Plan outlines out how the general public, key stakeholders, local organisations and groups will be notified of the issuing of the Publication Draft document for formal representations in line with Government regulations.
- 2.2 On the 20<sup>th</sup> October 2015, Full Council approved the Publication Draft and associated documents to be issued for a 6 week formal consultation in line with the regulations and Submission to Government for Examination.
- 2.3 Formal consultation on the Publication Draft is limited to inviting representations on the soundness of the Plan, its legal compliance and the duty to co-operate, as set out in paragraphs 1.12 - 1.16 of this report. These three elements will be considered by the examining Inspector appointed by the Government.
- 2.4 Engagement will involve the publication of the Bradford City Centre Area Action Plan DPD and associated documents; raising awareness and understanding of the approach of the representation process; along with assisting those in making representations to the Council.

**Consultees**

- 2.5 A range of stakeholders will be notified of the issuing of the Publication Draft for formal representations. Appendix B provides a list of all Local Plan consultees, including statutory bodies and key stakeholders, general consultees such as groups and organisations along with those who have requested to be notified on aspects relating to the Local Plan. All requests regarding this list, including being added or removed should be directed to:

**Planning.policy@bradford.gov.uk**

- 2.6 In order to comply with the adopted Statement of Community Involvement (SCI) a range of consultation mechanisms have been proposed to meet the principles and objectives set out in Part 1.



## Bradford District Local Plan

### Mechanisms For Public Consultation

2.7 Table 3 sets out the key mechanisms which will be used during the consultation stage and who the target audience would be.

<b>TABLE 3: Mechanisms For Public Consultation</b>		
<b>Objective of this Consultation</b>	<b>Mechanisms for Engagement</b>	<b>Key Target Communities</b>
<p>To allow key stakeholders, organisations and members of local community to make formal representations on:</p> <ul style="list-style-type: none"> <li>• Soundness</li> <li>• Legal compliance</li> <li>• Duty to co-operate</li> </ul> <p>In relation to the Bradford City Centre Area Action Plan Publication Draft.</p>	Local Plan Consultee	<ul style="list-style-type: none"> <li>• Statutory consultees</li> </ul>
	Correspondence (Letters & Emails)	<ul style="list-style-type: none"> <li>• Targeted bodies, stakeholders and organisations</li> </ul>
	Notification requests (Letters & Emails)	<ul style="list-style-type: none"> <li>• Individuals, stakeholders and organisations on Local Plan database</li> </ul>
	Media Releases e.g. Local press and radio	<ul style="list-style-type: none"> <li>• General public</li> <li>• Individuals, stakeholders and organisations</li> </ul>
	CBMDC Website – Local Plan Web Pages	<ul style="list-style-type: none"> <li>• General public</li> <li>• Stakeholders and organisations</li> <li>• Internal CBMDC staff</li> <li>• Statutory consultees</li> </ul>
	Local Plan Newsletter: <i>Plan-It Bradford</i>	<ul style="list-style-type: none"> <li>• Individuals and organisations on the Local Plan database</li> </ul>
Drop- in sessions	<ul style="list-style-type: none"> <li>• Local residents and businesses within neighbourhoods of Bradford City Centre</li> </ul>	

**Engaging Different Groups**

2.8 Table 4 below outlines how individuals and groups will have the opportunity to find out information in order to make formal representations to the Bradford City Centre AAP Publication Draft throughout this consultation period.

<b>Table 4: How Different Groups Will be Engaged</b>		
<b>Type of Stakeholder</b>	<b>How they are most likely to Be involved in the Bradford City Centre Area Action Plan DPD</b>	<b>Though what means</b>
Individual members of the public	Sharing and accessing information	<ul style="list-style-type: none"> <li>• Attending 'drop-in' sessions</li> </ul>
	Responding to the consultation	<ul style="list-style-type: none"> <li>• Commenting on proposals at Consultation events.</li> <li>• Written representations</li> </ul>
Key stakeholders	Sharing and accessing information	<ul style="list-style-type: none"> <li>• Attending 'drop-in' sessions</li> </ul>
	Responding to consultation	<ul style="list-style-type: none"> <li>• Commenting on proposals at consultation events.</li> <li>• Written representations.</li> </ul>
Locally based networks and forums	Responding to consultation	<ul style="list-style-type: none"> <li>• Commenting on proposals at Consultation events.</li> </ul>
Members	Sharing and accessing information	<ul style="list-style-type: none"> <li>• Member briefing sessions.</li> <li>• Attending 'drop-in' session</li> <li>• Written representations.</li> </ul>
	Responding to consultation	<ul style="list-style-type: none"> <li>• Written representations.</li> </ul>

**Information provision during the process**

- 2.9 The following documents and supporting material will be subject of the consultation:-
- Bradford City Centre - Baseline Analysis Report or Base line Evidence Report
  - Bradford City Centre – Supporting Statement/Briefing Note
  - Sustainability Appraisal
  - Equalities Impact Assessment – Scoping Exercise
  - Bradford City Centre AAP Publication Draft Report

## Bradford District Local Plan

### Availability of publication documentation

2.10 The consultation documentation will be made available at the statutory deposit locations across the district, as listed in table 5 below:

Table 5: Deposit Locations	
<b>Council Planning Offices</b>	<p><b>Jacobs Well</b>, Manchester Road, Bradford, BD1 5RW</p> <ul style="list-style-type: none"> <li>• Mon – Thurs 9am to 5pm, Fri 9am to 4.30pm</li> </ul>
	<p><b>Keighley One Stop Shop</b>, Town Hall, Bow Street, Keighley BD21 3SX</p> <ul style="list-style-type: none"> <li>• Mon – Thurs 8.30am to 5pm, Fri 9am to 4.30pm</li> </ul>
<b>Main Council Libraries</b>	<p><b>City Library</b>, Centenary Square, Bradford BD1 1SD</p> <ul style="list-style-type: none"> <li>• Mon – Fri 9am to 7pm, Sat 9am to 5pm</li> </ul>
	<p><b>Shipley Library – other appropriate venue if library is unavailable due to refurbishment</b></p>
	<p><b>Keighley Library</b>, North Street Keighley BD21 3SX</p> <ul style="list-style-type: none"> <li>• Mon – Fri 9am to 7pm, Sat 9am to 5pm</li> </ul>
	<p><b>Ilkley Library</b>, Station Road, Ilkley, LS29 8AH</p> <ul style="list-style-type: none"> <li>• Mon – Fri 9am to 7pm, Sat 9am to 5pm</li> </ul>
	<p><b>Bingley Library</b>, Myrtle Walk, Bingley, BD16 1AW</p> <ul style="list-style-type: none"> <li>• Mon – Fri 9am to 7pm, Sat 9am to 5pm</li> </ul>

2.11 The publication stage documents will be available to view and download on the Council's website at: [www.bradford.gov.uk/planningpolicy](http://www.bradford.gov.uk/planningpolicy) The Council will limit the number of hard copies of the documentation that is produced in order to reduce the environmental impacts of printing and potential waste as well as minimise financial costs.

## **Bradford District Local Plan**

- 2.12 In accordance with Regulation 36, (The Town & Country Planning (Local Planning) (England) Regulations 2012; Part 9; 36 (page 17) any requests made to the Council for a copy of the Publication documents (listed in 2.9 above), either electronic or hard copy, will be met as soon as reasonably practicable after receipt of the request. Electronic copies will be free of charge; however there will be a charge incurred for requests for a hard copy document. This charge will cover the Councils materials, printing and administration costs.

### **Targeted Consultees**

- 2.13 Statutory consultees, as set out in Section 1 of Appendix B, will be notified by either letter or E-mail of the issuing of these documents and their availability for formal comment.
- 2.14 The local authorities and public bodies which are subject to the Duty to Co-operate under the Town and Country Planning (Local Planning) (England) Regulations 2012 are included within the statutory consultee list as mentioned above.
- 2.15 The Council will notify, in writing either by letter or E-mail, all other consultees and those who have indicated they wish to be kept up-to-date with progress on the Local Plan for Bradford. These organisations and individuals are set out in Appendix B. These lists are updated as and when requests are made to the Local Plan Group.

### **Internal Consultations and Member Briefings**

- 2.16 The Local Plan Group will hold regular meetings with the Portfolio Holder for Housing and Planning.
- 2.17 All 90 Members of the Council and Members of Parliament (MPs) will be informed of the publication period and will be issued with a member briefing note for their information and guidance.

## Bradford District Local Plan

### External Bodies – Adjoining Local Authorities & the Duty to Cooperate

2.18 It is important that the Bradford City Centre AAP aligns with other development plans in adjoining local authorities and the plan meets the new ‘Duty to Cooperate’ legal test. The Leeds City Region Partnership is one key mechanism which is used to consider cross boundary issues and seek to align different development plan approaches. The Council will, during plan preparation and prior to any formal submission, engage actively and positively with key adjoining Local Authorities, namely Leeds, Calderdale, Craven Kirklees, and North Yorkshire, as well as other bodies as listed in the Regulations, to discuss the preparation and content of the Publication Draft.

### Internal Council Services

2.19 The Local Plan Group will engage with internal services departments within the Council regarding the publication of the AAP documents. In addition, targeted contact will be made with key departments or officers through meetings, Email and telephone conversations to discuss elements of the AAP. The strategic services and Departments are highlighted in Table 6 below.

<b>Table 6 Internal Council Services</b>	
<b>STRATEGIC SERVICES</b>	<b>DEPARTMENTS</b>
<b>Corporate</b>	<ul style="list-style-type: none"> <li>• Chief Executive</li> <li>• City Solicitor</li> </ul>
<b>Adult and Community Services</b>	<ul style="list-style-type: none"> <li>• Assessment and Support</li> <li>• Access and Inclusion</li> <li>• Community Care Services</li> <li>• Residential &amp; Day Services</li> </ul>
<b>Children’s Services</b>	<ul style="list-style-type: none"> <li>• Access and Inclusion</li> <li>• Education &amp; School Improvement</li> <li>• Specialist Services</li> <li>• Strategic Projects</li> </ul>
<b>Environment and Sport</b>	<ul style="list-style-type: none"> <li>• Environmental &amp; Regulatory Services</li> <li>• Neighbourhood Services</li> <li>• Sport, Culture and Leisure Services</li> <li>• Waste and Collection Services</li> </ul>

## Bradford District Local Plan

<b>Public Health</b>	<ul style="list-style-type: none"> <li>• Children &amp; Young People</li> <li>• Tobacco Control</li> <li>• Obesity Team</li> <li>• Public Health Analytical Team</li> <li>• Drugs and Alcohol</li> <li>• Infection Control</li> <li>• Sexual Health</li> </ul>
<b>Regeneration</b>	<ul style="list-style-type: none"> <li>• Economic Development and Property</li> <li>• Housing, Employment and Skills</li> <li>• Planning, Transportation &amp; Highways</li> </ul>
CBMDC Organisational Structure	

### Internal Consultation – Neighbourhood Services

- 2.20 The Local Plan Group will liaise with Neighbourhood Support Services to assess whether there is scope to use their networks to help raise awareness of the issuing of the AAP Publication Draft document and signpost members of the public to information sources for further information.

### Key Partnerships and Networks

- 2.21 The Council has previously engaged with the key partnerships within the Bradford District during the preparations of the AAP. At this stage the Council will notify the partnerships (as listed in Table 7) of the publication and invite them to make formal representations. The Strategic Partnerships are currently under review and any engagement will reflect the arrangements in place at the time of consultation.

<b>Table 7 Key Strategic Partnerships – Bradford District Partnership (BDP)</b>	
<b>Statutory Partnerships</b>	<ul style="list-style-type: none"> <li>• Bradford Children’s Trust</li> <li>• Community Safety Partnership</li> <li>• Health &amp; Wellbeing Board</li> </ul>
<b>Local (Non-Statutory) Partnerships</b>	<ul style="list-style-type: none"> <li>• Older People’s Partnership</li> <li>• Stronger Communities Partnership</li> <li>• Strategic Disability Partnership</li> <li>• Prosperity &amp; Regeneration</li> <li>• Learning Disability Partnership</li> <li>• Airedale Partnership</li> </ul>

## Bradford District Local Plan

2.22 There are several existing key organisations and networks which have previously utilised to some degree as part of the Local Plan process; these are set out in Table 8 below. These are not exhaustive and other networks may exist. The Council will notify these organisations and invite them to make formal representations on the Plan.

<b>Organisation/Network</b>	<b>Role</b>	<b>Focus</b>	<b>Coverage</b>
<b>Bradford and Keighley Youth Parliament</b>	Public forum for involving young people in districts issues.	Young people	District wide
<b>CNET</b>	Promotes community representation and deal with issues surrounding social and economic planning in Bradford District.	Community groups	District wide
<b>Leeds Bradford Corridor Partnership</b>	Urban regeneration initiative focusing on the Leeds Bradford Corridor area.	Partnerships & stakeholders	District wide
<b>Mobility Planning Group</b>	Public forum looking at mobility, accessibility and design issues, within the District	Disabled people	District wide
<b>Neighbourhood Forums</b>	Public forums for considering local issues	Public, locality planning	District wide

### **Parish & Town Councils**

2.23 Each of the 18 Parish and Town Councils within the District (as listed in Section 1 of Appendix B) will be notified of the issuing of the Publication Draft documentation for comment.

## Bradford District Local Plan

### Press and Media Coverage

- 2.24 The Council will produce press releases and provide briefings at the launch of the Publication Draft document for all locally circulating newspapers, local radio networks and where appropriate local television networks. These include:

<b>LOCAL NEWSPAPERS</b>	<ul style="list-style-type: none"><li>• Telegraph and Argus</li><li>• Keighley News</li><li>• Ilkley &amp; Wharfedale Gazette</li><li>• Craven Herald &amp; Pioneer</li></ul>
<b>NATIONAL NEWSPAPERS</b>	<ul style="list-style-type: none"><li>• Yorkshire Post</li></ul>
<b>LOCAL RADIO NETWORKS</b>	<ul style="list-style-type: none"><li>• Bradford Community Broadcasting (BCB)</li><li>• The Pulse</li><li>• Sunrise radio</li><li>• Shipley Community Radio</li><li>• BBC Radio Leeds</li></ul>
<b>TELEVISION</b>	<ul style="list-style-type: none"><li>• Calendar</li><li>• Look North</li></ul>

### Local Plan Newsletter – *Plan-it Bradford*

- 2.25 The Council produces a quarterly electronic newsletter, known as Plan-it Bradford, to provide an update on the progress with the Local Plan and to provide notification of any forthcoming consultations. The newsletter is distributed via e-mail to contacts who have requested to receive it. It is also available to download on the Council's website. Details of the Publication Draft and how to comment will be explained within this newsletter as an additional mechanism for informing stakeholders and members of the public.

### Social Media: CBMDC – Twitter Page

- 2.26 Bradford Council has an official Twitter page: '@bradfordmdc' to promote the services and activities of the authority. The page is updated on a daily basis to alert members of the public (followers) of current local information.
- 2.27 The Council will consider the use of this social media method to promote the Publication Draft and any events to Bradford Council twitter followers.



**Planning Aid England**



- 2.28 Planning Aid England (PAE) (formally Yorkshire Planning Aid) is part of the Royal Town Planning Institute (RTPI), a Registered Charity. It provides free, independent and professional planning advice service to individuals and groups who cannot afford professional fees through a dedicated telephone service. They offer a number of services including a national Planning Advice service and a neighbourhood planning services which provided support in engaging with people and communities which are disadvantaged and marginalised in gaining knowledge about the planning system and how they can get involved. Local services operate through a Community Outreach Coordinator and a network of professionally qualified volunteers.
- 2.29 The Council will continue to publicise Planning Aid England's services on its corporate website. Planning Aid England may be able to assist members of the local community in making their representations.

**'Drop-in' Sessions**

A number of 'drop-in' sessions will be run which will specifically target local residents and businesses within the neighbourhoods of the Area Action Plan. These will be run throughout the day and early evening to ensure sufficient flexibility to accommodate the needs of local residents.

**PART THREE: NEXT STEPS**

**Record and Publication of Consultation Responses**

- 3.1 During this consultation, the Council will seek to promote the submission of formal representations by electronic communications by email. Formal written representations will also be accepted.
- 3.2 The Council will collate and record all representations made at the publication stage. If the consideration of the representations highlight an issue which would make the plan unsound the regulations allow for further changes prior to submission to Government, although these will be an exception. A copy off the representations will be sent to the Planning Inspector.

**Submission to Government**

- 3.3 Following submission to Government an independent inspector will be appointed to undertake the examination of the Plan, examining specifically the soundness, legal compliance and the duty to co-operate. The examination will take the form of roundtable hearings into key matters determined by the Inspector taking into account the representations received. Those who made a representation can request to appear at the examination. The Inspector would normally review the plan and representations to be satisfied that the plan can proceed to examination.
- 3.4 Following examination the Inspector would provide a report setting out whether the plan is sound, legally compliant and meets the requirements of the duty to cooperate. The inspector can recommend non substantive changes to the plan as part of the report. If significant soundness issues are found they may result in the plan being found unsound and further work required and the plan being resubmitted for examination at a later date.
- 3.5 If the plan is found sound the inspectors report and recommendations would be brought back to the Council for consideration and a decision on formal adoption. Once adopted the Core Strategy would be part of the statutory plan for the District and would replace certain policies of the currently saved policies of the RUDP.
- 3.6 Further work on more detailed development plan documents would then seek to ensure the supply of the detailed sites to meet future development needs in line with the policies of the Core Strategy.

**APPENDIX A: GLOSSARY OF TERMS**

**List of Acronyms:**

AAP	Area Action Plan
BDLP	Bradford District Local Plan
DPD	Development Plan Document
EqIA	Equalities Impact Assessment
LDD	Local Development Document
LDF	Local Development Framework
LDS	Local Development Scheme
LPA	Local Planning Authority (District and Borough Councils)
LTP	Local Transport Plan
NPPF	National Planning Policy Framework
PAS	Planning Advisory Service
PPS	Planning Policy Statement
RUDP	Replacement Unitary Development Plan
SA	Sustainability Appraisal
SCI	Statement of Community Involvement
SCS	Sustainable Community Strategy
SEA	Strategic Environmental Assessment
UDP	Unitary Development Plan

## APPENDIX B: LIST OF CONSULTEES

### 1. LIST OF SPECIFIC STATUTORY CONSULTEES

#### Statutory Consultees

- English Heritage
- Environment Agency
- Natural England
- Natural England – West Yorkshire Team

#### Specific Consultation Bodies and Infrastructure Organisations:

- British Telecom
- Highways Agency – Yorkshire & Humber
- Homes & Communities Agency
- Local Government Yorkshire & Humber
- National Grid
- Network Rail
- NHS Airedale, Wharfedale and Craven Clinical Commissioning Group
- NHS Bradford City & Bradford District Clinical Commissioning Group
- Telewest Communications
- The Coal Authority
- Transco (North of England)
- West Yorkshire Police
- West Yorkshire Police & Crime Commissioner
- West Yorkshire Police Crime Prevention
- Yorkshire Electricity
- Yorkshire Water Services Ltd

#### Adjoining Local Planning Authorities:

- Calderdale Metropolitan District Council
- Craven District Council
- Harrogate District Council
- Kirklees Metropolitan District Council
- Lancashire County Council
- Leeds Metropolitan District Council
- North Yorkshire County Council
- Pendle Borough Council
- Wakefield Metropolitan District Council

#### Town and Parish Councils in Bradford District:

- Addingham Parish Council
- Baildon Parish Council
- Bradford Trident Community Council
- Burley Parish Council
- Clayton Parish Council
- Cullingworth Parish Council
- Denholme Town Council
- Harden Parish Council
- Haworth, Cross Roads & Stanbury

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- Parish Council
- Ilkley Parish Council
  - Keighley Town Council
  - Menston Parish Council
  - Oxenhope Parish Council
  - Sandy Lane Parish Council
  - Silsden Town Council
  - Steeton with Eastburn Parish Council
  - Wilsden Parish Council
  - Wrose Parish Council

### **Town and Parish Councils in Neighbouring Local Authority Areas:**

- Bradleys Both Parish Council
- Cononley Parish Council
- Cowling Parish Council
- Denton Parish Council
- Draughton Parish Council
- Drighlington Parish Council
- Farnhill Parish Council
- Gildersome Parish Council
- Glusburn Parish Council
- Laneshaw Bridge Parish Council
- Middleton Parish Council
- Nesfield with Langbar Parish Council
- Otley Town Council
- Sutton-in-Craven Parish Council
- Trawden Forest Parish Council
- Wadsworth Parish Council
- Weston Parish Council

### **Bradford Metropolitan District Council - Elected Members 2012- 2013:**

- 90 Councillors

### **Members of Parliament (MPs)**

- Bradford East – Imran Hussain MP
- Bradford South – Judith Cummins MP
- Bradford West - Naseem Shah MP
- Keighley – Kris Hopkins MP
- Shipley – Philip Davies MP

## Bradford District Local Plan

### 2. LIST OF GROUPS AND ORGANISATIONS THAT THE COUNCIL WILL NOTIFY OF THE PUBLICATION DRAFT CONSULTATION

The following is a list of the groups and organisations that will be notified of the consultation. It provides a list of all the consultees who are on the Local Plan database at the time of the Publication Draft consultation.

*(List last updated August 2015 - Any additions since this date will not be included on this list, but will still receive notice of the consultation).*

3rd Queensbury Guides	Baildon Residents Against Inappropriate Development
A A Planning Services	BANDAG
A Furness	Bangladeshi Community Association - Bradford
Able All	Bangladeshi Community Association - Keighley
Activity and Recreation Centre	Bankfoot Partnership
Addingham Civic Society	Banks Long & Co
Advocacy Peer Support Group for Disabled People	Banks Renewables
Age Concern	Barker & Jordan Architects
Aggregate Industries UK	Barrat Homes (Northern)
Ainscough Strategic Land	Barratt & David Wilson Homes Yorkshire West
Aire Rivers Trust	Barton Willmore
Aireborough Planning Services	Beckwith Design Associates
Airedale Enterprise Services	Bedale Centre
Airedale Partnership	Bellway
Aldersgate Parent / Toddler Group	Belmont Design Services
Al-Farouq Associates	Ben Rhydding Action Group / Save Us Pub
All Saints Landmark Centre	Ben Rhydding Green Belt Protection Group
Allerton Community Association	Bierley Community Centre
Allison & MacRae Ltd	Bierley Community Association & Bethel Community Church
Alyn Nicholls and Associates	Bilfinger GVA
Alzheimers Society	Bingley Branch Labour Party
Anand Milan Centre	Bingley Civic Trust
Anchor Housing Association	Bingley CVS
Ancient Monuments Society	Bingley Labour Party
Antony Aspbury Associates	Birks Royd Stone Ltd
Apperley Bridge Development Residents Association	BJ Design Services
Archi-Structure - A Al-Samarraie	Black Mountain Millennium Green/Brunel Community Association
Arrowsmith Associates	Black Women's Support Project
Arts Team	Blue Room Properties
ASHLAR stone products	Bolton Villas HUB Project
Asian Business Forum	Bolton Woods Community Association
Asian Trades Link	Bolton Woods Community Centre
Aspinall Verdi	Bowman Riley Partnership
Associated Waste Management Limited	Bracken Bank & District Community Association (Sue Belcher Centre)
Attock Community Association	Bradford & District Coalition of Disabled People
B K Designs	
Baildon Civic Society	
Baildon Community Council	
Baildon Community Link	
Baildon Friends of the Earth	
Baildon Moravian Church	

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Bradford & Ilkley College  
Bradford & Northern Housing Association  
Bradford Alliance on Community Care Limited  
Bradford and District Association of Deaf People  
Bradford Association of Visually Impaired People & Centre for Deaf People  
Bradford Botany Group  
Bradford Breakthrough Ltd  
Bradford Cathedral  
Bradford Chamber of Commerce & Industry  
Bradford City Centre Residents Association  
Bradford City Farm Association Ltd  
Bradford Civic Society  
Bradford Community Environment Project  
Bradford Community Health Trust  
Bradford CVS  
Bradford Disability Services  
Bradford District Chamber of Trade  
Bradford District Senior Power  
Bradford East Area Federation  
Bradford Friends of the Earth  
Bradford Joint Training Board  
Bradford Khalifa Muslim Society (Heaton Community Centre)  
Bradford Lesbian and Gay Youth  
Bradford Night Stop  
Bradford Older People's Alliance  
Bradford Ornithological Group  
Bradford Ramblers Association Group  
Bradford Retail Action Group  
Bradford South & West Live at Home Scheme  
Bradford Urban Wildlife Group  
Bradford Youth Africa  
Bradley Natural Stone Products  
Bradley Stankler Planning  
Braithwaite & North Dean Action Group  
Braithwaite People's Association  
Brewster Bye Architects  
Brooke Properties  
Brookhouse Group  
Brother Investments (Yorkshire) Ltd  
Brunel Support Works  
Burnett Planning  
Burnett Planning & Development  
Butterfield Signs Limited  
Buttershaw Christian Family Centre  
CABE  
Caddick Development  
Cafe West  
Cala Homes Yorkshire  
Calder Architectural Services Limited  
Campaign for Real Ale  
Canal River Trust  
Canterbury Youth and Community Centre  
Carlisle Business Centre  
Carter Jonas  
Cathedral Centre Project  
CBMDC - Environment Partnership  
CBMDC - Strategic Disability Partnership  
CEMEX UK Operations  
Chatsworth Settlement Trustees - Bolton Abbey  
Checkley Planning  
Checkpoint / Bradford West Indian Community Centre Association  
Chris Eyres Design  
Chris Thomas Ltd  
CJS Designs  
Claremont Community Trust  
Clarke Foley Centre  
Clayax Yorkstone Ltd  
Clays of Addingham  
Clayton Village Hall Community Centre  
Clear Designs  
CLR Architects  
CNet  
Colas Ltd  
Colin Appleyard  
Combined Masonry Supplies  
Commercial Developments Projects Limited  
Commercial Estates Group  
Community Service Volunteers  
Community Team Learning Disabilities  
Communityworks  
Contract Services  
Cottingley Community Association  
Cottingley Cornerstone  
Council for British Archaeology  
Council For Mosques  
Countryside Properties (Northern) Ltd  
CPRE Bradford District  
CPRE West Yorkshire  
Craven Design Partnership  
Crossflats Village Society  
Cunningham Planning  
Dacres  
Dacres Commercial  
Dales Design And Developments  
Darrington Quarries Ltd  
David Beighton Architects  
David Hill LLP  
David R Bamford & Associates

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## Bradford City Centre Area Action Plan

## Bradford District Local Plan

DDA Task Team  
Delius Arts and Cultural Centre  
Deloitte  
Denholme Community Association  
Denholme Residents Action Group (DRAG)  
Depol Associates  
Design Council Cabe  
Design Studio North  
Dev Plan  
Dial Bradford  
Dickman Associates Ltd  
Diocesan Board of Finance  
Directions Planning Consultancy  
Disability Support (DS)  
Disabled Peoples Forum  
DJ Richards  
DLP Planning Consultants  
DLP Planning Consultants  
Dolmens  
DPDS Consulting Group  
DPP  
Dr H Salman  
Drivers Jonas  
Drovers Way Residents Group  
DTZ  
E&M Batley Chartered Architects & Surveyor  
East Bierley Village Association  
Eccleshill Youth And Community Association Ltd  
Eddisons Commercial  
Eldwick & Gilstead Horticultural Society  
Eldwick Memorial Hall Trust  
Eldwick Village Society  
EnergieKontor  
Ennstone Johnstone  
Equity Partnership - Bradford LGB Strategic Partnership  
Eric Breare Design  
Eye 4 Design  
F And W Drawing Services  
F M Lister & Son  
F S K Architectural Services  
Fagley Lane Action Committee  
Fagley Tenants & Residents Association  
Fagley Youth and Community Centre  
Fairhurst  
Farrell and Clark  
Firebird Homes  
First  
First Bradford  
Firstplan  
Forestry Commission  
Forsight Bradford  
Forster Community College  
Forward Planning & Design  
Four Square Drawing Services  
Fox Land & Property  
Friends of Buck Wood  
Friends of Ilkley Moor  
Friends of Pitty Beck  
Friends of The Gateway  
Frizinghall Community Centre  
G L Hearn Property Consultants  
G R Morris Town Planning Consultant  
G Sutton  
G W P Architects  
GA Sorsby - Graphic Architecture  
George E Wright  
George F White  
George Wimpey Northern Yorkshire Ltd  
George Wimpey West Yorkshire Ltd  
George Wright  
Gilstead Village Society  
Girlington Action Partnership  
Girlington Community Association  
GL Hearn  
Gladman Developments  
Goitside Regeneration Partnership  
Golden Cross House  
Goldfinch Estates Ltd  
GP Planning And Building Services  
Grange Interlink Community Centre  
Greenhill Action Group  
Greenwood Youth and Community Association  
Hackney Carriage Proprietors Association  
Hainworth Shaw Quarries  
Hainworth Wood Community Centre  
Hallam Land Management Limited  
Halliday Clark  
Halton Homes  
Ham Group  
Hanson UK  
Hard York Quarries Ltd  
Harden Village Society  
Harrom Homes  
Hartley Planning Consultants  
Haworth & Oxenhope District Bridleways Group  
Haworth Community Centre  
Haworth Village Trust  
Hazel Beck Action Group  
Healy Associates  
Heaton St Barnabas Village Hall  
Heaton Woods Trust

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Bradford City Centre Area Action Plan



## Bradford District Local Plan

Heritage Planning Design  
Highfield Community Centre  
Highfield Healthy Lifestyle  
Holdgate Consulting  
Holme Church / Holme Christian  
Community  
Holme Wood & Tong Partnership Board  
Home Builders Federation  
Hopes Centre  
How Planning  
Hurstwood Group  
Husband and Brown Limited  
Iain Bath Planning  
ID Planning  
Idle Cricket Field Company Ltd  
IHC Planning  
Ilkley Civic Society  
Ilkley CVS  
Ilkley Design Statement Group  
Ilkley Grammar School  
Incommunities  
Indigo Planning  
Indigo Planning  
Inland Waterways Association  
Inspired Neighbourhoods  
Islamic Relief  
lyss Localities West  
J C Redmile  
J G Nolan  
J O Steel Consulting  
J R Wharton Architect  
J S Wright  
J Slater  
Jacobs  
Jane Dickman Associates  
Janus Architecture  
Jeff McQuillan Consulting  
Jeff Redmile  
Jefferson Sheard Architects  
Jennings Nicholson Associates  
John Thornton Chartered Architect  
Johnson Brook Planning & Development  
Ltd  
Johnson Brook Planning & Development  
Ltd  
Jones Day  
Jones Lang LaSalle  
Joseph Rowntree Charitable Trust  
Just West Yorkshire  
JWPC Limited  
KADAL  
Karmand Community Centre  
Keighley & Worth Valley Railway  
Preservation Society  
Keighley Association Women's and  
Children's Centre  
Keighley College  
Keighley Community Transport  
Keighley Disabled People's Centre  
Keighley Voluntary Services  
Kelly Architectural Design  
KeyLand Developments  
Khawaja Planning Services  
Kirkland Community Centre  
Kirkwells - Town Planning & Sustainable  
Development Consultants  
Labrys Trust  
Lafarge Aggregates & Concrete UK  
Laisterdyke Trinity Community Centre  
Lambert Smith Hampton  
Leeds / Bradford International Airport  
Leeds Bradford 20-30's Ramblers Group  
Leeds Friends of the Earth  
Leeds Gypsy and Traveller Exchange  
Leith Planning Ltd  
Let Wyke Breathe  
Lidget Green Community Partnership  
Light of The World Community Centre  
Linden Homes  
Littman Robeson  
Long Lee Village Hall  
Low Moor Local History Group  
Lowerfields Primary School  
M & G Stone Ltd  
M & M Stone  
Malcolm Bayliss  
Malcolm Scott Consultants  
Manningham & Girdlington SRB  
Manningham Community Development  
Centre  
Manningham Mills Community  
Association  
Margaret McMillan Adventure Playground  
Association  
Mark Wogden Architect  
Marshfield Community Association  
Martin Smith Designs  
Martin Walsh Associates  
Martin Walsh Associates  
Masts  
McCarthy & Stone  
Menston Action Group  
Menston Cares  
Menston Community Association  
Metro  
Michael Beaumont  
Michael Hall Associates  
Michael Hudson

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## Bradford City Centre Area Action Plan

## Bradford District Local Plan

Micklethwaite Village Society	PDS
Midgeham Cliff End Quarry Ltd	Peacock and Smith
Millan Centre	Permission Homes
Miller Homes Limited – Yorkshire	Permission Homes
Mobile Operators Association	Peter Brett Associates
Mobility Planning Group	Phillip Summers Groundworks Ltd
Morley Borough Independents	Planinfo
MSS Architectural Design Services	Planning And Design
Myers Group	Planning Bureau
NAM Programme Manager	Planning Inspectorate
Nathaniel Lichfield & Partners	Planning Matters
National Farmers Union	Planning Potensial
National Farmers Union - North East	Planning Prospects Ltd
National Federation of Gypsy Liason Groups	Planware
National Media Museum	Plevna Area Resident's Association
National Trust	Plot of Gold Ltd
Nature After Minerals (RSPB)	Polish Community Centre - Friday Group
Nature After Minerals Planning Adviser	Prince's Foundation
Naylor Hill Quarry	Princeville Community Association
New Close Farm	Provizion First Architecture
New Horizons	Purearth PLC
Newmason Properties	Quarry Products Association
Newton Street Day Centre	Queensbury Community Centre
Nexus Planning Ltd	Queensbury Community Programme
NFU North East	Quod
Nook Cottage	Ramblers - Lower Wharfedale
North Community Centre	Ramblers Association
North Country Homes Group Ltd	Ramblers Association, Bradford Group
North East Windhill Community Association	Rance Booth & Smith
Northern Trust	Randfield Associates
Npower Renewables	Rapleys LLP
Nuttal Yarwood and Partners	Ravenscliffe & Greengates Community Forum
Oakdale Residents Association	Ravenscliffe Community Association
Oakenshaw Residents' Association	Ravenscliffe Youth Centre
Oakworth Village Society	Renaissance Planning
Odsal Residents Association	Rex, Procter & Partners
Oltergraft Planning Services	Robinson Architects
Orion Homes	Rockwell Centre
Oxenhope Social Club	Rollinson Planning Consultancy
P Casey (Enviro) Limited	Rone Design
P J Draughting Services Ltd	Rosedale Draughting Services
P M Coote	Royal Mail Property Holdings
P N Bakes Architectural Consultancy	Royal Town Planning Institute
PACT	Royds Advice Service
Pakistan Community Neighbourhood Association	Royds Community Association
Pan African Arts and Cultural Group	RPS Planning
Parkgate Design	RSPB
Parkinson Spencer Refractories Ltd	RSPB North England Region
Parkside Community Centre	Rural Action Yorkshire
Patchett Homes Ltd	Rural Solutions Consulting
PB Planning Ltd	Rural Yorkshire
	Russell Stone Merchants

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Bradford City Centre Area Action Plan

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## Bradford District Local Plan

Ryecroft Community Centre	Stephen F Walker
S M Building Products	Steve Hesmond Halgh & Associates
S R Design	Stockbridge Neighbourhood Development Group
Safer City – Bradford & District	Stocksfield Construction Ltd
Saltaire Village Society	Stone Federation Great Britain
Salvation Army - Holmewood	Strategic Services
Sanderson Weatherall	Stride Works Consultancy
Sangat Community Association	Strutt & Parker
Save Us Pub	Sutton Community Association
Savills	SWG Planning Services
Schofield Sweeney Solicitors	Taylor Wimpey UK Limited
Scholemoor Beacon	Tesco Stores Ltd
Scholemoor Community Association	The Abbeyfield Society
Scott Wilson	The Arley Consulting Company Ltd
SDS Consultancy	The Bradford City Centre Project
SDS Land Ltd	The British Aggregates Association
Sedbergh Youth & Community Centre	The British Horse Society
Sense of Space	The Bronte Society
Sensory Needs Services	The Courthouse Planning Consultancy
Shiplay and Bingley Voluntary Services - Bingley branch	The Craven Trust
Shiplay College Library	The Design Works
Shiplay Constituency Area Panel Advisory Group (SCAPAG)	The Diamond Community Cafe
Shiplay CVS	The Drawing Board (UK) Ltd
Shiplay Golf Club	The Emerson Group
Shiplay Stone Sales	The Garden History Society
Shop Mobility	The Georgian Group
Shree Krishna Community Centre	The Girlington Centre
Sibelco UK	The Green Mineral Company
Silsden Town Action Group	The Khidmat Centre
Sleningford Area Residents Association	The Kirkgate Centre
Society for the Protection of Ancient Buildings	The Kirkgate Centre
South Bradford Community Network	The Lawn Tennis Association
South Pennines Association	The Moravian Manse
South Pennines Packhorse Trail Trust	The Planning Bureau Ltd
South Square Centre	The Salvation Army
Southmere Primary School	The St Hugh's Centre
Spawforth Planning Associates	The Theatres Trust
Spawforths	The Twentieth Century Society
Sport England	The Victorian Society
Springfield Youth And Community Centre	The Vine Trust
SSA Planning Limited	The Woodlands Trust
St Christopher's Youth Project	Thomas Eggar
St Francis Village Hall / St Peters PCC	Thornbury Centre
St John the Evangelist Church	Thornbury Youth Association
St John's Luncheon Club	Thornton Community Partnership
St Mary's New Horizons Care in the Community	Thornton Moor Windfarm Action Group
St Oswald's West End Centre	Thorpe Edge Community Forum & RCDP
Stainton Planning	Thorpe Edge Community Project
Star Keys Estate Agents, Valuers & Surveyors	Throstle Nest RDA Group
	Tong & Fulneck Valley Association
	Tong & Holme Wood Parochial Church Council

## Bradford District Local Plan

Tong Village Community Association  
Tony Plowman  
Touchstone Project  
Transport 2000  
Turley Associates  
Turner Associates  
Univeristy of Bradford  
Urban Splash  
Vernon and Co  
Vincent and Goring Ltd  
Vista Environmental Limited  
Visual Disability Services  
VJ Associates  
W E Leach (Shipley) Ltd  
Walker Morris  
Waller and Partners  
Walton & Co  
Watson Batty  
Webb Seeger Moorhouse Partnership  
Limited  
West Central Area District Federation  
Tenants & Residents  
West Yorkshire Archaeology Advisory  
Service  
West Yorkshire Ecology  
West Yorkshire Passenger Transport  
Executive & Authority  
Westfield Shoppingtown Ltd  
Wharfedale & Airedale Review  
Development  
White Young Green  
WHP Wilkinson Helsby  
William Walker Partnership  
Wilsden Village Hall  
Windhill Community Centre  
Woodcrown Ltd  
Woodhall Planning & Conservation  
Woodhouse & Springbank NF  
Woodlands Cricket Club - Oakenshaw  
Woodside Action Group  
Working Architects Co-Op Limited  
Wyke Armature Rugby League Club  
Wyke Christian Fellowship  
Wyke Community And Children's Centre  
Ltd  
Wyke Manor Community Centre  
YMCA - City of Bradford  
Yorkshire Aggregates Ltd  
Yorkshire Gardens Trust  
Yorkshire Greenspace Alliance  
Yorkshire Riding Centre  
Yorkshire Union of Golf Clubs  
Yorkshire Wildlife Trust  
Zero Architecture Ltd

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Bradford City Centre Area Action Plan

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## Report of the Strategic Director, Regeneration to the meeting of the Executive to be held on 13 October 2015

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### **Subject: Bradford District Local Plan - Shipley & Canal Road Corridor Area Action Plan Publication Draft**

#### **Summary statement:**

The Shipley & Canal Road Corridor Area Action Plan (AAP) is being prepared as part of Bradford Local Plan which will form the statutory development plan for the District in line with the approved Local Development Scheme. The AAP will provide the planning policy framework for determining future planning applications to 2030 in this regeneration growth area in conformity with the emerging policies in the Local Plan Core Strategy.

Following consultation in 2013 and development of supporting technical evidence a publication draft version of the AAP has been prepared for submission to government for independent examination. This report outlines the publication draft as well as the key considerations which have shaped the document including consultation, technical evidence and national policy. The report is seeking approval of the Bradford District Local Plan – Shipley & Canal Road Corridor Area Action Plan DPD for submission to Secretary of State following a period for formal public representations.

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Mike Cowlam, Strategic Director – **Portfolio: Housing, Planning and Transport**  
Regeneration

Report Contact: Andrew Marshall  
Phone: (01274) 434050  
E-mail: [andrew.marshall@bradford.gov.uk](mailto:andrew.marshall@bradford.gov.uk)

**Overview & Scrutiny Area:**  
**Environment & Waste Management**  
**Overview & Scrutiny**



## **1. SUMMARY**

- 1.1 The Shipley & Canal Road Corridor Area Action Plan (AAP) is being prepared as part of Bradford Local Plan which will form the statutory development plan for the District in line with the approved Local Development Scheme. The AAP will provide the planning policy framework for determining future planning applications to 2030 in this regeneration growth area in conformity with the emerging policies in the Local Plan Core Strategy. Following consultation in 2013 and development of supporting technical evidence a publication draft version of the AAP has been prepared for submission to government for independent examination. This report outlines the publication draft as well as the key considerations which have shaped the document including consultation, technical evidence and national policy. The report is seeking approval of the Bradford District Local Plan – Shipley & Canal Road Corridor Area Action Plan DPD for submission to Secretary of State following a period for formal public representations.

## **2. BACKGROUND**

- 2.1 In accordance with the Planning & Compulsory Purchase Act 2004, the Council has commenced the preparation of the Local Plan, formerly known as the Local Development Framework (LDF) for the Bradford District in line with the agreed Local Development Scheme adopted by the Council. The Local Plan will ultimately supersede the current Bradford District Replacement Unitary Development Plan (as saved by the Secretary of State October 2008). The Council is committed to producing the following suite of Development Plan Documents (DPD):
- Core Strategy (DPD)
  - Allocations Development Plan Documents (DPD)
  - Bradford City Centre Area Action Plan DPD (AAP)
  - Shipley and Canal Road Corridor Area Action Plan DPD (AAP)
  - Waste Management Development Plan Documents (DPD)
- 2.2 The Shipley & Canal Road Corridor AAP sets out the planning framework for delivering and managing economic and housing growth and associated infrastructure in the regeneration area. It includes policies and site allocations to deliver economic and housing growth as well as associated infrastructure provision.
- 2.3 The Canal Road Corridor has been subject of extensive work which has previously been considered by Executive and has informed the approach and content of the AAP. These are outlined below by way of background.
- 2.4 The approach taken to date is in aligned with the approved resolution of the Report to Executive - 26<sup>th</sup> February 2008 which gave authorisation to proceed with preparation of the Core Strategy and the Shipley and Canal Road Corridor Area Action Plan and to include measures to protect the line of the canal and ensure that Section 106 funding can be secured.





- 2.5 In August 2010, the Council commissioned consultants, BDP, to prepare the Canal Road Corridor Strategic Development Framework (SDF) to provide the sound basis for the Area Action Plan.
- 2.6 The Report to Executive 17<sup>th</sup> November 2009 gave authorisation to continue development of the Bradford-Shipley and Canal Road Corridor Regeneration Project and the authorisation to proceed with the completion of the Joint Venture Company Partnership for the Centre Section of the Canal Road Corridor.
- 2.7 The Area Action Plan Publication Draft has built on this considerable work already undertaken, in particular the Strategic Development Framework which also involved public consultation during 2011. This work has since been taken forward through various technical studies commissioned by the Council which have now informed policies and development proposals contained within the AAP.
- 2.8 In October 2012, the Executive approved the New Bolton Woods Masterplan becoming material consideration that can be taken into account. A key aspect of the masterplan is the delivery of a significant number of homes with a mix of supporting uses as part of an Urban Eco Settlement in Bradford.
- 2.9 The New Bolton Woods Masterplan along with the Strategic Development Framework have been taken into account (as evidence base) in the preparation of the Area Action Plan and have informed the vision, objectives as well as options for potential future development proposals.
- 2.10 The Planning & Compulsory Purchase Act 2004 as amended by the Localism Act provides the Legal basis for the preparation of the statutory development plan. This is supplemented by detailed regulations in particular Town and Country Planning (Local Planning) (England) Regulations 2012. The Development plan process is made up of 5 main stages.
- Stage 1 Initial Evidence gathering  
 Stage 2 Initial Consultation and continued work on evidence gathering (reg18)  
 Stage 3 Publication and Submission (Reg 17, 19 and 22)  
 Stage 4 Examination (Reg 23-24)  
 Stage 5 Adoption (Reg 26)
- 2.11 The Shipley & Canal Road Corridor AAP has reached stage 3. Work under stage 1 and 2 is summarised below with reference to previous engagement and technical work.
- 2.12 The Shipley & Canal Road Corridor AAP is the statutory plan which sets out the proposed approach to enabling developments and managing change in the regeneration corridor in a sustainable manner to 2030. It includes policies and allocations for economic growth, housing and associated infrastructure provision.
- 2.13 The Shipley & Canal Road Corridor Area Action Plan DPD Publication Draft contained in Appendix 1, has been prepared in line with the National Planning



Policy Framework (NPPF) and practice guidance and been informed by extensive community engagement and consultation, and technical evidence and research. Each of these elements is considered in turn below.

## **Consultation and Engagement**

- 2.14 As part of the Local Plan for Bradford District, the Council is committed to producing an Area Action Plan which will identify sites for development and policies for their delivery and implementation in support of the approach set out in the emerging Local Plan: Core Strategy.
- 2.15 The Shipley & Canal Road Corridor AAP Publication Draft has been informed by the technical evidence and the future vision and aspirations set out in the emerging Bradford District Core Strategy, as well as the more detailed area specific documents and related evidence including the Strategic Development Framework for Shipley & Canal Road Corridor (by BDP on behalf of the Council) and the New Bolton Woods Masterplan (by URBED on behalf to CRUVL).
- 2.16 The Shipley & Canal Road Corridor AAP (Issues and Options Report) was approved by Executive in January 2013 for consultation from 15 March 2013 for 12 weeks. The Issues and Options Report considered the previous public consultation responses on the Strategic Development Framework for Shipley & Canal Road Corridor (by BDP on behalf of the Council) and the New Bolton Woods Masterplan (by URBED on behalf to CRUVL) but also changes to national policy (National Planning Policy Framework) as well as local circumstances, in particular the New Bolton Woods Masterplan.
- 2.17 The public consultation process resulted in a total of 41 representations being submitted, as well as a number of verbal comments made at consultation events following the 12 week public consultation in 2013. The consultation comments have been recorded in the Statement of Consultation and have been published on the Councils website.
- 2.18 Overall, there was general support for the Shipley and Canal Road Corridor Area Action Plan from the representations received during the public consultation. However some important issues were raised in particular regarding flood risk, retail and the impact of the AAP on the road network and green spaces in the corridor. The Council has since commissioned technical studies as outlined in the section below which has informed policies and proposals in the AAP.

## **Technical Evidence**

- 2.19 In line with Government requirements set out in national guidance and good practice, a range of technical evidence has been produced which has informed the policies and proposals in the AAP Publication Draft These included:-



### ***District wide evidence***

- Strategic Housing Land Availability Assessment (SHLAA)
- Strategic Housing Market Assessment (SHMA)
- Employment Land Assessment
- Bradford District Retail and Leisure Study Update
- Strategic Flood Risk Assessment Level 1
- Transport Study

### ***AAP evidence***

- Strategic Flood Risk Assessment Level 2
- AAP Ecological Assessment
- AAP Green Infrastructure Study
- AAP Transport Study
- AAP Local Infrastructure Plan
- AAP Viability Assessment
- Heritage Impact Assessment

### ***Appraisals***

- Sustainability Appraisal
- Habitat Regulation Assessment Screening
- Equalities Impact Assessment Screening
- Health Impact Assessment

Several of the studies were produced in support of the Core Strategy as well as studies produced specifically to deal with area specific considerations within the AAP area. Each of these technical documents are considered in turn below:-

- 2.20 Bradford District Strategic Housing Land Availability Assessment (SHLAA) – Second Update (July 2015) The Strategic Housing Land Availability Assessment has been updated since the last consultation. The SHLAA provides a high level assessment of the possible land supply to meet the housing need in the District. The SHLAA has informed the housing site allocations and related policies in the AAP.
- 2.21 Employment Land Assessment Update 2011 has been updated with the economic projections and market information. It has been used to inform the employment policies and proposals in the AAP.
- 2.22 Retail and Leisure Study update (May 2013) The Retail & Leisure Study has been updated by retail planning consultants WYG on behalf of the Council.
- 2.23 Strategic Housing Market Assessment (SHMA) update (2013) The SHMA has been updated by ARC4 consultants. This draws upon the Housing Requirement Study and also provides an update in terms of affordable housing needs.
- 2.24 Strategic Flood Risk Assessment Level 1 and 2 The Strategic Flood Risk Assessment, prepared by consultant JBA Consulting on behalf of the Council has been reviewed with the Environment Agency. This has informed the content and



- policies in the plan, particularly the section relating to flood risk and water management.
- 2.25 Ecological Assessment West Yorkshire Ecology on behalf of the Council have produced an Ecological Assessment of the Shipley and Canal Road Corridor to inform the Green Infrastructure Study and policies and proposals in the AAP.
- 2.26 Green Infrastructure Study The Green Infrastructure Study, prepared by consultant Gillespies on behalf of the Council provides the framework for future public realm and open space provision in support of the economic and housing growth in the Shipley and Canal Road Corridor and has informed policies and proposals in the AAP.
- 2.27 Transport Study The AAP Transport Study has been produced by consultant Steer Davis Gleave on behalf of the Council. The Transport Study provides an analysis of the impact of forecast demands on existing networks as a result of the proposed developments and identifies a package of potential interventions, both physical and non physical, that could be delivered to support growth and accommodate additional demand. As well as informing the policies and proposals of the AAP, the findings of the Transport Study have informed the AAP Local Infrastructure Plan.
- 2.28 Local Infrastructure Plan The Local Infrastructure Plan has been updated by consultants Arup. This has confirmed the scale and criticality of a range of infrastructure requirements through the Local Infrastructure Schedule. It has sought as far as possible to identify how this infrastructure can be delivered and funded. However, given the length of the plan period and associated inherent uncertainties regarding long term infrastructure it is important that the Local Infrastructure Plan is treated as a 'live' document which will be regularly updated. The Plan suggests that there are no show stopper infrastructure issues which cannot be mitigated or planned for. The Local Infrastructure Plan will inform, where necessary, the phasing of development within the plan period.
- 2.29 Viability Assessment A new requirement in NPPF is that all plans should demonstrate that they are deliverable particularly in terms of ensuring development is not made unviable by the requirements of the AAP. To this end consultants DTZ have been commissioned by the Council to review the viability of the plan. Viability assessment has informed the policies and proposals in the AAP.
- 2.30 Heritage Impact Assessment (2015) has been prepared to assess the impact of the proposed development sites in the Shipley & Canal Road Corridor on the setting of the Saltaire World Heritage Site. The Heritage Impact Assessment has informed the policies and proposals set out in the AAP.
- 2.31 Sustainability Appraisal A requirement of national guidance is to undertake a Sustainability Appraisal (SA) of a Local Plan. This also incorporates the requirements under European legislation for Strategic Environmental Appraisal (SEA). Consultants Amec Foster Wheeler have prepared the SA of the plan on behalf of the Council. The SA process is embedded through out the process and the earlier version of the AAP was subject to separate SA work which has then



- informed this subsequent document. The SA sets out the range of positive and also negative impacts across the policies. It also assesses the chosen option against the alternatives. The Publication Draft has been amended with reference to the SA findings from the earlier work. The Sustainability Appraisal will be made available alongside the AAP during the public consultation period.
- 2.32 Habitats Regulation Assessment Screening Under ‘the Habitats Regulations’, the Council is required to undertake an Assessment of the policies and proposals in the plan, to ensure that these would not lead to adverse effects on the ecological integrity of internationally important habitats or species within or close to the district; particularly in relation to the South Pennine Moors Special Protection Area (SPA) /Special Area of Conservation (SAC). Consultants Amec Foster Wheeler have produced a HRA Screening report on behalf of the Council which will be published alongside the AAP Publication Draft.
- 2.33 Equalities Impact Assessment Screening In line with equality duties under the Equality Act 2010 the AAP has been the subject of an Equalities Impact Assessment (EIA) screening. The screening assessment has taken into account the impact that the proposal being assessed might have on the protected characteristics groups. The EIA screening assessment is set out in Appendix 4.
- 2.34 Health Impact Assessment While not a legal requirement, the Council recognises the role the planning and development can have on the health and well being of communities. A Health Impact Assessment (HIA) has been produced by consultants Amec Wheeler Foster in consultation with public health professionals within the Council which sets out the potential impacts of the policies. The preparation of the HIA has informed the Publication Draft AAP.

### **Local Plan Tests of Soundness**

- 2.35 The Publication Draft is the final stage prior to submission to Secretary of State for independent examination in public with the Planning Inspector. As such this is the stage when it becomes the plan that the Council wishes to see adopted. At the Publication Draft stage the Council needs to ensure that it will pass the key tests at independent examination in public.
- 2.36 The Local Plan will be examined by an independent Planning Inspector whose role is to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it is sound. To this end, the Council, as the local planning authority, should submit a plan for an examination in public which it considers is “sound” – namely that it is:
- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;



- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

2.37 In approving the Publication Draft the Council must be content that the plan is ‘sound’ in terms of the above key tests. A failure to submit a sound plan could result in either delay in the plan being found sound due to the need for further work including evidence, changes and related consultation and a delayed examination. It may also result in the need to withdraw a plan altogether to allow for further work and resubmission to the Secretary of State.

### **Publication Draft – Shipley & Canal Road Corridor AAP**

2.38 The Replacement Unitary Development Plan (RUDP) 2005 is the statutory development for the Bradford Metropolitan District. The RUDP is still in force but will be gradually replaced by the Local Plan. The adopted Shipley and Canal Road Corridor AAP will replace and update policies and proposals in the RUDP.

2.39 The AAP is aligned with the long term spatial vision for the District until 2030 as outlined in the emerging Local Plan Core Strategy. The Local Plan Core Strategy Key Diagram designates Shipley & Canal Road Corridor as a growth area within the City of Bradford. The Key Diagram also shows the proposed Shipley Eastern Link Road, the proposed Bradford Canal and Green Infrastructure Corridor (Linear Park) between Shipley town centre and Bradford city centre.

2.40 The AAP is in conformity with Local Plan Core strategy Policy SC4 (Hierarchy of Settlements) as the City of Bradford will see the greatest level of housing and economic growth and the Shipley & Canal Road Corridor is recognised as a growth area which should create around 3,000 new homes. The AAP is also in general conformity with Policy BD1 and BD2 (City of Bradford including Shipley & Lower Baildon) and EC1 (Creating a successful and competitive Bradford District economy within the Leeds City Region), EC2 (Supporting Businesses and Job Creation), Policy EC (Employment Land Requirement) Policy EC5 (City, Town, District and Local Centres), HO2 (Strategic Source of Housing Supply), HO3 (Distribution of Housing Development), HO4 (Phasing the Release of Housing Sites), HO5 (Density of Housing Schemes), HO6 (Maximising the Use of Previously Developed Land), HO7 (Housing Site Allocation Principles), HO8 (Housing Mix), HO9 (Housing Quality), EN6 (Energy), ID1 (Development Plan Documents and Monitoring), ID4 (Working with Partners).

2.41 The Area Action Plan – Publication Draft is divided into five main sections:-

1. Background and Strategic Context



2. Vision and Objectives
3. Development Proposals
4. Policy Framework
5. Implementation and Delivery

2.42 Section 1 sets out the background, including the role of the Area Action Plan, an overview of the Shipley & Canal Road Corridor, an outline of work already undertaken in the corridor, a overview of the other policy influences nationally and locally and sets out some of the evidence base which has informed the policies and proposals in the plan. This section also highlights the drivers for change and opportunities for development.

2.43 Section 2 sets out the proposed vision and objectives for Shipley & Canal Road Corridor including broad sub area proposals for the three neighbourhoods (Shipley, The Centre Section and City Centre Fringe)

2.44 The following outlines the vision for the Shipley and Canal Road Corridor by 2030

***“Shipley & Canal Road Corridor Vision: By 2030...***

*The Shipley and Canal Road Corridor has truly become an area of extensive transformational change, which is regarded as an exemplar Urban Eco Settlement between Bradford city centre and Shipley. The Corridor has borne witness to the delivery of over 3000 new homes supported by new businesses, retail, leisure and community facilities. This has created a series of vibrant new sustainable neighbourhoods that provide a range of high quality homes and local employment opportunities for residents connected by the Linear Park, revitalised Bradford Beck and Canal Road Greenway running from Bradford city centre to Shipley. This multi functional green corridor has helped enhance biodiversity and ecological networks and provides a high quality setting for walking, cycling, sport and recreation along the Corridor.*

*Shipley has strengthened its role as an important town centre, through the expansion of its retail, leisure, office and housing market offer and much improved links to Saltaire, Shipley Station and the Leeds and Liverpool Canal. This redevelopment has created an area worthy of its location as a key gateway to the World Heritage Site of Saltaire and has been managed in a way which has enhanced Shipley, the World Heritage Site and other heritage and environmental assets in its vicinity, creating a better offer for workers, visitors and residents alike.*

*The Corridor has been reinforced as a strategic transport route, supported by improvements to highway infrastructure along Canal Road, the Shipley Eastern Relief Road and development of Shipley transport hub. Improvements to Frizinghall and Shipley railway stations, bus provision along Canal Road and completion of the Canal Road Greenway have ensured the Corridor is an integrated and sustainable location which offers opportunities for travel by a range sustainable transport options”.*

2.45 The Vision to 2030 as set out in the AAP will be achieved through the following Strategic Objectives which have informed policies and proposals:-



**1. Deliver an Urban Eco Settlement of over 3000 new homes** within the AAP boundary by 2030 that will create exemplar sustainable neighbourhoods, which encourage healthy lifestyles and contribute to the key aims of delivering a low carbon economy

**2. Promote the effective use of land** by delivering at least 55% of new development within the AAP on previously developed land

**3. Deliver a range of well designed high quality dwellings** which meet the District's current and future housing needs and support low carbon living

**4. Support sustainable economic growth** and the transition to a low carbon economy by protecting and enhancing established employment areas and promoting a wide range of high quality economic development opportunities within the Corridor

**5. Support the vitality and viability of Bradford city centre and Shipley town centre** as thriving places for shopping, living, leisure, tourism and business.

**6. Enhance Shipley and improve links between the town centre, Saltaire, Shipley Station and the Leeds and Liverpool Canal** through new mixed use development, enhancements to the public realm and encouraging leisure and tourist developments, whilst respecting the 'outstanding and universal value' of the UNESCO World Heritage status of Saltaire.

**7. Protect and enhance biodiversity and green infrastructure** by strengthening ecological networks and establishing a multi-functional linear park; consisting of a chain of interconnected green spaces and natural environments linked to an improved Bradford Beck and the Canal Road Greenway.

**8. Reduce the impact of climate change through mitigation and adaptation** by managing the risk of flooding along the Corridor, including from the Bradford Beck, and using opportunities provided by new development to enhance green infrastructure and deliver low carbon developments which maximise renewable energy generation, water and energy efficiency and sustainable urban drainage.

**9. Maintain and improve Canal Road as a key strategic transport route and maximise sustainable transport options** by developing critical road and public transport infrastructure, including improvements to Canal Road and Shipley and Frizinghall stations and creating safe and attractive cycle and pedestrian routes linked to the Linear Park and Canal Road Greenway, connecting Shipley and Bradford.

**10. Enhance resident's health and education outcomes** through supporting development which encourages healthy lifestyles, promotes integration and improves access to good quality homes, jobs, schools, green space, sport and recreation facilities, and by reducing pollution and managing air quality along the Corridor particularly in identified Air Quality Management Areas.





**11. Protect and enhance the historic environment and setting of the Saltaire World Heritage Site** by ensuring that development proposals avoid substantial harm and take account of the potential impact upon the character and setting of key heritage assets in the area, and where possible enhance the elements which contribute to their significance”.

2.46 Section 3 includes sub area visions, key sites and delivery outputs and mechanisms. This draws upon the strategic vision for Shipley & Canal Road Corridor set out in the emerging Local Plan – Core Strategy. This is then supported by a set of detailed proposal maps and statement for potential development sites in each of the three neighbourhoods (Shipley, The Centre Section and City Centre Fringe).

2.47 Future development within the AAP will be focussed on three neighbourhoods with the greatest opportunity. The 2030 Vision for each of the neighbourhoods are as follows:-

**“Shipley Vision: By 2030...**

*Shipley will have strengthened its role as an attractive place to live, work and visit with a vibrant town centre, new high quality mixed use developments and excellent public transport links.*

*The retail offer of Shipley town centre will be enhanced, supported by a wider range of business, leisure and community uses alongside new homes. Market Square will remain the focus for the town centre, with new and refurbished buildings alongside high quality public realm, reconnecting the town with its quality built heritage.*

*Significant improvements to public transport facilities and Shipley Station will see Shipley develop as an important transport hub. New and improved pedestrian and cycle routes will provide better linkages between the town centre, Shipley Station, Saltaire and the Leeds and Liverpool Canal, helping to recapture footfall and expenditure and improve the quality and attractiveness of the public realm around the town.*

*The Dockfield Road area will become a vibrant and attractive residential and business location, with new high quality mixed use development around the waterside setting of the Leeds and Liverpool Canal and River Aire.*

*New homes, jobs and green spaces alongside the Bradford Beck will be provided through comprehensive residential led mixed use development at Shipley East. This area will include a mix of family housing and apartments with supporting business and retail uses, which are well linked to Shipley Station and the town centre”.*

**“Centre Section Vision: by 2030...**

*The Centre Section of the Corridor will have been transformed into a series of new vibrant sustainable neighbourhoods, with a diverse and high quality housing offer supported by the necessary infrastructure, facilities and green spaces required to create exemplar Urban Eco Settlement.*



*The Centre Section will become an area of vibrant residential sustainable neighbourhoods located within a green and attractive setting, which is regarded as an exemplar development and a place where people choose to live. It will have a wide range of high quality housing and local employment opportunities with excellent access to public transport and safe and attractive pedestrian and cycle routes, providing easy access to employment and leisure opportunities in Bradford city centre, Shipley and beyond.*

*A new neighbourhood centre will provide a focus for new and existing communities and provide local shops, community and leisure facilities and a new primary school, alongside new business and employment uses.*

*New development will be set within a high quality green corridor running from Bradford city centre to Shipley, which will include new and enhanced green spaces and sporting, recreation and wildlife areas alongside the revitalised Bradford Beck. The Canal Road Greenway and new and improved pedestrian and cycle links will provide healthy, safe and sustainable travel opportunities and connect communities along the Corridor and to surroundings areas”.*

**“City Centre Fringe Vision: by 2030...**

*The area has maintained its role as sustainable edge of centre location and key link between the city centre and Shipley and Canal Road Corridor. The area will see a continuation of its present function, which will be enhanced through improved links to new developments in the Channel neighbourhood of the city centre and Centre Section of the Corridor.*

*The Canal Road Employment Area and Valley Road Retail Area will remain an attractive business and bulky goods location, supported by new development and environmental improvements.*

*New residential development will be set within a high quality green corridor running along Bolton Road. This will include a mix of family housing and flats, which are well linked to schools, green spaces and the city centre. Existing natural assets, including the Boars Well Nature Reserve and the Bolton Road green corridor, will be retained and enhanced.*

*New and improved pedestrian and cycle routes will provide better linkages between the Corridor and the city centre. This will include the southern section of the Canal Road Greenway and green infrastructure enhancements along the Dales Way link”.*

2.48 Section 4 provides detailed planning policies on the following six key themes which aid delivery of development and associated infrastructure provision:-

- Delivering a wide choice of high quality homes in the Corridor.
- Achieving sustainable economic growth in the Corridor.
- Promoting sustainable transport options and connecting the Corridor.
- Mitigating and adapting to climate change along the Corridor.
- Protecting and enhancing the natural and built Environment of the Corridor.



- Promoting healthy, strong and inclusive communities living in and alongside the Corridor.
- 2.49 Section 5 Implementation and Delivery: Sets out the framework of delivery mechanisms to support development and key infrastructure associated with the site development proposals. This section includes a monitoring framework.
- 2.50 The Proposals Map in the AAP vision and objectives to provide overarching policy framework for the Corridor to 2030. the Proposals Map in the AAP will form part of an overall Policies Map which will over time supersede the RUDP and will include proposals Maps from other DPDs including Site Allocations and the Waste Management DPD.

### **Submissions to Government for Examination**

- 2.51 The Executive are recommended to approve the Shipley & Canal Road Corridor AAP Publications Draft for submission to the Secretary of State for independent examination by the Planning Inspector. Submission is a decision for Full Council and as such, subject to the decision of Executive, the Publication Draft will need to be considered and approved by Full Council on 20<sup>th</sup> October 2015.
- 2.52 Once approved the Shipley & Canal Road Corridor AAP Development Plan Document Publication Draft will be issued for formal public representations for a period of 6 weeks in line with the Government Regulations. At this stage representations are invited on the 'soundness' or otherwise of the plan to be considered by the examining Planning Inspector appointed by Central Government. This stage is not a consultation stage. To this end the engagement in support of the publication will be limited to assist those making representations and understanding the chosen approach and supporting evidence.
- 2.53 The Council will then collate any representations made at Publication stage. If the consideration of the representations highlight an issue which would make the plan unsound the regulations allow for further changes prior to submission, though these should be the exception.
- 2.54 Following submission to government an independent Planning Inspector will be appointed to undertake the Examination in Public into the soundness of the plan. The examination will take the form of roundtable hearings into key matters determined by the Planning Inspector taking into account the representations and the evidence base. Those who made representations would have a right to appear at the examination. The Inspector would normally review the plan and representations to be satisfied that the plan can proceed to examination.
- 2.55 Following examination the Planning Inspector would provide a report setting out whether the plan is sound with reference to the key tests outlined above. The inspector can recommend non substantive changes to the plan as part of the report. If significant soundness issues are found they may result in the plan being found unsound and further work required and the plan being resubmitted for examination.



- 2.56 If the plan is found sound the inspectors report and recommendations would be brought back to the Council for consideration and a decision on formal adoption. Once adopted the Shipley & Canal Road Corridor AAP Development Plan Document would be part of the statutory plan for the district and replace certain of the currently saved policies of the RUDP.

### **3. OTHER CONSIDERATIONS**

- 3.1 An up to date statutory Local Plan is important for communities, business and investors as this ensures certainty and investor confidence in the Bradford District. It also will assist in supporting the attraction of much needed investment into infrastructure projects based on clearly articulated plans for delivering growth investments in the District. Central Government through a House of Commons Ministerial Statement (20 July 2015) by Brandon Lewis (Minister of State for Housing & Planning) has set a deadline for early 2017 for Councils to produce Local Plans, with those Councils failing to do so facing intervention from the Communities Secretary in order to accelerate local plan production. Central Government has also stated that it will publish new league tables showing progress made by Councils on their Local Plans. It is therefore important that the Council has an adopted AAP, which forms part of the Bradford District Local Plan, in place before the 2017 deadline.

### **4. FINANCIAL & RESOURCE APPRAISAL**

- 4.1 The preparation of the Local Plan is undertaken by the Development Plan Group, which is funded from within the Department's resources, supported by a one off corporate growth payments to cover abnormal costs of consultation and engagement, Technical studies and examination cost. An adopted Bradford District Local Plan provides certainty to financial investors and will enable delivery of economic and housing developments and associated infrastructure and in turn lead to an increase in additional Council Tax and Business Rates revenue for the Council.

### **5. RISK MANAGEMENT AND GOVERNANCE ISSUES**

- 5.1 There are risks to the Council as a result of not having an up to date Local Plan. These include uncertainty for decision making and potential costs from successful appeals. There is also the risk of direct intervention by Central Government with reference to the House of Commons Ministerial Statement (20 July 2015) by Brandon Lewis (Minister of State for Housing & Planning) with a deadline for early 2017 for Councils to produce Local Plans, with those Councils failing to do so facing intervention from the Communities Secretary in order to accelerate local plan production.

### **6. LEGAL APPRAISAL**

- 6.1 The Shipley & Canal Road Corridor AAP Development Plan Document has been



prepared in line with the appropriate, legislation (UK and EU), regulations and guidance. The report details how the legal obligations under the Planning and Compulsory Purchase Act 2004 and Regulations are being met.

- 6.2 Once the examination process is complete, adoption is the final stage of putting a Local Plan in place. This requires confirmation by full Council (Regulation 4(1) and (3) of the Local Authorities (Functions and Responsibilities) (England) Regulations 2000). On adopting a Local Plan, the local planning authority has to make publicly available a copy of the plan, an adoption statement and Sustainability Appraisal in line with regulations 26 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

## **7. OTHER IMPLICATIONS**

### **7.1 EQUALITY & DIVERSITY**

- 7.1.1 The consultation on Shipley & Canal Road Corridor AAP Development Plan Document is undertaken in line with the Statement of Community Involvement, which sets out how the Council will seek to engage the community in the preparation of development plan documents. In order to achieve this it seeks to set a framework to ensure representative and inclusive involvement and engagement at all stages of document preparation. Particular consideration is given in the document to hard to reach groups. In addition the Shipley & Canal Road Corridor AAP has been subject to an Equality Impact Assessment screening.

### **7.2 SUSTAINABILITY IMPLICATIONS**

- 7.2.1 All Local Plan Development Plan Documents are required to be subject to Sustainability Appraisal (SA) including Strategic Environmental Appraisal (SEA) at all key stages. The SA seeks to assess the likely impacts of the policies and proposals of the relevant plan. A full SA was undertaken by independent consultants Amec Wheeler Foster at key stages of the Shipley & Canal Road Corridor AAP preparation. In addition to this, a Habitats Regulations Assessment (HRA) screening, also prepared by Amec Wheeler Foster, has been undertaken to assess the impact of the policies and proposals set out in the Shipley & Canal Road Corridor AAP on the environmental integrity of the South and North Pennine Moors Special Protection Areas (SPA's) and Special Area's of Conservation (SAC's).

### **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

- 7.3.1 The Local Plan is subject to sustainability appraisal throughout its development, which identifies the likely impacts of the plan and where appropriate any mitigation to manage any negative impacts. The consultation and engagement plan will seek to use sustainable means and locations as far as practicable.

### **7.4 COMMUNITY SAFETY IMPLICATIONS**

- 7.4.1 There are no direct community safety implications arising from Shipley & Canal Road Corridor AAP



## **7.5 HUMAN RIGHTS ACT**

7.5.1 The SCI sets out how all individuals can have their say on the development plan documents. Anyone who is aggrieved by the Shipley & Canal Road Corridor AAP as drafted has a right to be heard at an independent examination in public following submission to the Secretary of State.

## **7.6 TRADE UNION**

7.6.1 There are no Trades Union implications.

## **7.7 WARD IMPLICATIONS**

7.7.1 Although the Area Action Plan boundary is primarily contained within Shipley Ward, Windhill & Wrose Ward, Bolton & Undercliffe Ward and City Ward, there are potential social, economic and environmental implications on other adjoining wards when the Area Action Plan is adopted.

## **7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS**

7.8.1 None

## **8. NOT FOR PUBLICATION DOCUMENTS**

8.1 None

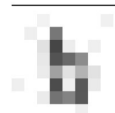
## **9. OPTIONS**

9.1 The Council has a duty under the Planning and Compulsory Purchase Act 2004 to prepare the Local Plan for the District in line with the approved Local Development Scheme. The Council can determine the nature, make up, of the Local Plan it wants to put in place in order to meet its statutory duty, as well as the timetable for their preparation. The currently agreed Local Plan programme, as set out in the approved Local Development Scheme (LDS) was adopted by the Council at the meeting of the Executive in July 2014.

9.2 The process for the preparation of each DPD is prescribed by statute and regulation. In order to ensure a sound plan it is important that the Council ensures it follows the regulations, ensures effective and robust consultation, ensures it is founded upon up to date and robust evidence. All DPDs are submitted to the Secretary of State for independent examination to test whether they are sound with reference to the tests set out in legislation and regulations. Failure to ensure a robust approach could result in a DPD being found unsound by the Inspectorate.

9.3 National planning reforms retain the need for local planning authorities to prepare a Local Plan for their District and in light of the National Planning Policy Framework (NPPF) the government is seeking Councils to progress Local Plan work as a matter of urgency.

9.4 Three Option are presented to Executive as follows:-



### **Option 1**

- 9.5 The first option is to approve the Publication Draft as proposed for submission to government. The document is considered sound by officers and in position to submit to government for examination. This option would continue progress towards the adoption of an up to date Local Plan in line with the NPPF presumption.

### **Option 2**

- 9.6 The second option is to not approve the Publication Draft for submission. This would risk progress to put in place an up to date Local Plan in line with approved LDS and NPPF and increase uncertainty and confidence in the Shipley & Canal Road Corridor regeneration area for both communities and investors.

### **Option 3**

- 9.7 The third option is to approve the publication draft as proposed but with further changes as proposed by members. The document in Appendix 1 has been produced to ensure a sound plan and has been subject to separate key tests including Sustainability Appraisal. Any changes depending on the significance may require further work to support (NPPF compliance/ Technical evidence) which may delay possible submission.
- 9.8 The Executive and Full Council are recommended that the version in Appendix 1 is approved in line with Option 1. The other options would have significant implications for the timetable for putting in place an up to date Local Plan.

## **10. RECOMMENDATIONS**

- 10.1 That the Executive at the meeting on 13 October 2015:-
- 10.2 ***That it be recommended to Council that the Shipley & Canal Road Corridor AAP Publication Draft and the associated Engagement Plan be approved for the purposes of submission to the Secretary of State for independent examination pursuant to Section 20 of the Planning and Compulsory Purchase Act 2004.***
- 10.3 ***That prior to submission, the Publication Draft is issued for formal representations for a period of 6 weeks.***
- 10.4 ***That the Assistant Director (Planning Transportation and Highways) in consultation with the relevant portfolio holder be authorised to make minor amendments of redrafting or of a similar nature as may be necessary prior to formal publication for representations of the Shipley & Canal Road Corridor AAP Publication Draft.***
- 10.5 ***That delegated authority be given to the Assistant Director Planning Transportation and Highways in consultation with the relevant portfolio holder to make minor amendments of redrafting or of a similar nature before submitting the Shipley & Canal Road Corridor AAP to the Secretary of State once the 6 week period for representations has been completed.***



## 11. APPENDICES

Appendix 1 – Shipley & Canal Road Corridor AAP Publication Draft  
Appendix 2 – Engagement Plan

## 12. BACKGROUND DOCUMENTS

Statement of Consultation  
Sustainability Appraisal – Non Technical Summary  
Sustainability Appraisal  
Equalities Impact Assessment screening  
Habitat Regulation Assessment Screening  
AAP Transport Study  
AAP Local Infrastructure Plan and Infrastructure Delivery Schedule  
Strategic Flood Risk Assessment Level 2 and Sequential Test  
AAP Ecological Assessment  
AAP Green Infrastructure Study  
AAP Economic Viability Assessment  
Bradford District Strategic Housing Land Availability Assessment  
Bradford District Strategic Housing Market Assessment  
Bradford District Retail & Leisure Study  
Heritage Impact Assessment





**Appendix 1**

# **Local Plan for the Bradford District**

## **Shipley and Canal Road Corridor**

### **Area Action Plan**

#### **Publication Draft Report**

**October 2015**



## **FORWARD**

### **SHIPEY AND CANAL ROAD CORRIDOR AREA ACTION PLAN**

The City of Bradford Metropolitan District Council has worked with the local community and key stakeholders to prepare a 15 year development plan for the Shipley and Canal Road Corridor.

The Canal Road Corridor is a priority regeneration area in the Bradford District and has been identified as one of four Urban Eco Settlement locations within the Leeds City Region. It is vital that the Shipley and Canal Road Corridor Area Action Plan (AAP) provides a strong planning framework for the regeneration of the area, which responds to the District's housing and economic needs and will benefit new and existing communities.

The AAP will guide the transformation of the Shipley and Canal Road Corridor area up to 2030. It will identify the location for new development and help make decisions on planning applications. It will also influence decisions about transport, infrastructure, community facilities and economic development.

The AAP has been developed in collaboration with businesses, landowners, developers, local organisations and residents. An Engagement Plan has been developed which will ensure these views are reflected throughout the AAP process.

The AAP supports the regeneration ambitions for the Corridor as set out in the Local Plan Core Strategy. At a strategic level the Local Plan - Core Strategy sets out broad proposals and targets for future development in the Corridor up to 2030.

This Publication Draft Report sets out the proposed development site allocations and the policies for delivering the AAP vision and objectives. The feedback received following the previous public consultation and the technical evidence has informed this Publication Draft Report.

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

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## **1 Introduction**

### **The Shipley and Canal Road Corridor Area Action Plan**

- 1.1 The Shipley and Canal Road Corridor Area Action Plan (the AAP) is being produced as part of the new development plan for the District called the Bradford District Local Plan. It is one of two AAPs identified in the approved Local Development Scheme. The AAP will guide the transformation of the Shipley and Canal Road Corridor (the Corridor) and facilitate the delivery of this key growth area identified in the Bradford District Core Strategy.
- 1.2 The AAP will provide a comprehensive and up-to-date planning framework for the area and will act as a basis for determining planning applications and bringing forward regeneration and associated infrastructure.
- 1.3 The purpose of the AAP is to provide a clear vision, strategy and framework for regeneration and future development in the Shipley and Canal Road Corridor area to 2030.
- 1.4 The AAP sets out a detailed planning framework to direct future development and investment. It allocates land for development, defines areas which will be protected and identifies the supporting infrastructure required to ensure delivery.

### **The Publication Draft**

- 1.5 The Planning and Compulsory Purchase Act 2004, as amended by the Localism Act 2011 provides the statutory framework for preparing the Local Plan. Government requirements on the preparation of Local Plans are set out in the National Planning Policy Framework and the Town and Country Planning (Local Planning) (England) Regulations 2012. These are designed to ensure that by the time the plan is finalised, it has been tested through extensive consultation and involvement of the public and wider stakeholders and all reasonable options have been considered.
- 1.6 The Publication Draft is the third stage in the process of preparing the AAP and presents the Council's preferred approach for the Shipley and Canal Road Corridor. The Publication Draft sets out the policies and proposals that the Council consider should be included in the new plan following collection of relevant evidence and testing of reasonable options. The first stage of the AAP involved evidence gathering between 2010 and 2012. This was followed by public consultation on the AAP Issues and Options from March to May 2013. Following the Publication Draft the next stage will be submission of the plan to the Secretary of State for Independent Examination.
- 1.7 The Publication Draft takes account of work undertaken on the AAP to date, in particular the consultation on the AAP Issues and Options Report between March and May 2013. The results of this public consultation and

further technical work have been used to inform the Publication Draft. The main purpose of the AAP is to:

- set out the vision, key objectives and strategic approach
- identify the sites allocations and policies for delivering development

1.8 The AAP is structured as follows:

**1. Background and Strategic Context:** presents the strategic context for the AAP

**2. Vision and Objectives:** sets out the vision, objectives and the strategic approach

**3. Development Proposals:** identifies development proposals for the three sub areas of:

- Shipley
- The Centre Section
- City Centre Fringe

**4. Policy Framework:** contains the policies relating to the strategic themes

**5. Implementation and Delivery:** sets out the approach for delivering development and the infrastructure associated with the planned growth

## Evidence Base

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

1.10 The AAP is accompanied by a number of supporting documents, which have informed the AAP approach on key issues such as sustainability, health, equality and cross boundary issues. These are:

- Sustainability Appraisal
- Habitats Regulation Screening Assessment
- Health Impact Assessment
- Initial Equalities Impact Assessment
- Duty to Co-operate Statement

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

1.11 All documents in the Local Plan need to be subject to a combined Sustainability Appraisal and Strategic Environmental Assessment. This is a requirement under the Planning and Compulsory Purchase Act 2004 and seeks to ensure that the environmental, social and economic effects of the plan are considered.

1.12 The Council consulted on a draft SA Scoping Report for the AAP in October 2012. The scoping report set out the objectives and methodology



used to appraise the AAP. An initial SA was published alongside the AAP Issues and Options in 2013.

- 1.13 This Shipley and Canal Road Corridor AAP Publication Draft Report is accompanied by a Sustainability Appraisal Report. This appraises the policies and proposals of the plan and their likely significant effects on the sustainability objectives. The results of this appraisal have been used to inform the content of the Area Action Plan.

### **Habitats Regulations Screening Assessment**

- 1.14 A Habitats Regulations Assessment (HRA) Screening Assessment is required to demonstrate proposals and policies will not adversely affect any European sites including Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). A HRA Screening and Appropriate Assessment have been carried out on the Core Strategy. This identified no significant impacts of development proposed in Shipley and Canal Road Corridor on the Special Protection Areas and Special Areas of Conservation with the District. The AAP Publication Draft is supported by a HRA Screening Assessment.

### **Health Impact Assessment**

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

### **Equalities Impact Assessment**

- 1.16 The Council has a duty under the Equality Act 2010 to have due regard to the need to:
1. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
  2. Advance equality of opportunity between people who share a protected characteristic and those who do not.
  3. Foster good relations between people who share a protected characteristic and those who do not.
- 1.17 An Initial Equality Impact Assessment (EqIA) scoping exercise of the AAP has been undertaken. This is in order to highlight the potential impact on the identified protected characteristic groups highlighted above. The Initial EqIA scoping exercise is supplementary to this Report.

### **Duty to Co-operate**

- 1.18 The Duty to Co-operate is a requirement for Local Planning Authorities set out in the Localism Act 2011 and the National Planning Policy Framework. In developing the AAP the Council must demonstrate that it has co-operated with other councils and public bodies on strategic planning

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

### **Statement of Consultation**

- 1.19 In addition the evidence base also includes a Statement of Consultation which details how stakeholders and the public have been consulted at each stage of the AAP process, the nature of issues raised and how the comments have been considered. These supporting documents will be available on the Council's website and comments are part of the consultation.

### **Public Consultation and Next Steps**

#### **How do I get involved?**

- 1.20 This document will be published for public consultation over a [insert number] week period commencing [insert date] and ending [insert date]. The AAP Publication Draft report together with all supporting documents will be made available to view and download on the council's web site at: [www.bradford.gov.uk/planningpolicy](http://www.bradford.gov.uk/planningpolicy)
- 1.21 Hard copies will be made available for reference at the main planning offices and libraries as set out in the Engagement Plan.
- 1.22 The Engagement Plan sets out the proposed methods to be used as part of the engagement in line with the adopted Statement of Community Involvement. This includes drop-in sessions and exhibitions to allow the public and other interested organisations and bodies to find out more about the document and help them engage with the process and submit comments.

#### **How to comment?**

- 1.23 To make comments you can either fill in the Online Comment Form, or the paper comment form available upon request. Alternatively you can write a letter or e-mail to the following address. Please ensure that your email or letter is titled 'Shingley and Canal Road Corridor AAP Consultation'. The Council is keen to promote the submission of comments electronically and would encourage anyone with appropriate facilities, such as email, to make their responses in this way. Comments should be returned to the Council by using:-

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

Where it is not possible to comment using electronic means, representations can be sent via mail to:

**Bradford District Local Plan  
City of Bradford MDC  
Development Plans Team  
2<sup>nd</sup> Floor (South) Jacobs Well  
Manchester Road  
Bradford  
BD1 5RW**

**Hand Delivered** to the following planning offices:

**Jacobs Well - Groundfloor reception, BD1 5RW (Mon-Thurs 9am to 5pm, Fri 9am to 4.30pm).**

- 1.24 Please note that representations cannot be treated as confidential and will be made available on the Councils website. It is key to note at this stage that the Council is only seeking comments on the legal compliance and soundness of the Plan and whether it meets the Duty to Co-operate. If you have any queries regarding the Area Action Plan or the consultation process please contact the Development Plans team on **01274 433679** or email [planning.policy@bradford.gov.uk](mailto:planning.policy@bradford.gov.uk).

### **What happens next?**

- 1.25 After the Publication Draft stage the Council will consider the comments received and consider whether any modifications need to be made to the plan before submitting the AAP to the Government. The AAP will then be considered by an independent Inspector at a public examination. The Inspector's role is to consider whether the plan can be considered to be sound having regard to a number of factors including the plans compliance with national planning policy. The Examination process may result in a judgment that the plan would be sound, subject to a number of modifications being made. If modifications are necessary these would be published by the Council and subject to consultation before adopting the AAP through a meeting of the Full Council.

## **Section 1: Background and Strategic Context**

### **Background**

- 2.1 The Shipley and Canal Road Corridor has been identified by the Council as an area with significant regeneration potential. Plans for the comprehensive regeneration of the Corridor were identified in 2006, when the Council undertook studies into the feasibility and regeneration benefits of re-instating the Bradford Canal.
- 2.2 A masterplan aimed at maximising the regeneration potential of the Corridor, through the reinstated Bradford Canal was produced. The Bradford Canal Road Masterplan aimed to facilitate the development and implementation of the canal whilst capitalising on the regeneration and development opportunities, which the reinstated canal would bring.
- 2.3 Since the publication of the masterplan in 2006, further work has been undertaken into the feasibility of regenerating the Corridor. A Joint Venture Company called Canal Road Urban Village Ltd (CRUVL) has been established between the Council and Urbo Regeneration Ltd, and further detailed work has been undertaken. This has included the production of the Shipley and Canal Road Corridor Strategic Development Framework commissioned by the Council and the New Bolton Woods Masterplan by CRVUL. These have informed the AAP approach.

### **Key drivers for change**

- 2.4 There are a number of strategic factors that are influencing the need for change within the Corridor. These are:
  1. The Corridor's strategic location for new development and its potential to make a significant contribution to the regeneration of the District.
  2. The identification of the area as one of four Urban Eco Settlements in the Leeds City Region.
  3. The major challenges facing the Bradford District including:
    - an economy which needs to be much stronger
    - a growing population which will need more jobs and more housing
    - the need to create sustainable and resilient communities
  4. The need to meet the development needs of the District and deliver sustainable development in accordance with the Bradford District Core Strategy.

## Area Context

2.5 Bradford District is a major metropolitan authority located within West Yorkshire. The main urban area of the District is comprised of the City of Bradford. Bradford is the second largest city in the Leeds City Region, with a diverse, young and growing population.

**Figure 1. AAP Strategic Area Context**



- 2.6 The Shipley and Canal Road Corridor is located within the main urban area of Bradford, stretching from the city centre to Shipley town centre. Canal Road itself is a major strategic route within the sub-region, linking areas within the Bradford District and beyond.
- 2.7 The Corridor is a traditional employment corridor as well as being a key transport route northwards into and out of the city, forming a gateway into Airedale and beyond. Traditionally a mixed employment area, the Corridor developed out of its close proximity to the Bradford Canal and the railway line.
- 2.8 The Corridor is today characterised by a range of uses. The central area around Bolton Woods has a variety of uses including existing residential communities and areas of employment, mainly located alongside Canal Road. To the south, the area has a predominance of retail, business and commercial uses, which link to Forster Square retail area. The northern section includes Shipley town centre and business and residential areas to the east of Shipley around Dockfield Road and Crag Road.
- 2.9 The Corridor itself is relatively flat but is defined by a steep valley side to the east. The Bradford Beck watercourse flows south to north along the length of the Corridor, though for much of its length it is in culvert. The Shipley to Bradford Forster Square railway line defines the western edge of the area.
- 2.10 There are a number of major features and key areas located within and close to the Corridor that have influenced the approach in the AAP. These include:

**Bradford City Centre** – The main destination for shopping, leisure and culture and the hub for public, commercial and civic services in the District. A City Centre Area Action Plan is being developed for the city centre.

**Shipley Town Centre** – Shipley is an important town centre, which is a focus for future investment to deliver major improvements through the expansion of its retail, leisure, office and housing market offer.

**Saltaire World Heritage Site-** Of international, national and local importance to the District is Sir Titus Salt's model village of Saltaire, which is one of only two UNESCO World Heritage Sites in Yorkshire. Future development must protect and enhance Saltaire's heritage and setting.

**Canal Road Urban Village New Bolton Woods Masterplan Site-** An 'asset based' Joint Venture Company between the Council and Urbo Regeneration Ltd, with the aim of delivering large scale regeneration within the designated Joint Venture Partnership Area.

**Bolton Woods Quarry-** A large operational mineral extraction site.

**Gaisby Lane & King George Paying Fields-** A linear flat area of open land running parallel to Bradford Beck, used for formal and informal recreation and playing fields.

**Bradford Beck-** a key waterway that flows through the heart of the Corridor.

**Brow Wood Crescent and Poplars Farm-** Areas of open land which form part of an open space corridor. Includes the steep slopes surrounding Bolton Woods Quarry and a Bradford Wildlife Area.

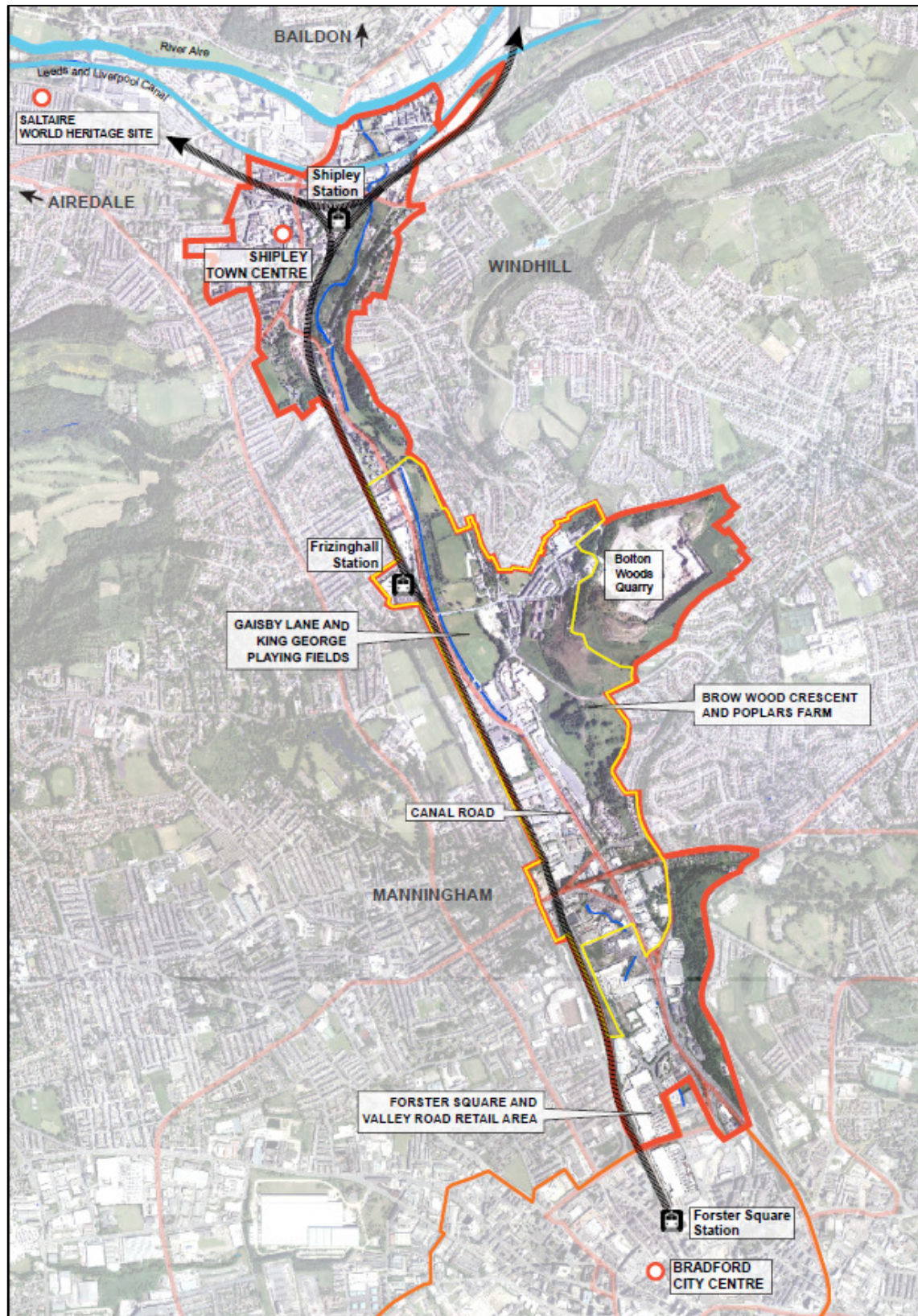
**Employment Zones-** Including the Canal Road employment zone and Shipley employment zone to the south of Otley Road.

**Forster Square and Valley Road Retail Area-** Existing area of large retail units including a Tesco food store and Forster Square Retail Park.

**Canal Road-** Strategic transport route into and out of the City of Bradford.

**Shipley and Frizinghall Railway Stations-** Both stations play a key role in offering sustainable transport options along the Corridor. Shipley railway station is a key transport interchange.

Figure 2. Shipley and Canal Road Corridor in Context

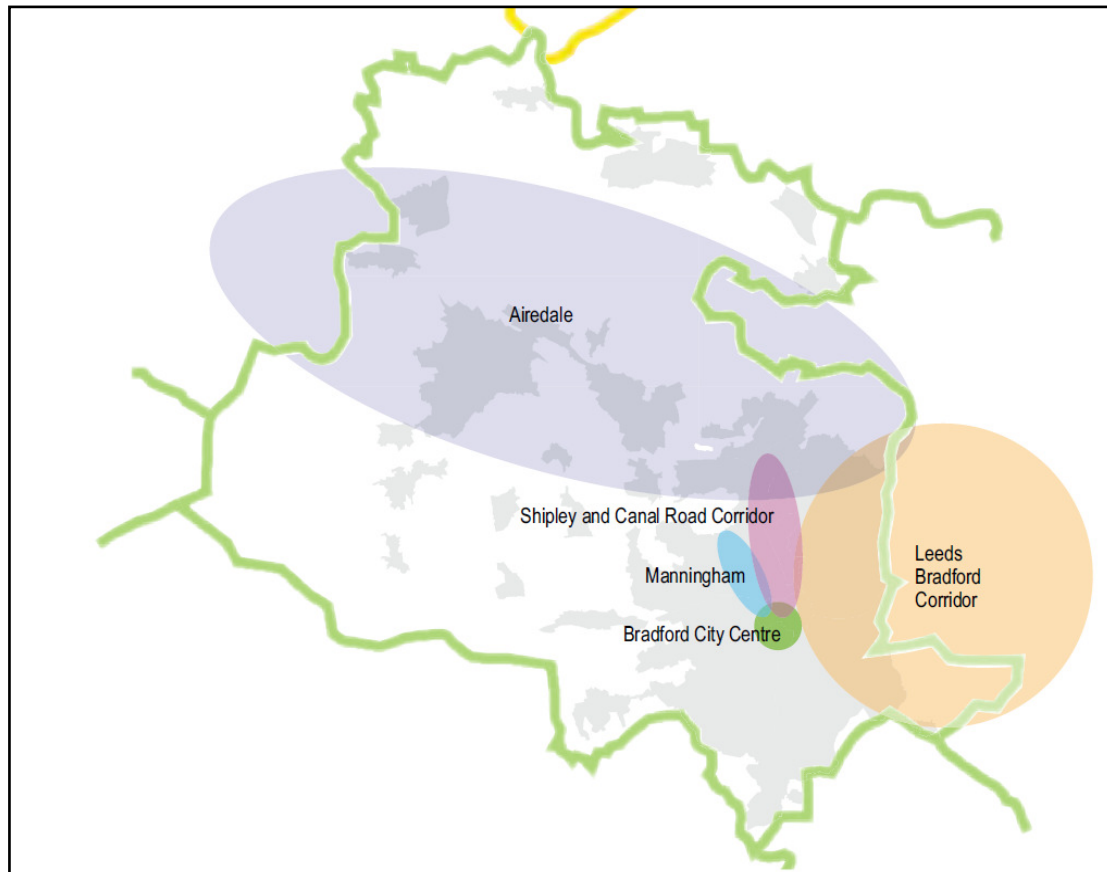




## Regeneration Context

2.11 The development potential, which comes from the Corridor's strategic location and the extensive areas of unused and underused land, are its defining qualities. As shown in Figure 3 the Corridor links to each of the Council's priority urban regeneration areas, and as such has the potential to make a significant contribution to the regeneration of the District.

**Figure 3: Regeneration Context Map**



*Urban Eco Settlements (UES)*

- 2.12 The Corridor has been identified by the Leeds City Region Partnership as one of four locations offering the potential for an Urban Eco Settlement within the Leeds City Region.
- 2.13 The City Region Partnership has previously considered the case for a freestanding eco town and concluded that it would not offer the most appropriate, sustainable way forward for meeting the city region's housing needs. Instead the Partnership considered that the city region's unique housing and regeneration needs could be better served by delivering eco principles on a number of major regeneration sites within existing urban environments.
- 2.14 A Memorandum of Understanding was developed to work in partnership to develop sustainable urban settlements on major brownfield locations within the heart of some of the city region's major economic and population centres. Four specific areas were proposed as Urban Eco Settlement locations. These were:
- the Bradford Shipley and Canal Road Corridor
  - York Northwest
  - Aire Valley Leeds
  - North Kirklees and South Dewsbury
- 2.15 The Shipley and Canal Road Corridor has the potential to provide significant numbers of new homes and jobs, within the City of Bradford. This area is therefore being promoted by the Council and its partners as an Urban Eco-Settlement. The AAP will aim take forward the principles of the Urban Eco Settlement programme and deliver a new sustainable settlement in Bradford of homes built to high environmental standards, in a green and attractive setting, which is well located close to jobs and facilities and will act as an exemplar development. The Council has considered how Eco Settlement principles have been applied in the AAP, taking into account the unique nature of the area, current national planning policy and viability issues. Appendix E sets out how the these principles have been taken forward in the AAP.

*Joint Venture Company (JVCo)*

- 2.16 A Joint Venture Company (JVCo) between the Council and Urbo Regeneration Ltd has been established to support the delivery of comprehensive regeneration in the Corridor. Further work is being undertaken by the JVCo on detailed proposals to deliver the New Bolton Woods Masterplan within the designated Joint Venture Partnership Area in parallel with the AAP.

**Policy context**

- 2.17 The AAP must have regard to national, sub-regional and local planning policies and guidance. The key policy linkages which have informed the AAP are set out below.

*National Planning Policy Context*

**National Planning Policy Framework**

- 2.18 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The Council must take account of the NPPF in the AAP to ensure that it is in accordance with national planning policy.
- 2.19 The overall emphasis of the NPPF is to facilitate and secure sustainable development. At the heart of the NPPF is the presumption in favour of sustainable development which should be seen as a 'golden thread' running through both plan-making and decision taking. The approach and policies of the AAP provide a positive planning framework for guiding development and change in line with the NPPF.

**National Planning Policy Guidance**

- 2.20 The Government launched its National Planning Practice Guidance (NPPG) on 6 March 2014. The website brings together many areas of English planning guidance into a new format, linked to the National Planning Policy Framework.

*Sub-Regional Policy Context*

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

- 2.21 The Local Transport Plan (LTP3) is the statutory plan for transport in West Yorkshire and sets out the needs, objectives, ambitions and strategy over the medium to long term as well as detailed spending proposals in its first 3 years.

**Emerging Single Transport Plan**

- 2.22 The West Yorkshire Combined Authority (WYCA) is developing a Single Transport Plan (STP) for West Yorkshire. The new plan will be a twenty year vision for developing an integrated transport network that supports the Leeds City Region Enterprise Partnership's Strategic Economic Plan for sustained and healthy economic growth - especially for jobs and housing. The Single Transport Plan will update the current West Yorkshire Local Transport Plan. The AAP will support the Single Transport Plan 5 Core Principles listed below:
1. One system, HS2/HS3 ready - a core ambition being a 'metro-style' public transport network that integrates all modes, into one-system that is easily understood, easy to access by a range of options and offers quick, convenient connections within the city region. The public transport network would reduce pressure on roads and facilitate the efficient movement of freight than cannot be transported by rail, canal or pipeline;
  2. Place making –interventions to make our cities, towns and neighbourhoods more attractive places to invest, live and work - delivering improvements to air quality and health through Low Emission Vehicles for

the movement of people and goods and encouraging people to switch to cycling and walking for shorter journeys;

3. Smart futures –using technology for enhanced customer relationships and retail opportunities and for efficient management of the transport network(s), as well providing open data as part of a wider city region initiative;

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

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

#### *Local Policy Context*

2.23 The vision of promoting the long term comprehensive regeneration of the Corridor has been established in the Council’s strategic policy documents including the Community Strategy, Core Strategy and the District’s Economic and Housing Strategies.

#### **Bradford 2020 Vision and Community Strategy 2011-2014**

2.24 The District’s long term ambitions are set out in the 2020 Vision as a route map towards a transformed district.

2020 Vision:

***“By 2020, Bradford district will be a prosperous, creative, diverse, inclusive place where people are proud of their shared values and identity, and work together to secure this vision for future generations. The District will draw strength from its diversity – making full use of the skills, qualities and enterprise of its people – to create a vibrant community and cultural life for all”.***

2.25 The Bradford District Community Strategy identifies the key issues the District faces and the priorities needed to address them. It breaks down the 2020 Vision into four broader outcomes for the District and the strategic aims that underpin them:

**Bradford District Community Strategy Outcomes**

**Economy:** Bradford's economy is increasingly resilient, sustainable, and fair, promoting prosperity and wellbeing across the District.

**Inclusive and strong communities:** Bradford becomes an increasingly inclusive District where everyone is able to participate in the life of their communities and neighbourhoods, and understands their rights and obligations.

**Improving health, wellbeing and quality of life:** Bradford's people experience improving good health, wellbeing and quality of life, irrespective of their community, background or neighbourhood.

**Making Bradford a more attractive district:** Bradford becomes a more attractive District, supported by good connectivity and infrastructure.

- 2.26 The Canal Road Corridor is identified as part of the Community Strategy's strategic aim to increase the quality, quantity and affordability of sustainable housing across the District. Objectives for the Corridor include delivering a series of vibrant and diverse new sustainable settlements that provide a quality environment for local people to live, work and thrive, together with mixed-use development to support economic growth. The AAP will support the Community Strategy's strategic aims and outcomes.

**Replacement Unitary Development Plan (2005)**

- 2.27 The Replacement Unitary Development Plan (RUDP) is the statutory Development Plan that the Council has produced to fulfil its obligations under the 1990 Planning Act.
- 2.28 The Replacement Unitary Development Plan (RUDP) for the Bradford District was adopted by the Council on the 18th of October 2005 and the majority of policies saved in 2008.
- 2.29 The RUDP will be gradually replaced by the new Local Plan over the next few years. When adopted the Shipley and Canal Road Corridor AAP will replace and update relevant policies and proposals contained in the RUDP, as saved.

**The Local Plan**

- 2.30 The Bradford District Local Plan will be made up of a collection of planning documents that will guide future growth and development to 2030. The Local Development Scheme (LDS) approved July 2014, sets out the

Development Plan Documents which when produced will make up the Local Plan. These are:

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

### **Emerging Local Plan – Core Strategy**

- 2.31 The key planning document in the Local Plan is the Core Strategy. The Core Strategy sets out the long-term spatial vision for the District until 2030 and identifies broad locations for future development. The Core Strategy is currently under examination by the Inspectorate and is anticipated to be adopted early 2016.
- 2.32 The main functions of the Core Strategy are:
- Sets out a long-term spatial vision for the District until 2030
  - Identifies broad locations for development over the plan period
  - Sets out policies that will influence the use of land and the type and scale of development which will be permitted within the District
  - Identifies strategic infrastructure required to manage development.
- 2.33 The Core Strategy also contains a number of sub-area sections, which cover defined areas of the District.
- 2.34 The Shipley and Canal Road Corridor is identified in the Core Strategy as a growth area in the key diagram. The City of Bradford including Shipley and Lower Baildon Sub-Area Section contains a number of sub-area policies (Core Strategy Policies BD1 and BD2) which relate directly to the Shipley and Canal Road Corridor.

### **Emerging Local Plan- Area Action Plans**

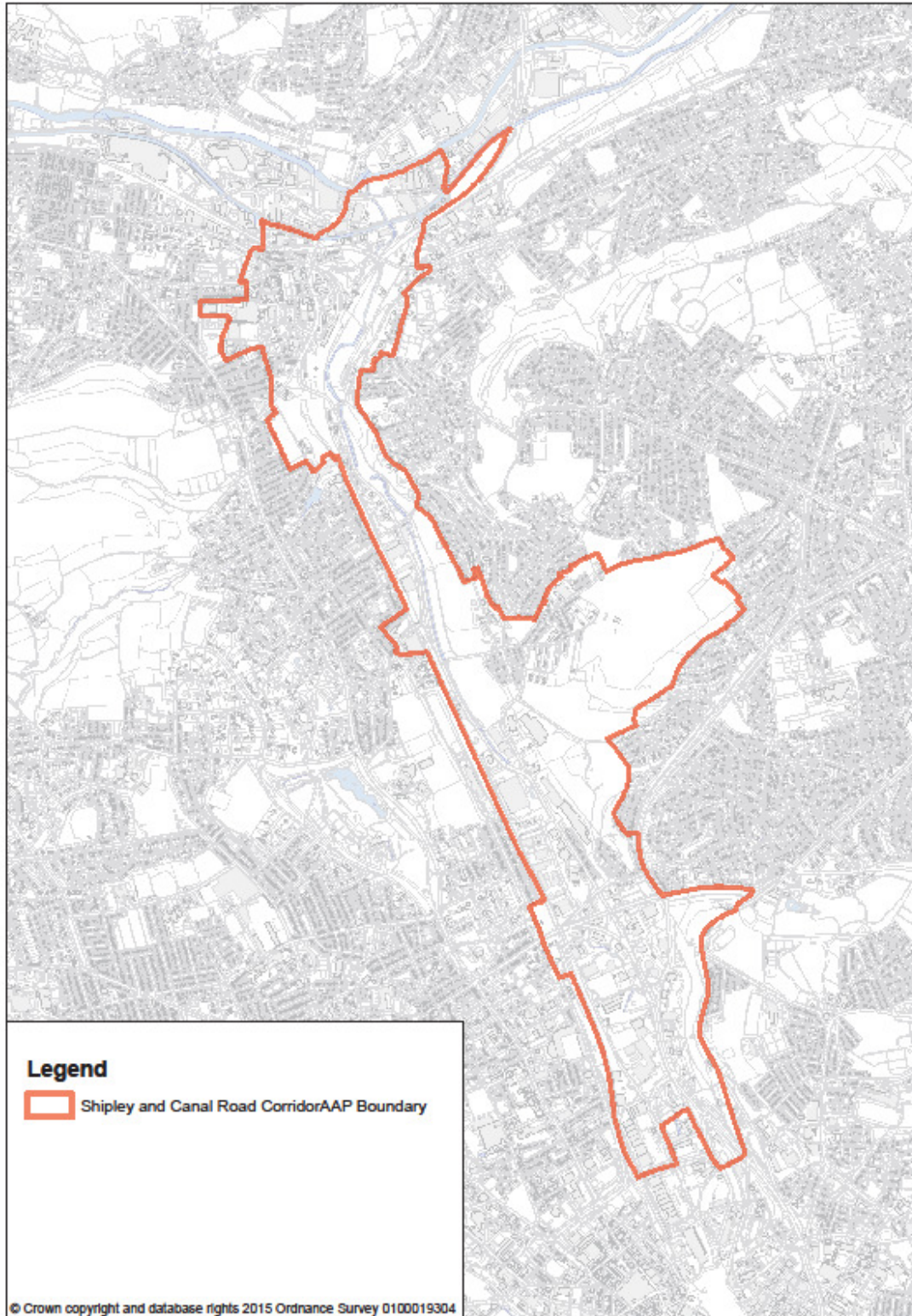
- 2.35 The Council are preparing two AAPs for the District, the Shipley and Canal Road Corridor AAP and the Bradford City Centre AAP. The two AAPs are directly related and have a close interrelationship. The two AAPs have been jointly prepared to ensure both plans are fully aligned.

## **Section 2: The Vision, Objectives and Development Proposals**

### **The AAP Boundary**

- 3.1 Figure 4 (below) identifies the boundary for the AAP. The boundary shows the areas which will be covered by the policies and allocations in the AAP. The boundary covers the main areas of proposed change along the Corridor and adjoins the City Centre AAP boundary to the south.

**Figure 4: Shipley and Canal Road Corridor AAP Boundary**





## The Vision

3.2 A key element of the AAP is to have a clear spatial vision. This vision is important because it defines how the area will change and what it will be like in the future. The detailed policies and proposals to be contained in the AAP will contribute to delivering the overall vision. The vision has been informed by the Local Plan: Core Strategy, the Council's Community Strategy and the AAP evidence base and has been tested through public consultation.

3.3 The Vision for the Shipley and Canal Road Corridor AAP is by 2030...

***The Shipley and Canal Road Corridor has truly become an area of extensive transformational change, which is regarded as an exemplar Urban Eco Settlement between Bradford city centre and Shipley. The Corridor has borne witness to the delivery of over 3100 new homes supported by new businesses, retail, leisure and community facilities. This has created a series of vibrant new sustainable neighbourhoods that provide a range of high quality homes and local employment opportunities for residents connected by the Linear Park, revitalised Bradford Beck and Canal Road Greenway running from Bradford city centre to Shipley. This multi functional green corridor has helped enhance biodiversity and ecological networks and provides a high quality setting for walking, cycling, sport and recreation along the Corridor.***

***Shipley has strengthened its role as an important town centre, through the expansion of its retail, leisure, office and housing market offer and much improved links to Saltaire, Shipley Station and the Leeds and Liverpool Canal. This redevelopment has improved the area as a key gateway to the World Heritage Site of Saltaire and has been managed in a way which has enhanced Shipley, the World Heritage Site and other heritage and environmental assets in its vicinity, creating a better offer for workers, visitors and residents alike.***

***The Corridor has been reinforced as a strategic transport route, supported by improvements to highway infrastructure along Canal Road, the Shipley Eastern Relief Road and development of Shipley as a transport hub. Improvements to Frizinghall and Shipley railway stations, bus provision along Canal Road and completion of the Canal Road Greenway have ensured the Corridor is an integrated and sustainable location, which offers opportunities for travel by a range of sustainable transport options.***

## Strategic Objectives

3.4 The Vision for the AAP will be achieved through the following Strategic Objectives:

1. **Deliver an Urban Eco Settlement of over 3100 new homes** within the AAP boundary by 2030 that will create exemplar sustainable neighbourhoods, which encourage healthy lifestyles and contribute to the key aims of delivering a low carbon economy
2. **Promote the effective use of land** by delivering at least 55% of new housing development within the AAP on previously developed land
3. **Deliver a range of well designed high quality dwellings** which meet the District's current and future housing needs and support low carbon living
4. **Support sustainable economic growth** and the transition to a low carbon economy by protecting and enhancing established employment areas and promoting a wide range of high quality economic development opportunities within the Corridor
5. **Support the vitality and viability of Bradford city centre and Shipley town centre** as thriving places for shopping, living, leisure, tourism and business.
6. **Enhance Shipley and improve links between the town centre, Saltaire, Shipley Station and the Leeds and Liverpool Canal** through new mixed use development, enhancements to the public realm and encouraging leisure and tourist developments, whilst respecting the 'outstanding and universal value' of the UNESCO World Heritage status of Saltaire.
7. **Protect and enhance biodiversity and green infrastructure** by strengthening ecological networks and establishing a multi-functional linear park; consisting of a chain of interconnected green spaces and natural environments linked to an improved Bradford Beck and the Canal Road Greenway.
8. **Reduce the impact of climate change through mitigation and adaptation** by managing the risk of flooding along the Corridor, including from the Bradford Beck, and using opportunities provided by new development to enhance green infrastructure and deliver low carbon developments which maximise renewable energy generation, water and energy efficiency and sustainable urban drainage.
9. **Maintain and improve Canal Road as a key strategic transport route and maximise sustainable transport options** by developing critical road and public transport infrastructure, including improvements to Canal Road and Shipley and Frizinghall stations and creating safe and attractive cycle and pedestrian routes linked to the Linear Park and Canal Road Greenway, connecting Shipley and Bradford.
10. **Enhance resident's health and education outcomes** through supporting development which encourages healthy lifestyles, promotes integration and improves access to good quality homes, jobs, schools, green space, sport and recreation facilities, and by reducing pollution and managing air quality along the Corridor particularly in identified Air Quality Management Areas.

11. **Protect and enhance the historic environment and setting of the Saltaire World Heritage Site** by ensuring that development proposals avoid substantial harm and take account of the potential impact upon the character and setting of key heritage assets in the area, and where possible enhance the elements which contribute to their significance.

### **Policies Map**

- 3.5 Significant new development is planned in the AAP up to 2030 and it is important that proposals are considered within an overall planning framework so that appropriate linkages, access, environmental and infrastructure issues are properly considered.
- 3.6 The Policies Map (Appendix D) draws on the AAP vision and objectives to provide an overarching planning policy framework for Shipley and Canal Road Corridor to 2030. The following designations are identified on the Policies Map:
- Open space (recreation open space/playing fields/allotments)
  - Local Wildlife Sites, Site of Ecological/Geological Importance (SEGI) and Bradford Wildlife Areas
  - Green Infrastructure (Bradford Beck, New greenspace within Development)
  - Strategic Cycle and Walking Routes (Canal Road Greenway and Airedale Greenway)
  - Shipley Town centre and Primary Shopping Area
  - New Neighbourhood Centre
  - Major Hazardous Installations
  - Canal Road Employment Zone
  - Valley Road Retail Area
  - Leeds and Liverpool Canal Conservation Area
  - Saltaire World Heritage Site Buffer Zone
  - Development Sites identified in the sub area Development Frameworks

### **Strategic Approach**

- 3.7 In accordance with the emerging Core Strategy, the AAP will set out planning policies and sites to guide the development of an Urban Eco Settlement in the Corridor, along with details of how these proposals will be delivered.
- 3.8 The strategic approach taken by the AAP is a combination of the Council's strategies and objectives. The approach has also been informed by comments during previous public consultation, the National Planning Policy Framework and the emerging Local Plan: Core Strategy.
- 3.9 Core Strategy Sub-Area Policy BD1: Regional City of Bradford including Shipley and Lower Baildon establishes the strategic framework for the AAP. The policy sets out the broad levels of development and strategic priorities for the Shipley and Canal Road Corridor. Core Strategy Sub-Area Policy BD2: Investment Priorities for the Regional City of Bradford

including Shipley and Lower Baildon establishes the investment priorities to be delivered through the re AAP over the next 15.

- 3.10 The policies of the Core Strategy should be read alongside those of the AAP. In particular several Core Strategy policies are of relevance to the Shipley and Canal Road Corridor AAP. These are:

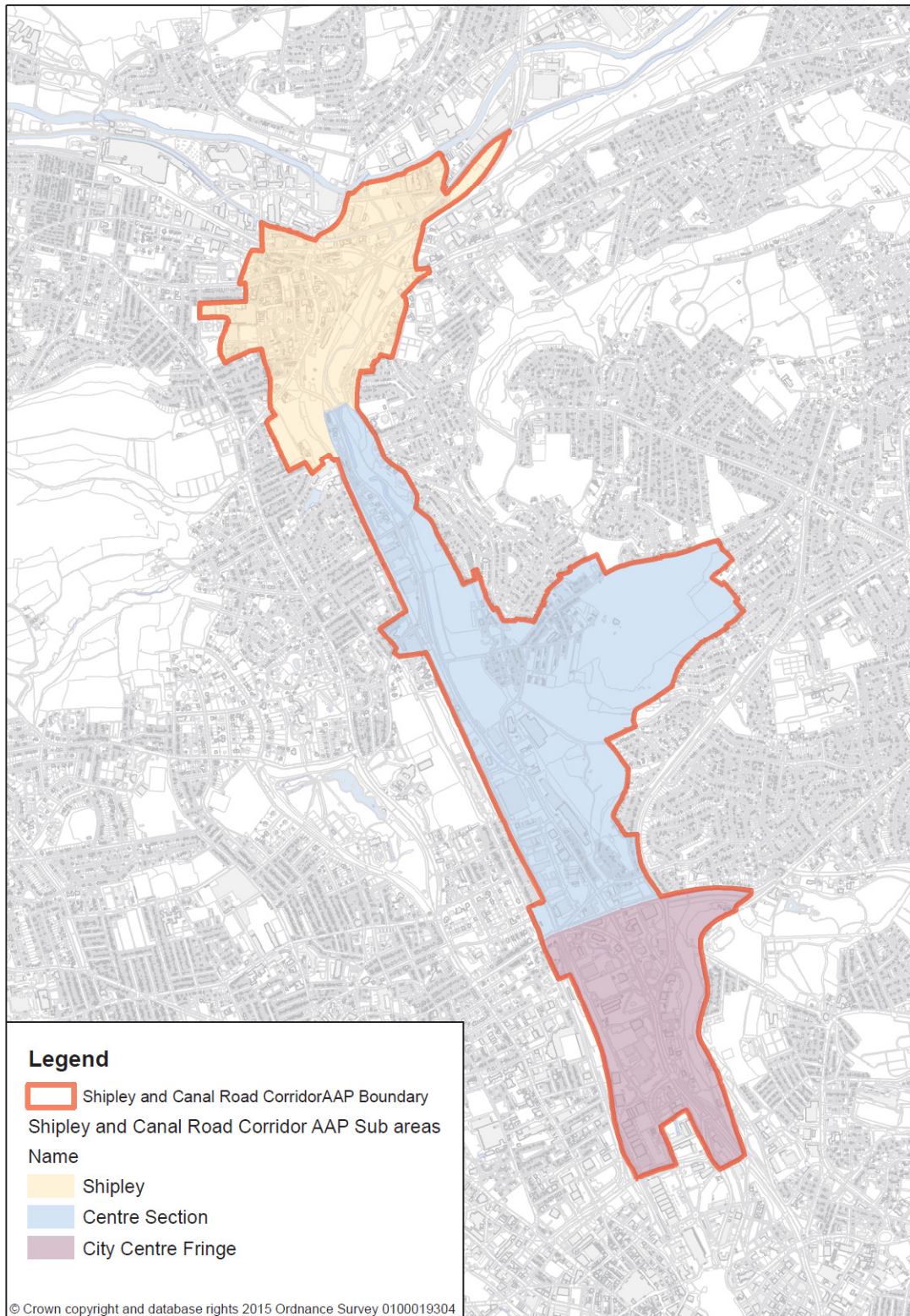
**Policy HO2** – Strategic Sources of Housing Supply  
**Policy HO3** - Distribution of Housing Development  
**Policy HO4** – Phasing the Release of Housing Sites  
**Policy HO5** – Density of Housing Schemes  
**Policy HO6** – Maximising the Use of Previously Developed Land  
**Policy HO7** – Housing Site Allocation Principles  
**Policy HO8** – Housing Mix  
**Policy HO9** - Housing Quality  
**Policy EC1** – Creating a successful and competitive Bradford District economy within the Leeds City Region.  
**Policy EC2** – Supporting Business and Jobs Creation  
**Policy EC3** – Employment Land Requirement  
**Policy EC4** – Sustainable Economic Growth  
**Policy EC5** – City, Town, District and Local Centres  
**Policy TR1** – Travel Reduction and Modal Shift  
**Policy TR2** – Parking Policy  
**Policy TR4** – Transport and Tourism  
**Policy TR5** – Improving Connectivity and Accessibility  
**Policy SC2** – Climate Change and Resource Use  
**Policy SC4** – Hierarchy of Settlements  
**Policy SC5** – Location of Development  
**Policy SC6** – Green Infrastructure  
**Policy DS4** – Streets and Movement  
**Policy EN3** – Historic Environment  
**Policy EN8** – Environmental Protection

### Sub Areas

- 3.11 The AAP have been divided into three sub areas which reflect particular characteristics and different potential for development and change. These areas are:

- **Shipley-** an important town centre and transport hub, the area will be the focus for future expansion of retail, leisure, office and residential mixed use development.
- **The Centre Section-** transformation of the area as the focus for the new Urban Eco Settlement with a diverse and high quality housing offer, supported by the necessary infrastructure and facilities required to deliver truly sustainable development.
- **City Centre Fringe-** the area will see a continuation and enhancement of its present function, with appropriate edge of centre uses.

**Figure 5: SCRC AAP Sub areas**



3.12 For each sub area a vision and development framework, which builds upon the overall AAP vision and strategic objectives, have been developed. Proposed development sites and site allocation statements, are set out for each sub area. Further designations come from thematic policies within the Policy Framework in Section 3. The proposed

development sites and policy designations are identified on the Policies Map.

- 3.13 The development frameworks and site allocations in this section provide a planning framework for each sub area. In all cases, development proposals should be considered not only in the context of the development frameworks but also the area-wide policies within the AAP in Section 3, and the relevant policies in the Bradford District Core Strategy.

## **Shipley**

### **Context**

- 3.14 Shipley has many distinct advantages that make it a focus within the Corridor. It has superb rail connectivity offering short journey times from Shipley Station to Bradford city centre and Leeds and rail links to London. The town centre is the focal point for the provision of shopping, leisure and public services, which caters for the local needs of the catchment north of Bradford city centre.
- 3.15 Within close proximity to the town centre is the World Heritage Site of Saltaire and significant employment areas, including a vibrant industrial and office cluster around Dockfield Road. Salt's Mill, the focal point of Saltaire, is a fantastic example of the area's architectural heritage and there are clusters of attractive historic buildings around the fringes of the town centre and the Leeds and Liverpool Canal Conservation Area.
- 3.16 Despite these advantages the town centre is not as attractive and vibrant a place as it should be. The environmental quality throughout the town centre varies and a number of units are in need of investment and refurbishment. The town centre experience is further undermined by unattractive pedestrian links between the town centre, Saltaire, Shipley railway station and the Leeds and Liverpool Canal.
- 3.17 There is significant scope for Shipley to enhance its current position as an important town centre, through the refurbishment and redevelopment of parts of the existing town centre and new residential and mixed use development in and around the town centre and Dockfield Road.

**Shipley Vision: By 2030...**

*Shipley will have strengthened its role as an attractive place to live, work and visit with a vibrant town centre, new high quality mixed use developments and excellent public transport links.*

The retail offer of Shipley town centre will be enhanced, supported by a wider range of business, leisure and community uses alongside new homes. Market Square will remain the focus for the town centre, with new and refurbished buildings alongside high quality public realm, reconnecting the town with its quality built heritage.

Significant improvements to public transport facilities and Shipley Station will see Shipley develop as an important transport hub. New and improved pedestrian and cycle routes will provide better linkages between the town centre, Shipley Station, Saltaire and the Leeds and Liverpool Canal, helping to recapture footfall and expenditure and improve the quality and attractiveness of the public realm around the town.

The Dockfield Road area will become a vibrant and attractive residential and business location, with high quality mixed use development around the waterside setting of the Leeds and Liverpool Canal and River Aire.

New homes, jobs and green spaces alongside the Bradford Beck will be provided through comprehensive residential led mixed use development at Shipley East. This area will include a mix of family housing and apartments with supporting business and retail uses, which are well linked to Shipley Station and the town centre.

### **Shipley Development Framework**

- 3.18 Development will help to strengthen Shipley's role as an important town centre and transport hub and safeguard and enhance the setting of the area as a key gateway to the World Heritage Site of Saltaire.
- 3.19 The Shipley sub area is broken down into 3 further areas which reflect the different characteristics and opportunities.

### **Shipley Town Centre (STC)**

- 3.20 The town centre will be the focus for the provision of shopping, leisure and public services in Shipley. The town centre will be strengthened and diversified with a wider range of uses. The public realm, streets and pedestrian connections around the town centre will be enhanced to create a better quality town centre environment that is well integrated with its surroundings.
- 3.21 Market square will be maintained as the focal point of the town centre through the redevelopment and refurbishment of existing buildings and frontages around Market Square, alongside new mixed use development and enhanced public realm and market.
- 3.22 Shipley Station will be enhanced as a major transport hub. The development of sites adjoining the station will be expected to support this function.

### **Dockfield Road (DR)**

- 3.23 Sites around the Dockfield Road area will be developed for a range of business and residential uses as part of the regeneration of the area as a high quality waterside mixed use area.

### **Shipley East (SE)**

- 3.24 The development of land at Shipley East provides a key opportunity to deliver a high quality residential led development with supporting business, commercial and retail uses which are well linked to the station and town centre. Through development improvements will be sought to green infrastructure and habitat networks alongside the Bradford Beck.

### **Shipley- Heritage and Design**

- 3.25 The key characteristics of the area, which should be considered in any proposed development, are:
- the Leeds and Liverpool Canal Conservation Area and key historic landmark buildings and features
  - sensitive repair/reuse of traditional buildings around the Leeds and Liverpool Canal and Shipley town centre
  - high quality design to reconnect the town centre with its quality-built heritage and enhance the setting and important views into or out of the World Heritage Site of Saltaire

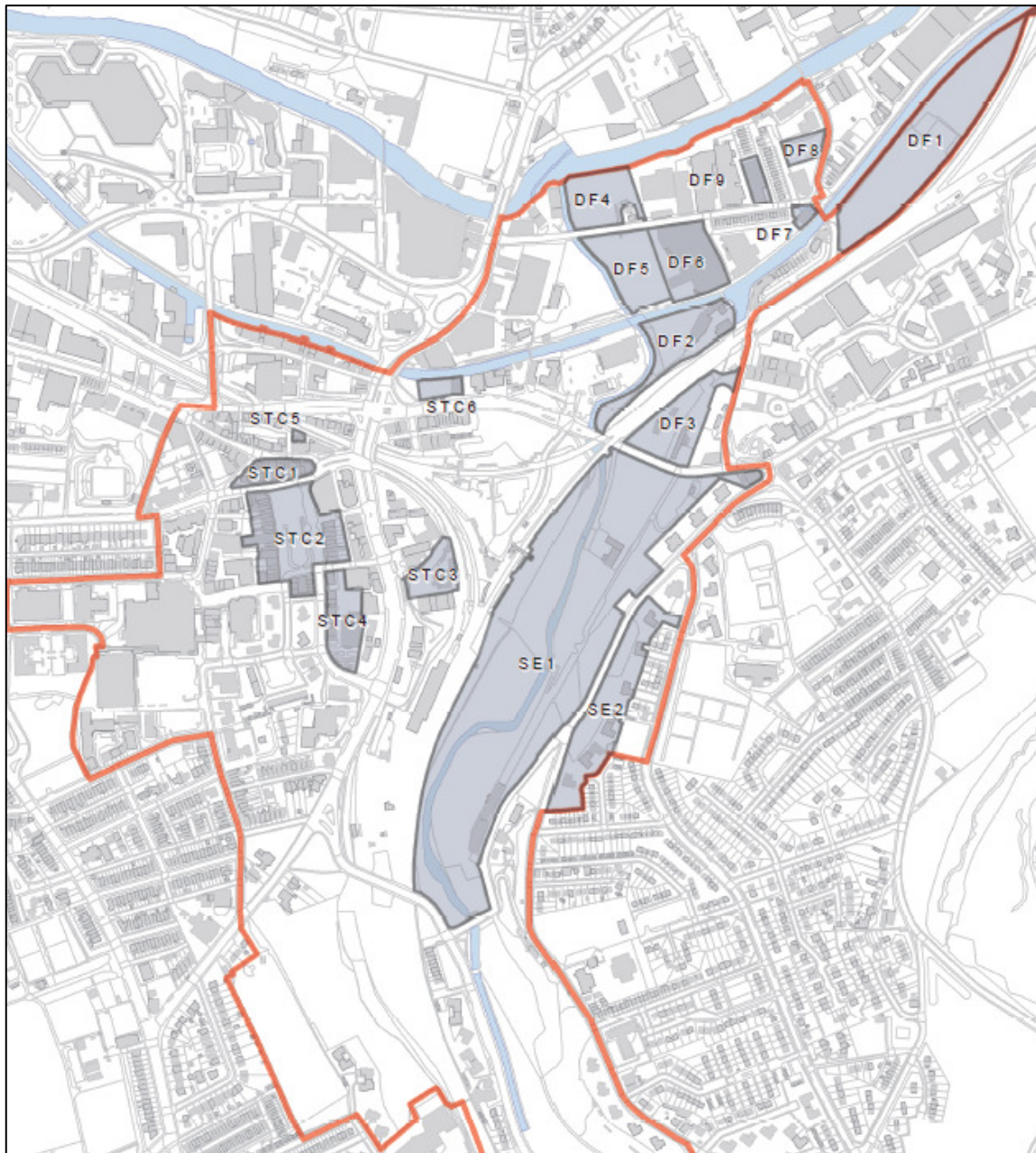


- respond positively to the Bradford Beck, Leeds and Liverpool Canal and River Aire as a key waterways and green infrastructure and habitat assets
- 3.26 Key historic buildings and heritage assets within the Shipley sub area include:
- Grade II listed Manor Lane Wesleyan Reformed Church
  - Grade II listed Junction Bridge
  - key unlisted buildings including the former Shipley and Windhill Railway Station and Pumping Station
  - Grade II Shipley Old Hall, Otley Road
- 3.27 Development in Shipley sub area will include:
- Residential Units – approximately 690 units through residential and mixed use developments in Shipley East, Dockfield Road and the town centre
  - A new supermarket well connected to the town centre to meet identified retail capacity
  - New comparison and convenience retail, business, community and leisure uses within the town centre
  - New business and employment uses as part of mixed use developments in Shipley East and Dockfield Road
  - Enhanced green infrastructure and ecological networks along the Bradford Beck, Canal Road Greenway and Leeds and Liverpool Canal
  - Safer and more attractive pedestrian and cycle links and connections between the town centre, Leeds and Liverpool Canal, Saltaire and Shipley railway station
  - Public realm enhancements including improvements to Market Square and Well Croft, Kirkgate, Westgate and Otley Road to improve the built environment around the town centre

#### **Key Development Opportunities**

- Land and buildings around Market Square in Shipley Town Centre (STC)
- Dockfield Road (DF)
- Shipley East (SE)

**FIGURE 6: Shipley Proposed Site Allocations**



## Shipley Proposed Site Allocations

<b>Ref.</b>	<b>Name</b>	<b>Proposal</b>
<b>STC1</b>	Shipley Indoor Market Hall	Mixed use re-development
<b>STC2</b>	Market square	Town centre redevelopment /public realm enhancement
<b>STC3</b>	Station Road	Residential
<b>STC4</b>	Shipley Gateway Site	Mixed use re-development
<b>STC5</b>	Atkinson Street	Residential
<b>STC6</b>	Buildings along Briggate	Mixed use
<b>SE1</b>	Shipley East	Residential led mixed use
<b>SE2</b>	Land around Crag Road Flats	Residential infilling
<b>DF1</b>	Dock Lane, Canalside	Residential led mixed use
<b>DF2</b>	Junction Bridge, Briggate,	Business/mixed use
<b>DF3</b>	Land between Leeds Road and Dock Lane	Residential/mixed use
<b>DF4/DF5</b>	Dockfield Road North/ Dockfield Road South	Residential mixed Use
<b>DF6</b>	Regent House	Residential redevelopment
<b>DF7</b>	Junction of Dock Lane and Dockfield Road	Residential re-development
<b>DF8</b>	Dock Lane	Residential
<b>DF9</b>	Dockfield Road	Residential redevelopment

## Shipley Site Proposal Statements

### Shipley Town Centre

#### STC1 Shipley Indoor Market Hall

**Site address:** Shipley Indoor Market Hall, Kirkgate Shipley

**Existing Use:** Indoor Market, mix of uses on ground and upper floors including retail, office and clock tower

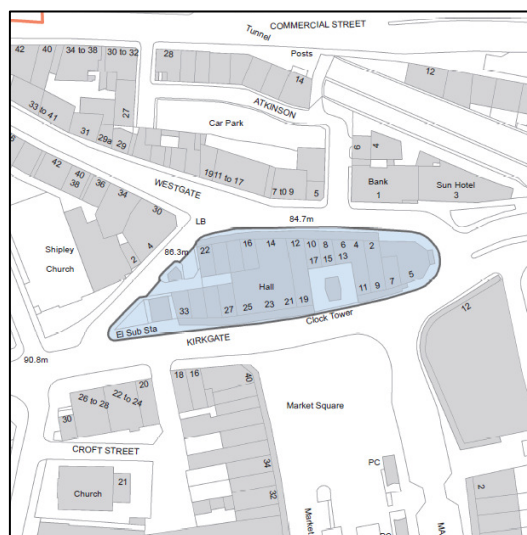
**Proposed Use:** Town centre mixed use re-development opportunity

**Site size:** 0.25ha

**Flood Zone:** 1

#### The Site

The site is occupied by the indoor market hall building and the town's



distinctive clock tower. The building is currently in use but is need of investment.

### **Site proposals**

The redevelopment/refurbishment of the Indoor Market Hall for retail-led mixed use development will be supported.

Development proposals for the site should:

- make provision for a building which is a landmark in the town centre. This could include the retention of the existing building, or elements of it, as part of the scheme.
- ensure any new building is an appropriate scale in terms of contributing to a sense of enclosure to the Market Square and responds sensitively to its setting in the World Heritage Site buffer zone.
- provide an improved gateway to the town centre for those arriving from Saltaire or the Leeds and Liverpool Canal.
- utilise opportunities above ground floor level to create a mix of business, commercial and residential uses and maintain active ground floor uses appropriate to the Primary Shopping Area, fronting Market Square and Westgate.
- contribute to appropriate and proportionate public realm enhancements along Westgate and Kirkgate and seek to enhance pedestrian links between Market Square and Westgate.

### **Transport and Movement**

- The site is located in the town centre and therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network. Any vehicular access should be as existing from New Kirkgate, direct access from Kirkgate would be unacceptable.
- The existing on-site parking serves an important function in this locality and replacement short stay public parking should be incorporated into the development. Due to the site's location development would be expected to justify any level of long duration parking provision.

### **Expected Development:**

20 residential units/office/commercial uses on upper floors with retail, commercial and leisure uses (A1-A4) on the ground floor.

## STC2 Market Square

**Site address:** Land and buildings around market Square

**Existing Use:** Mixed use town centre buildings, market square and public car park

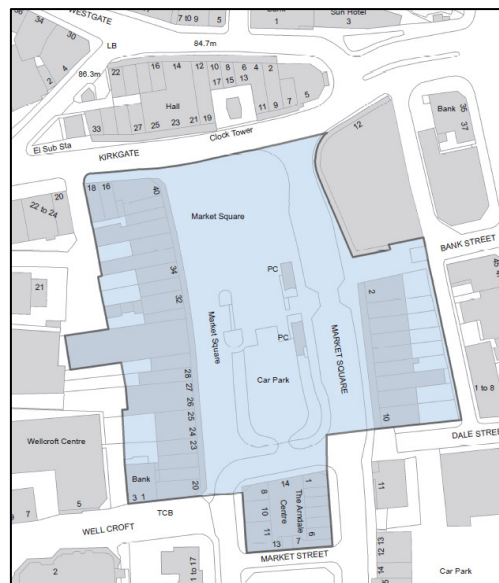
**Proposed Use:** Town centre redevelopment opportunity/public realm enhancement

**Site size:** 1.25ha

**Flood Zone:** 1

### The Site

The land and buildings around Market Square provide an excellent opportunity for strengthening the town centre through high quality retail led redevelopment and public realm enhancements.



### Site proposals

The redevelopment/refurbishment of buildings around market square for retail and new retail-led mixed use development will be supported. Development proposals should:

- support the vitality and viability of Shipley town centre and retain the primary retail function of the Primary Shopping Area, in accordance with Policy SCRC/SE5
- maintain active ground floor uses and enhance frontages facing Market Square and utilise opportunities above ground floor level to create a mix of business, commercial and residential uses
- contribute to appropriate and proportionate public realm enhancements to Market Square
- safeguard the character and setting of Grade II listed Manor Lane Wesleyan Reformed Church

### Transport and Movement

- The site is located in the town centre and therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by Transport Statement detailing access and service arrangements and connectivity to the wider highway network.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

### Market Square improvements

The Council will work with partners and the local community to support and encourage projects to improve the public realm around Market Square. Development will be expected to:

- strengthen the Primary Shopping Area and Market Square as a focus for the town centre

- improve vehicular access and the quality of parking areas in the town centre
- retain and enhance Shipley market, in accordance with Policy SCRC/SE6 Market Provision
- be of high quality design to reconnect the town centre with its quality-built heritage and enhance the setting of Saltaire
- include new and enhanced green infrastructure assets within the town centre

**Expected Development:**

25 residential units, office and commercial use, with retail and leisure uses (A1-A4) on the ground floor

**STC3 Station Road**

**Site Address:** Land between Station Road and Otley Road.

**Existing use:** Industrial.

**Proposes Use:** Residential

**Site size:** 0.32

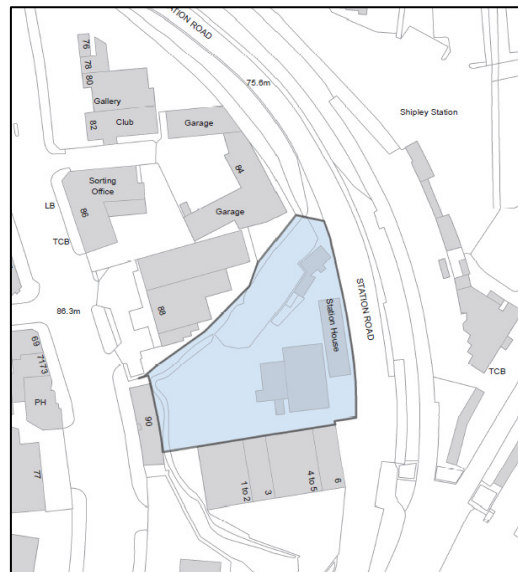
**Flood zone:** 1

**The Site**

The site is currently in industrial use and is located in within an old quarry with high steeply sloping sides to the north and west.

**Site Proposal**

The site is in a highly accessible location close to Shipley train station and is suitable for high density residential redevelopment.



**Transport and Movement**

- The site is located in the town centre and therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network. Vehicular access is from Station Road which is currently an unadopted road which would need to be brought up to adoptable standards for the Highway Authority to support any development proposals.
- The site may be suitable for car free development given its highly accessible town centre location.

**Expected Development**

50 residential units

### STC 4 Shipley Gateway Site

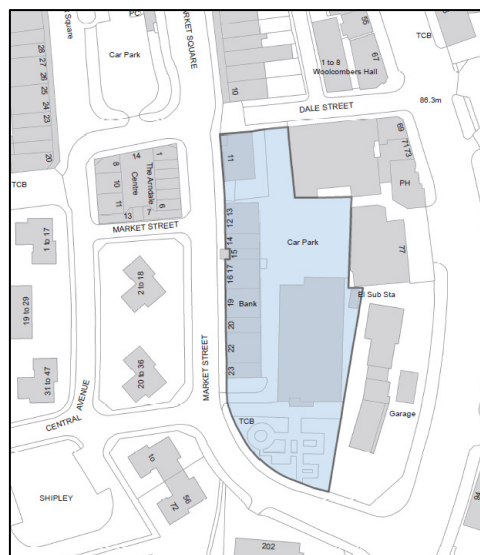
**Site address:** Land and buildings located between Market Square and Otley Road.

**Existing use:** The site consists of a mix of uses, including retail and leisure and car parking.

**Proposed Use:** Town centre mixed use redevelopment opportunity

**Site size:** 0.48ha

**Flood Zone:** 1



#### The site

The site offers a gateway position to Shipley from the southern approaches. The site includes town centre buildings which are underused and in need of investment.

The inclusion of adjacent land/buildings along Otley Road and Dale Street to deliver a comprehensive redevelopment will be supported, subject to landowner agreement.

#### Site proposals

The comprehensive redevelopment of land or buildings for retail and leisure led mixed use development to create an enhanced gateway to the town centre will be supported. Hotel, business and residential uses will also be encouraged as part of the mix. Development will be expected to:

- respond to its gateway position and create a strong relationship with the rest of the town centre, in particular Market Square.
- provide active ground floor uses where possible to all public frontages, as appropriate within the town centre and utilise opportunities above ground floor level to create a mix of business, commercial and residential uses
- respond positively to buildings in use along Otley Road/Dale Street, and work with adjoining land owners to deliver a comprehensive scheme

#### Transport and Movement

- The site is located in the town centre and therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by Transport Statement detailing access and service arrangements and connectivity to the wider highway network.
- Improvements to pedestrian and cycle links within and through the site to existing networks, including along Market Street between Market Square and Otley Road, would help connect the development to the station and Market Square and encourage walking and cycling.

#### Expected Development:

50 residential units, business, hotel and commercial uses, with retail and leisure uses (A1-A5) on the ground floor

### STC5 Atkinson Street

**Site address:** Atkinson Street, Shipley.

**Existing use:** vacant building

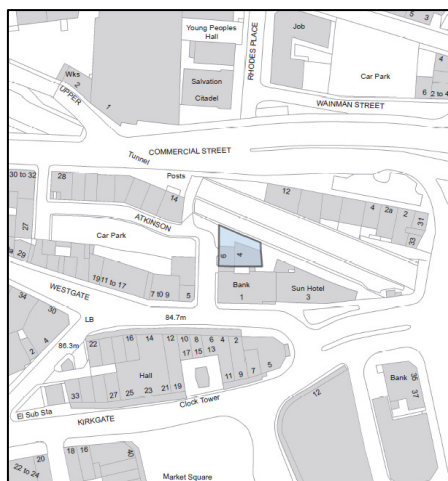
**Proposed Use:** residential

**Site size:** 0.02ha

**Flood Zone:** 1

#### The site

Vacant building with planning permission to demolish and redevelop for 8 apartments. The site is relatively small and is situated in a sustainable location in the town centre.



#### Site proposals

The site is suitable residential redevelopment

#### Expected Development:

8 residential units

#### Relevant Planning History

Renewal of planning permission granted in 2012 (12/01371/FUL) for demolition of existing building and development of 8 apartments over 4 floors

### STC6 Buildings along Briggate

**Site Address:** land to north of Briggate, Shipley

**Existing use:** vacant/leisure

**Proposed Use:** Mixed use

**Site size:** 0.13ha

**Flood Zone:** 1

#### The Site

The site is located on a key gateway to Shipley and Saltaire, and includes vacant land of former cinema and adjacent building fronting Briggate.



#### Site Proposal

The redevelopment of the site for mixed use development will be supported. The site will be suitable for a mix of uses including leisure, retail and other main town centre uses, with residential uses on upper floors. Development should:

- take opportunities to provide an improved gateway to Shipley and Saltaire and enhance the setting of the Leeds and Liverpool Canal Conservation Area
- provide active ground floor uses where possible, fronting Briggate
- deliver high density residential development

#### Transport and Movement

- The site is located in the town centre, in a highly accessible location, close to the railway station and in an area where the local highway network is already at or near capacity. Therefore the development would be required



to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks. A car-free development may be appropriate here, given its sustainable location.

- Improvements to pedestrian and cycle links through the site and along Briggate to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

### **Expected Development:**

20 residential units, with ancillary retail and leisure uses (A1-A5) on ground floor.

### **Dockfield Road Area**

#### **DF1 Dock Lane, Canalside**

**Site address:** Land between the canal, railway line, Dock field Road and Dock Lane Shipley.

**Existing use:** Vacant industrial

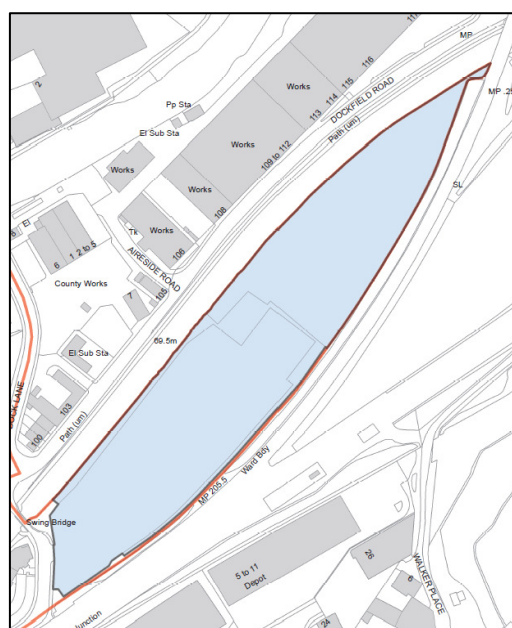
**Proposed use:** Residential led mixed use

**Site size** 2.01ha

**Flood Zone:** 1

#### **The site**

The site comprises land bounded by the Leeds and Liverpool Canal to the north and railway line to the south. The site has been previously developed for industrial use and is currently vacant.



#### **Site proposals**

The site is suitable for residential led mixed use redevelopment. Development will be expected to:

- incorporate a mix of house types and sizes, including family sized housing and higher density flats/apartments
- provide new and improved pedestrian and cycle links along the Leeds and Liverpool Canal
- safeguard and enhance the setting of the Leeds and Liverpool Conservation Area and Site of Ecological or Geological Importance (SEGI), including providing a high quality frontage to the canal and open space and access to the canalside for residents
- provide improvements to green infrastructure including; retention and enhancement of green corridors and habitat networks alongside the Leeds and Liverpool Canal, and incorporate on site amenity space and wildlife areas

#### **Transport and Movement**

- The site is located outside the town centre in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.

- Access to the site is either via Dock Lane which leads from Leeds Road or via the swing bridge off Dockfield Road which connects to the signalised junction at Otley Road.
- Development proposals should be accompanied by Transport Assessment detailing access and service arrangements and connectivity to the wider highway network.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- Development would be expected to carry out improvements to encourage public transport usage, which should include upgrading of pedestrian routes by lighting and signage as well as upgrading bus shelters and provision of Metrocards.
- TROs may be required to control on-street parking around the site.

### Relevant Planning history

In 2013 renewal of permission was granted (13/04594/MAO) for a mixed use development including business (B1) and residential (C3) uses (08/07200/OUT).

### Expected Development:

114 residential units with supporting business uses

### DF2- Junction Bridge, Briggate

**Site address:** Land between the canal, Bradford Beck and Briggate, Shipley.

**Existing use:** general industrial/commercial/vacant industrial

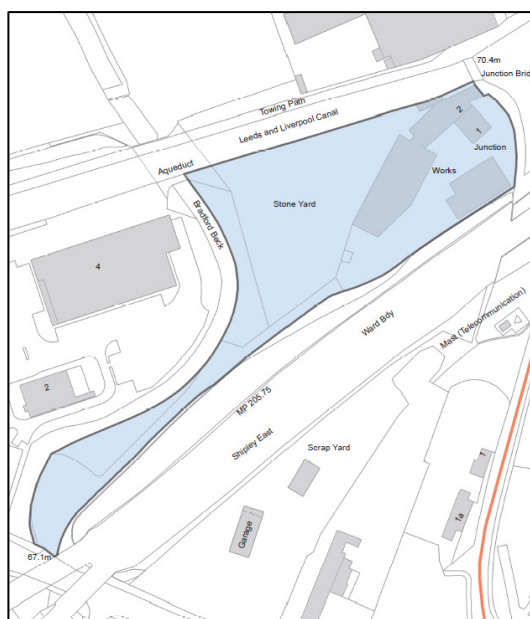
**Proposed use:** Business/mixed use

**Site size:** 0.75ha

**Flood Zone:** 1-3 (part zone 2-3a to south west of site along Bradford Beck)

### The Site

The site is located on a gateway route into Shipley and Saltaire and is part vacant part in general industrial use. The northern boundary fronts onto the Leeds and Liverpool Canal. The redevelopment of the site presents the opportunity to enhance the setting of the canal and Bradford Beck and compliment redevelopment proposals on the opposite side of the canal.



### Site Proposal

The site has the potential for redevelopment as part of the regeneration of the Dockfield Road area. The site is suitable for business, commercial and residential uses. Redevelopment of the site will be expected to:

- enhance green infrastructure and ecological assets along the Bradford Beck and Leeds and Liverpool Canal
- safeguard and enhance the setting of Leeds and Liverpool Canal conservation area and key heritage assets including, grade 2 listed Junction Bridge and key unlisted building Junction House

- create positive frontages to the canal including the canal basin area and consider the elevation to the railway, which passes by at an elevated level

### Transport and Movement

- The site is located in the town centre in a highly accessible location, close to the railway station and in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by Transport Assessment detailing access and service arrangements and connectivity to the wider highway network. There should be no new site access from Leeds Road and any development proposal should assess the suitability of the existing access adjacent to the rail bridge. The feasibility of accessing the site from Tony Miller Approach should also be considered.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

### Expected Development:

Business/commercial/mixed use

### DF3 Land between Leeds Road and Dock Lane

**Site address:** Land between the railway line, Dockfield Road and Dock Lane, Shipley.

**Existing use:** Storage/business/scrap yard

**Proposed use:** Residential/mixed use

**Site size:** 0.71ha

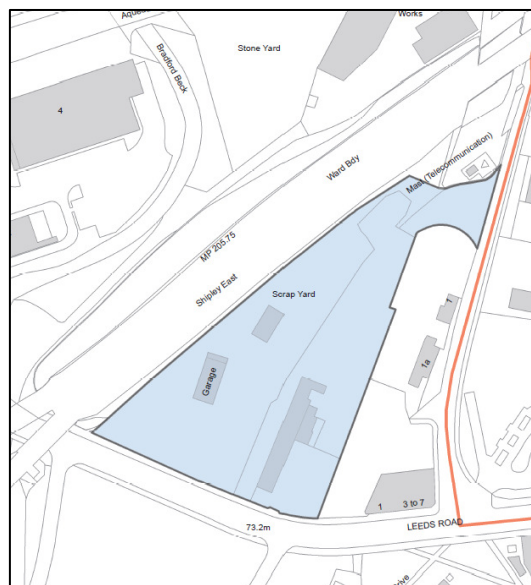
**Flood Zone:** 1

### The Site

The site is located on a key gateway route into Shipley and Saltaire fronting onto Leeds Road and is current in use for industrial/waste management. The area is likely to experience significant change following the regeneration of Shipley East, which could provide the stimulus for further redevelopment in the area. The regeneration of the site presents the opportunity to provide a more attractive frontage onto Leeds Road and Shipley East and enhance the setting of the Leeds and Liverpool Canal and Saltaire World Heritage Site.

### Site Proposal

The site's location opposite Shipley East and in close proximity to the station, gives it potential for redevelopment as part of the regeneration of the area. The site is suitable for business, commercial and residential uses.



Redevelopment proposals should consider the comprehensive redevelopment of the site, including the relocation of the scrap yard subject to landowner agreement. Development of the site will be expected to:

- provide high density residential development, including flats/apartments
- provide a strong frontage to Leeds Road to create an enhanced gateway to Shipley and the World Heritage Site of Saltaire.
- safeguard and enhance the setting of Leeds and Liverpool Canal Conservation Area and key unlisted buildings, including the former Shipley and Windhill Railway Station and Pumping Station, which should be retained and integrated into any proposed redevelopment of the site
- accommodate future ambitions to reinstate the Bradford Canal in accordance with Policy SCRC/ST8
- provide a positive visual backdrop when seen from the adjacent railway line

### **Transport and Movement**

- This is an edge of centre site in a highly accessible location, close to the railway station and in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network. There should be no new site access from Leeds Road. The existing site access from Dock Lane would be suitable. Provision of direct pedestrian links to Leeds Road should be considered to compensate for substandard pedestrian facilities on Dock Lane.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling. This should include exploring the potential of creating a link between the railway station and the canal through the site via Junction Bridge

### **Expected Development**

60 residential units, business, commercial uses

## **DF4 Dockfield Road North/DF5 Dockfield Road South**

**Site Address:** Land to north and south of Dockfield Road

**Existing Use:** Vacant

**Proposed Use:** Residential Mixed Use

**Site size:** 1.26ha

**Flood Zone:** DF4 zone 3a and functional floodplain along River Aire (majority). DF5 zone 2 (parts) and zone 3 (limited) to west of site along Bradford Beck



### **The Site**

The site comprises vacant land to the north and south of Dockfield Road. The sites have been previously developed for industrial use and are currently vacant.

### **Site Proposal**

The comprehensive redevelopment of land north and south of Dockfield Road will be supported. The Dockfield Road South site (DF5) is suitable for residential led development.

Development will be expected to:

- include high density residential led mixed use development
- safeguard and enhance the setting of the Leeds and Liverpool Conservation Area and SEGI, including providing a high quality frontage to the canal
- provide improvements to green infrastructure and ecological assets including; enhancement of adjacent water ways and habitat networks and incorporate on site amenity space and wildlife areas alongside the and Bradford Beck and River Aire
- contribute to appropriate and proportionate improvements to the canal towpath

### **Flood Risk**

Dockfield Road North (DF4) is identified as being at significant risk from the River Aire with the majority of the site located in the functional flood plain (flood zone 3b). As part of any comprehensive redevelopment of these sites, more vulnerable uses including residential should be directed to Dockfield Road South (DF5) and areas of lower flood risk. Any business or other less vulnerable uses should be located on the Dockfield Road North, safeguard the functional floodplain.

Development will be expected to:

- be supported by a site specific flood risk assessment.
- result in no net loss of the functional floodplain (zone 3b) and not increase flood risk elsewhere
- safeguard land in the functional floodplain for green infrastructure and flood risk management

### **Transport and Movement**

- This is an edge of centre site in a highly accessible location, close to the railway station and in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network. Pedestrian facilities at junctions between the site and the town centre should be assessed and improvements made where required.
- There is a level difference between Dockfield Road and the site and a level access would need to be provided around 1 in 40 for the first 10m into the site. The TA should also assess highway structures on and in the vicinity of the site with a view to making these safe.
- Improvements to pedestrian and cycle links within and through the site to existing networks, including along the Bradford Beck and the canal towpath, would help to connect the development to the surrounding area and encourage walking and cycling.
- TROs may be required on Dockfield Road to control on-street parking and to protect visibility splays

### Relevant Planning History

Outline planning permission was granted in 2009 for redevelopment of sites for mixed-use development including office use, residential development and associated access roads (08/02269/OUT)

### Site constraints

DF5 Intersects the Northern Gas Networks High Pressure Pipeline (Policy SCRC/HSC1)

### Expected Development:

90 residential units/supporting business uses

### DF6 Regent House

**Site Address:** Regent House, Dockfield Road Shipley

**Site Size:** 0.69ha

**Existing Use:** Industrial/commercial

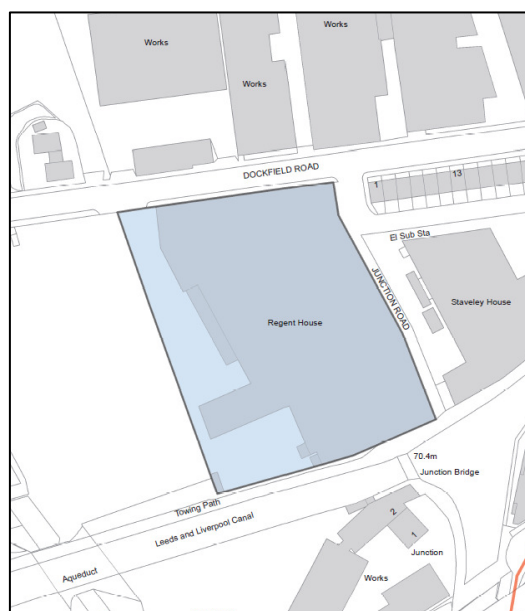
**Proposed Use:** Residential redevelopment

**Site size:** 0.69ha

**Flood Zone:** 1

### The Site

The site contains a range of mill buildings, connecting single story buildings and Regent House along Dockfield Road. The redevelopment of the site, including the conversion of historic mill buildings, will contribute to the regeneration of the Dockfield Road area and enhance the setting of the Leeds and Liverpool Canal.



### Site Proposal

The site is suitable for residential redevelopment, including conversion of historic mill buildings. Development will be expected to

- safeguard and enhance the setting of the Leeds and Liverpool Conservation Area and SEGI and key heritage assets including, grade 2 listed Junction Bridge and the unlisted mill buildings and provide a high quality frontage to the canal
- provide appropriate and proportionate improvements to the canal towpath and the Junction Road footpath.

### Transport and Movement

- This is an edge of centre site in a highly accessible location, close to the railway station and in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network.
- Improvements to pedestrian and cycle links within and through the site to existing networks, including to the canal towpath, would help to connect the development to the surrounding area and encourage walking and cycling.
- TROs may be required on Dockfield Road to control on-street parking and to protect visibility splays.

### Relevant planning history

In 2012 renewal of planning permission was granted, subject to S106, for the conversion of existing buildings and redevelopment for residential use (93 flats), car parking and landscaping (11/05724/FUL)

### Expected Development:

93 residential units

### DF7 Junction of Dock Lane and Dockfield Road

**Site Address:** Land at Junction of Dock Lane and Dockfield Road, Shipley

**Existing Use:** residential

**Proposed Use:** Residential redevelopment

**Site size:** 0.06ha

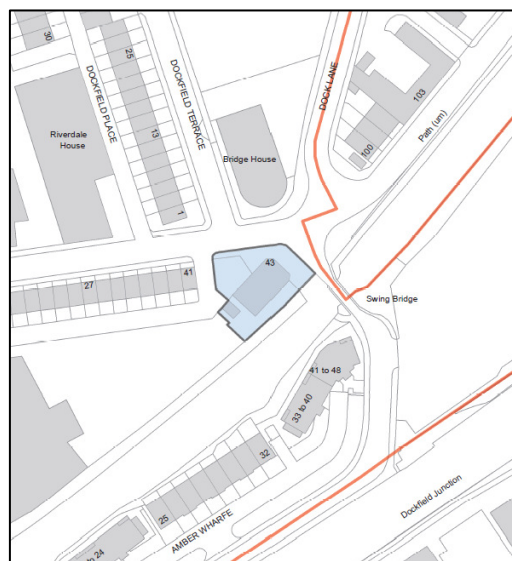
**Flood Zone:** 1

### The Site

The site contains an existing single story building.

### Site Proposal

The site is suitable for residential redevelopment



### Relevant planning history

In 2010 planning permission was granted for demolition of existing single storey building and construction of new three storey building comprising six 2 bedroom apartments (10/02623/CAC)

### Expected Development:

6 residential units

### DF8 Dock Lane

**Site Address:** Land between Dock Lane and Dockfield Terrace, Shipley

**Existing use:** vacant

**Proposed Use:** Residential

**Site size:** 0.15ha

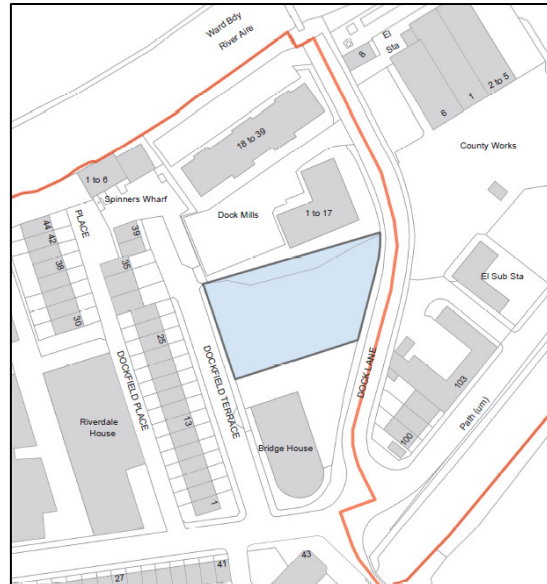
**Flood zone:** 1

### The Site

The site comprises a small area of vacant land accessed from Dock Lane.

### Site proposal

The site is suitable for high density residential redevelopment, reflecting the existing flatted development on the adjacent site to the north.



### Transport and Movement

- There is an existing site access from Dock Lane which would be suitable for residential development. Access from Dockfield Terrace would be unacceptable.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

### Expected Development:

15 residential units



### DF9 Dockfield Road

**Site Address:** Land between Dockfield Place and Dockfield Road, Shipley

**Existing use:** vacant industrial

**Proposed Use:** Residential redevelopment

**Site size:** 0.13ha

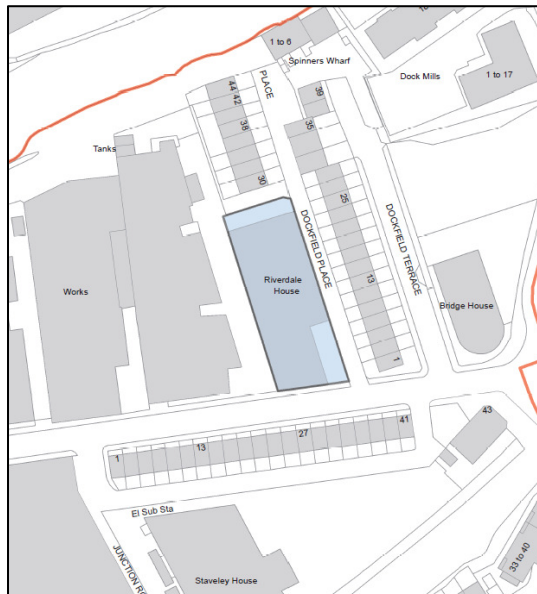
**Flood zone:** Zone 2 (north part of the site)

#### The Site

The site comprises a vacant industrial building

#### Site Proposal

The site is suitable residential redevelopment. Development should provide medium/high density townhouse or terrace type housing, reflecting surrounding housing types.



#### Transport and Movement

- There is an existing site access from Dockfield Road which would be suitable for residential development with some improvements including junction radii and on-site turning facilities. Access from Dockfield Terrace would be unacceptable.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

#### Expected Development:

10 residential units

## ShIPLEY East

### SE1 ShIPLEY East

**Site Address:** Land between Crag Road, Valley Road and the railway line.

**Site size** 8.1ha

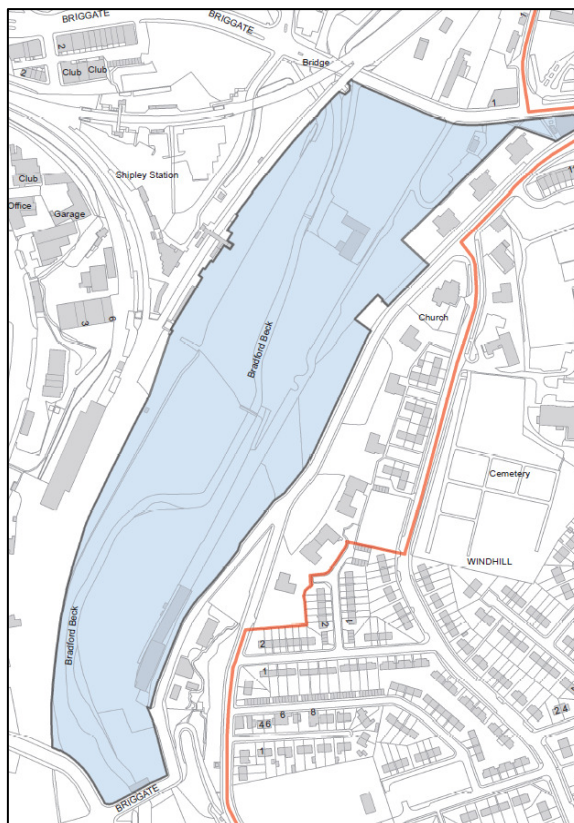
**Existing use:** The site consists of a mix of greenfield and brownfield land east of ShIPLEY station with existing car repair business.

**Proposes Use:** Residential led mixed use

**Flood zone:** 1-3 (part of the site within zone 2 and zone 3 and functional floodplain (limited) along Bradford Beck)

#### The site

ShIPLEY East comprises a large area of underused land to the east of ShIPLEY station alongside Crag Road. The site is in a highly accessible location close to ShIPLEY station. The Bradford Beck and line of the former Bradford Canal run through the site, which forms the northern end of a strategic green corridor running from Bradford city centre to ShIPLEY.



#### Site proposals

The site is suitable for a residential led mixed use development with supporting business and retail uses linked to ShIPLEY station and the town centre.

The development will be expected to provide:

- a mix of house types and sizes, including family sized housing and higher density flats/apartments
- supporting business and commercial uses centred around the station
- supporting retail of an appropriate scale, subject to Core Strategy Policy EC5
- new high quality pedestrian and cycle routes to connect the new development to ShIPLEY station and the town centre. Opportunities should be considered to re-open pedestrian links under the train line to ShIPLEY Station and the town centre
- significant improvements to green infrastructure as part of the Linear Park including; protection and enhancement of green corridors and habitat networks alongside the Bradford Beck, the creation of new open space and wildlife areas and improvements to the quality and setting of Bradford Beck

#### Heritage and Design considerations

Due to the site's size and location development will be expected to provide:

- a strong sense of place. The design process should be informed by the preparation of a Masterplan/urban design framework which shows how the

different elements of the scheme – the streets, paths, bridges, green infrastructure, public spaces, homes and commercial uses – will all combine to create a high quality development which optimises the potential of the site's location and its features. Proposals should be referred to independent design review at an early stage.

- enhanced built form and public realm with a strong frontage to Leeds Road to create an enhanced gateway to Shipley and the World Heritage Site of Saltaire
- high quality architectural and sustainable design to contribute to the placemaking and sustainability principles for the Urban Eco Settlement, and safeguard and enhance the setting of the Saltaire World Heritage Site

### **Flood Risk**

Development will be expected to:

- be supported by a site specific flood risk assessment.
- result in no net loss of the functional floodplain (flood zone 3b) and not increase flood risk elsewhere
- safeguard areas of the functional floodplain for green infrastructure and water compatible uses

### **Transport and Movement**

- This is an edge of centre site in a highly accessible location, close to the railway station and in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.
- Any development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network and Shipley Town Centre. Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

Any development proposals would be required to:

- protect an alignment for the proposed Shipley Eastern Relief Road, in accordance with Policy SCRC/ST2
- protect the line of the Bradford Canal to accommodate future aspirations to reinstate the Bradford Canal, in accordance with Policy SCRC/ST8
- support the role of Shipley station as a transport hub through the provision of car parking for the station
- incorporate and facilitate high quality Canal Road Greenway cycle links through the site to Dock Lane and Shipley station
- minimise traffic impacts and provide proportionate highway improvements including Leeds Road/Crag Road junction, Valley Road/Briggate and realignment of Briggate at the junction, pedestrian and cycle crossing facilities on Valley Road, Cragg Road and Leeds Road
- improve bus infrastructure in the locality
- fund Traffic Regulation Orders (TROs) on adjacent roads to control on-street parking and to protect access visibility splays

Any commercial car parking should be short stay and made available for public parking to encourage linked trips to town centre.

### Relevant planning history

In 2014 the site was granted planning permission for construction of retail foodstore, petrol filling station, commercial development and 101 residential units along with ancillary infrastructure including station car park, access road, bridges, car parking and servicing (13/03792/MAF).

### Expected Development:

100-150 residential units, supporting retail and business uses

### Site Constraints

Intersects the Northern Gas Networks High Pressure Pipeline (Policy SCRC/HSC1)

Intersects the National Grid Electricity Transmission

### SE2 Land around Crag Road Flats

#### Existing use

Residential greenspace

#### Proposes Use

Residential infilling

#### Site size

1.21ha

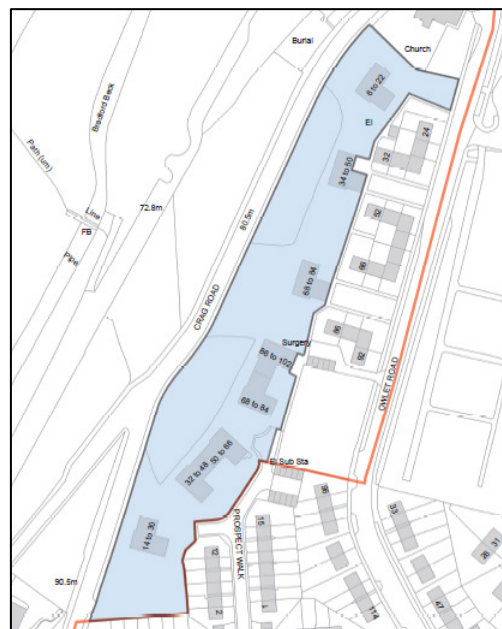
#### Flood zone: 1

#### The site

Well maintained grassy bank with mature trees.

#### Site proposals

The site offers the potential for low density residential infilling.



### Transport and Movement

- Any development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network. Access would be preferred from Crag Road to the south of its junction with Briggate to avoid conflicts with the approved main access for the adjacent site SE1.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- Traffic Regulation Orders (TROs) may be required on Crag Road along the site frontage to prevent on-street parking.

### Expected Development:

30 residential units

## The Centre Section

### Context

- 3.28 The main opportunity for delivering significant development in the AAP is the Centre Section. This is made up of two significant areas of potential. The first area is the New Bolton Woods site where the Council has established a Joint Venture Company to plan and implement phased residential led mixed use regeneration. The second area is Bolton Woods Quarry. The Council has established a collaborative working arrangement with the quarry owners, who have indicated that they intend to cease quarrying operations and restructure the site in a manner that contributes to the council's housing and development objectives.
- 3.29 Major development within the Centre Section presents a significant opportunity to accommodate housing and economic growth in a sustainable manner and contribute to the delivery of an Urban Eco Settlement in the Corridor. The area is located close to Bradford city centre, within a major road and rail corridor. Development in the Centre Section provides the capacity to regenerate previously used land and enhance green infrastructure within the City of Bradford, for the benefit of new and existing communities.
- 3.30 The Council's commitment to the Centre Section creates a major development catalyst for the Corridor but there is a need for a clear and appealing vision for the type of place it will become. As an area typified by industry and a major road, transformational environmental change will be required to make this development opportunity an attractive proposal as a sustainable residential location.
- 3.31 As set out in the Retail Strategy section of the Policy Framework, Shipley Town Centre is the principal and preferred focus in the AAP for new retail development. However, as part of large scale residential development in the Centre Section there is an opportunity to deliver local shops and services located within walking distance of most properties. This will include a new neighbourhood centre as part of the New Bolton Woods development, in support of new and existing communities within this sub area.

**Centre Section Vision: by 2030...**

*The Centre Section of the Corridor will have been transformed into a series of new vibrant sustainable neighbourhoods, with a diverse and high quality housing offer supported by the necessary infrastructure, facilities and green spaces required to create exemplar Urban Eco Settlement.*

The Centre Section will become an area of vibrant residential sustainable neighbourhoods located within a green and attractive setting, which is regarded as an exemplar development and a place where people choose to live. It will have a wide range of high quality housing and local employment opportunities with excellent access to public transport and safe and attractive pedestrian and cycle routes, providing easy access to employment and leisure opportunities in Bradford city centre, Shipley and beyond.

A new neighbourhood centre will provide a focus for new and existing communities and provide local shops, community and leisure facilities and a new primary school, alongside new business and employment uses.

New development will be set within a high quality green corridor running from Bradford city centre to Shipley, which will include new and enhanced green spaces and sporting, recreation and wildlife areas alongside the revitalised Bradford Beck. The Canal Road Greenway and new and improved pedestrian and cycle links will provide healthy, safe and sustainable travel opportunities and connect communities along the Corridor and to surroundings areas.

### **Centre Section Development Framework**

- 3.32 Sites within the Centre Section will be developed as part of the comprehensive regeneration of the area as a new exemplar sustainable neighbourhood within the City of Bradford.
- 3.33 Development will deliver a significant number of new homes in a green and attractive setting and contribute to delivering Urban Eco Settlement principles in the Corridor.

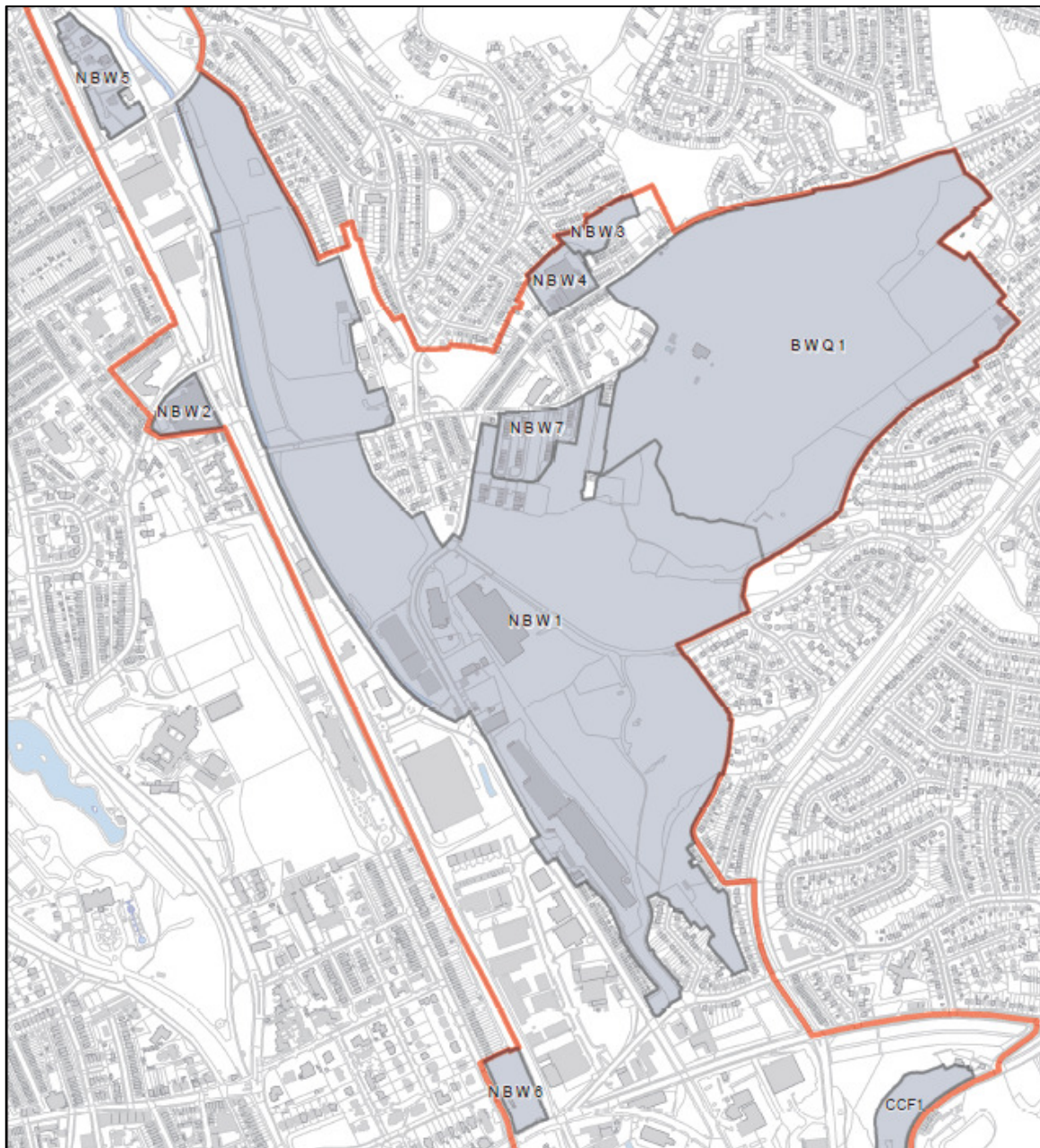
### **The Centre Section- Heritage and Design**

- 3.34 Some of the key characteristics of the area, which should be considered in any proposed development are as follows:
- the local area's defining natural and man-made landscape features, in particular the flat linear form of the Corridor alongside the Bradford Beck and adjacent green space and steep valley sides to the east of the Corridor around Bolton Woods Quarry
  - respond positively to the Bradford Beck as a key waterway and green infrastructure asset
  - the traditional townscape character of Bolton Woods
  - important views from Grade II Historic Park and Garden at Lister Park and Saltaire World Heritage Site
- 3.35 Key historic buildings within the Centre Section include: Grade II\* Listed Bolton Old Hall and Bolton Old Hall Cottage.
- 3.36 Development in the Centre Section will include:
- the delivery of approximately 2,398 new homes with a mix of house types, sizes and tenures, including homes for families, older people and affordable housing
  - a new neighbourhood centre and primary school within the New Bolton Woods site to act as a focus for the area
  - new employment and commercial uses alongside Canal Road
  - new and enhanced pedestrian and cycle routes to connect new developments to public transport facilities, green spaces and surrounding neighbourhoods along the Corridor and improved cross valley linkages
  - new and improved areas for sport, recreation and open space within the New Bolton Woods and Bolton Woods Quarry sites to serve new and existing communities
  - a Linear Park consisting of a chain of interconnected green spaces and wildlife corridors alongside the Bradford Beck and key pedestrian and cycle routes (Dalesway link and Canal Road Greenway)
  - major highway improvements to Canal Road and improved connections to Frizinghall Station as an important public transport facility

### **Key Development Opportunities**

- New Bolton Woods (NBW)
- Bolton Woods Quarry (BWQ)

**Figure 7: Centre Section Proposed Site Allocations**





**Centre Section Proposed Site Allocations**

<b><i>Ref.</i></b>	<b><i>Name</i></b>	<b><i>Proposed Use</i></b>
<b>NBW1</b>	New Bolton Woods	Residential led mixed use redevelopment
<b>NBW2</b>	Frizinghall Road	Residential
<b>NBW3</b>	Thornhill Avenue	Residential
<b>NBW4</b>	North Bolton Hall Road	Residential
<b>NBW5</b>	Flats East Valley Road	Residential redevelopment
<b>NBW6</b>	North Queens Road	Residential
<b>NBW7</b>	New Bolton Woods Flats	Residential
<b>BWQ1</b>	Bolton Woods Quarry	Residential redevelopment

## The Centre Section Site Proposals Statements

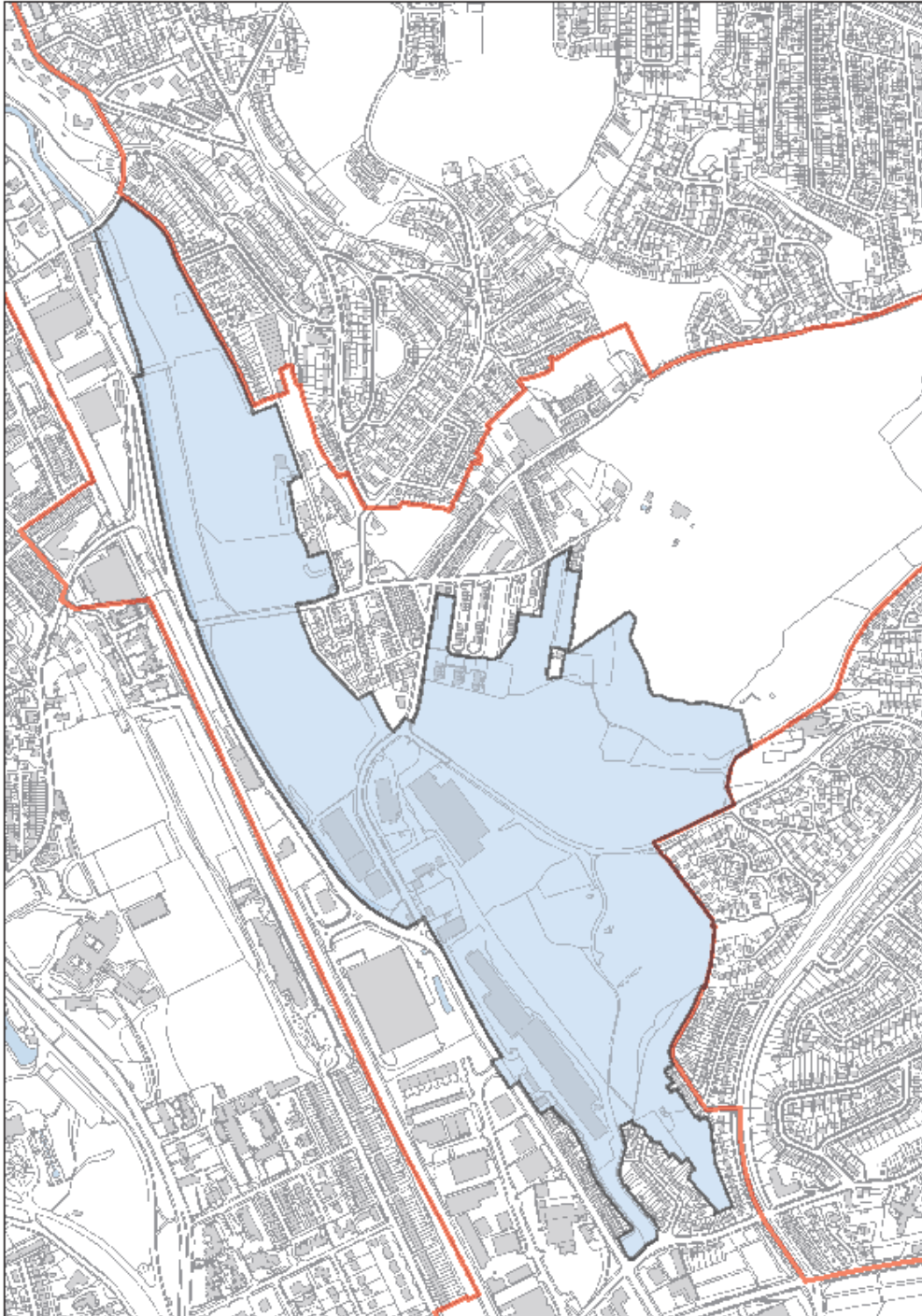
### NBW1 New Bolton Woods

**Site Address:** land and buildings to east of Canal Road, bounded by Queens Road to the South and Poplar Road to the north

**Site Area:** 49.29ha

**Proposed Use:** Comprehensive residential led mixed use redevelopment, including neighbourhood centre, education, employment and open space

**Flood zone:** 1-3 (Part of site within zone 2, zone 3a and functional floodplain along Bradford Beck.)



### **The site**

The site covers a large area of land, which forms part of designated Joint Venture Partnership Area. The site includes existing areas of open space, playing fields, employment land and the Bradford Beck running alongside Canal Road. In addition there are large areas of open space and woodland on hillsides around Poplars Park Road.

The site represents a key development opportunity to deliver transformational regeneration of the Corridor through a high quality residential-led scheme.

### **Site Proposal**

The site is suitable for a new sustainable neighbourhood of approximately 1100 new homes and supporting uses consisting of:

- a new neighbourhood centre located around Stanley Road
- new community facilities including a new primary school, nursery and health facilities
- non-residential land uses to provide local facilities and employment opportunities including retail, commercial and employment space
- new and improved green spaces, ecological areas and sports facilities

The Joint Venture Company should work with the Council, key stakeholders, adjoining landowners and the local community to bring forward a scheme that will deliver the comprehensive regeneration and required infrastructure for the site as a whole. The layout, form and mix of uses should contribute to delivering the vision for the Centre Section and the Urban Eco Settlement principles established in the AAP.

### **Housing Mix and Quality**

To deliver a vibrant and sustainable community the development will be expected to:

- deliver well designed neighbourhoods and homes which incorporate a range of house types, sizes and tenures, including a high proportion family sized homes. Higher density housing, including flats and apartments will be supported in accessible locations close to public transport links and the neighbourhood centre.
- provide specialist housing for older people, including retirement homes (C2) and custom build/self build plots within the site, subject to local demand
- deliver homes built to high standards of sustainable design and construction. The use of innovative low carbon housing will be supported and encouraged.

### **Neighbourhood centre & employment uses**

The new Neighbourhood Centre will be expected to:

- provide a mix and balance of uses that together function as a neighbourhood centre including local retail, residential and community facilities and new public realm
- be designed to be well served by public transport and easily accessible by safe and attractive pedestrian and cycle routes
- deliver retail and other uses town centre uses (A1-A4 uses) of an appropriate neighbourhood centre scale to serve localised need. Proposals must demonstrate that there will be no substantial adverse

impact on the vitality and viability of existing centres in accordance with Policy SCRC/SE5

- new employment uses along Canal Road, appropriate to adjacent existing and future residential uses
- locate sensitive uses such as schools, nurseries, housing and health care in areas least likely to be affected by high pollution levels. Where this is not possible suitable mitigation measures should be implemented in accordance with Core Strategy Policy EN8 Environmental Protection.

The delivery of retail, other non residential uses and community facilities will be expected to be phased with future housing delivery to mitigate impacts on other centres and to ensure coordinated delivery of supporting infrastructure.

### **Education**

The site will be expected to provide a new primary school as an integral part of the development in line with Policy SCRC/HSC3 Community Infrastructure.

The new primary school will be acceptable in the following locations:

- within or adjacent to the new neighbourhood centre east of Stanley Road; or where a site cannot be found within the neighbourhood centre
- the area land including part of King George V playing fields accessed off Stanley Road; provided that the loss of any playing fields is mitigated in accordance with the provisions set out in the open space, sport and recreation section (below) and Policy SCRC/HSC2.

Any site should be capable of sustaining a two form entry primary school. School provision should be phased in relation to future housing growth in this area.

### **Open space, sport and recreation**

The site contains a variety of existing open spaces and playing fields. Development will be expected to:

- provide new and improved on-site open space and play areas to mitigate the loss of existing areas of open space
- contribute to an appropriate off site provision for playing fields in a suitable location
- provide new and improved sports facilities within the site, including a new sport provision on land north of Gaisby Lane
- provide new changing facilities and cricket pavilion for any remaining playing pitch provision at King George V playing fields, to compensate for any loss of existing facilities.
- ensure new sports facilities include adequate provision for long term management and maintenance and appropriate access for community use

### **Green Infrastructure and Ecology**

The site is identified as a key opportunity to enhance green infrastructure and provide new areas of green space within the development. Proposals should be supported by a site specific Green Infrastructure Strategy in line with Policy SCRC/NBE1.

Development should provide significant improvements to green infrastructure and will be expected to:

- support the delivery of the Linear Park and protect and enhance green spaces running alongside the Bradford Beck, between Gaisby Lane and Poplar Road. Proposals should retain a green corridor which safeguards areas of higher flood risk, the Canal Road Greenway and the proposed route for the Bradford Canal
- protect and enhance wildlife networks and woodlands around Poplar Park Farm Bradford Wildlife Area (BWA) and on the hillside north of Poplars Park Road and contribute to enhancing the Daleways Link
- positively respond to and enhance the setting of Bradford Beck as a key waterway and wildlife corridor
- utilise Sustainable Urban Drainage methods which maximise green infrastructure and ecological benefits and provide new water features, where practicable
- include adequate provision for the long term management and maintenance of green spaces, play areas and the Bradford Beck within the development

### **Heritage and Design considerations**

To achieve good design and avoid piecemeal development, proposals should be supported by an overall masterplan/urban design framework and be submitted for design review to ensure future phases relate well to each other and the site is developed in a cohesive manner. The masterplan/design framework should be based on a thorough understanding of the site and its context and should set out the approach with regard to

- land uses
- densities
- neighbourhoods
- the movement framework
- car parking
- landscape and open space
- townscape, scale and siting
- development parcels.

More detailed design code type guidance will be needed for different street types, open space types and neighbourhood identities. It is recommended that an outline application is submitted for the whole site which sets out the overall design parameters for future detailed phases to follow.

Development will be expected to:

- deliver an exemplar development with high standards of sustainable design
- provide enhanced built form and public realm with a strong frontage to Canal Road
- demonstrate how the scheme connects to existing communities and relates to future re-development of Bolton Woods Quarry
- deliver a coherent, distinctive and attractive series of well designed neighbourhoods throughout the development, which have a clear character that relate well to the local context.

This site lies on the opposite side of the valley to the Grade II Historic Park and Garden at Lister Park. Development proposals should have regard to the potential impact upon any important views from this registered park.

### **Transport and movement**

- Development will be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Any development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network.

The development will be expected to:

- minimise traffic impacts on existing communities and provide mitigation measures, where required
- provide safe and satisfactory access from Stanley Road
- protect the function of Canal Road as a key strategic route in the District and support and contribute to appropriate highway improvements through the site
- protect an alignment for the proposed Bradford Canal to accommodate future aspirations to reinstate the Canal, in accordance with Policy SCRC/ST8
- incorporate and facilitate high quality cycle links through the site and ensure that future development will link to and enhance the quality of the Canal Road Greenway route and retain its attractiveness in terms of gradient and directness
- provide new and improved pedestrian and cycle linkages through the site to integrate new and existing communities and provide safe and attractive links to the neighbourhood centre, Frizinghall station and areas of green space
- create a network of well connected and walkable streets and an approach to highway design which supports the quality of the place
- be designed to ensure that bus access is achievable

### **Flood Risk**

Parts of the site are located within flood zone 2, 3 and the functional floodplain. Any development proposals on this site must be supported by a Site Specific Flood Risk assessment. Development will be expected to

- take a sequential approach to site layout and within the site boundary to direct development to areas of lowest flood risk
- safeguard areas of the functional flood plain (flood zone 3b) for green infrastructure and water management
- be supported by a site wide drainage strategy, based on sustainable drainage principles

### **Expected Development**

1100 new residential units, supporting retail/leisure uses, new primary school, community facilities, employment uses and on-site open space

50 units have been delivered by the JVCo as part of New Bolton Woods Phase 1 on former RUDP housing site

### Relevant planning history

- Planning permission was granted in 2013 for residential development on former RUDP housing site with outline for up to 93 dwellings with ecology and landscape enhancements (12/03708/MAF)
- In 2014 CRUVL submitted a hybrid planning application for New Bolton Woods mixed use masterplan 14/04818/MAF, including detailed application for small foodstore 14/04817/MAF

### Site constraints

Intersects the Northern Gas Networks High Pressure Pipeline (Policy SCRC/HSC1)

Development proposals will need to consider the potential presence of unstable land and any planning applications are expected to be accompanied by a Mining Risk Assessment as required under Core Strategy Policy EN8

### NBW2 Frizinghall Road

**Site address:** land to south of Frizinghall Road, Bradford

**Site size:** 0.75ha

**Existing Use:** Industrial

**Proposed Use:** Residential

**Flood zone:** 1

### The site

Currently occupied by an industrial building and associated hardstanding in the form of car park and access road. There are a number of trees located along the boundaries of the site.

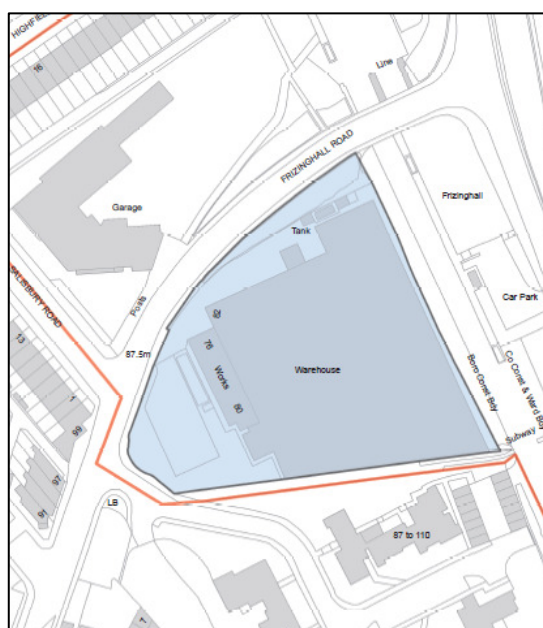
### Site Proposal

The site is suitable for medium/high residential development.

Development should respond positively to the site's characteristics including its frontages to the railway, Frizinghall Road and the junction with Frizley Gardens, and the footpath along the southern boundary.

### Transport and Movement

- The site is located adjacent to Frizinghall rail station and therefore the development would be required to minimise traffic generation.
- Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- TROs may be required on Frizinghall Road to prevent on-street parking and protect visibility splays.



- The site has received approval for a residential development (12/01153/OUT) and therefore the above requirements would only apply to any new proposals.

### **Expected Development**

42 residential units

### **Relevant Planning History**

The site was granted outline planning permission for the construction of a residential development of 42 dwellings (12/01153/OUT)

### **NBW3 Thornhill Avenue**

**Address:** Thornhill Avenue, Bradford

**Site Size:** 0.6ha

**Existing Use:** Open space

**Proposed Use:** Residential

**Flood Risk:** zone 1

### **The site**

Greenfield housing site carried forward from the RUDP. The site is surrounded by industrial and residential development.

### **Site proposal**

The site is suitable for medium density residential development



### **Transport and movement**

- Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network.
- The site is accessed from Thornhill Avenue which currently terminates in a cul-de-sac whereby access to the site is gained via a public right of way linking up to St Laurence's Close to the south. In order to maintain the width of the highway, the development would need to make provision for relocation of on-street parking for residents of Thornhill Avenue and thereby maintain access to all dwellings in this location.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling. Development should retain the pedestrian link between Thornhill Avenue and St. Laurence's Close.
- Improvements to bus infrastructure may also be required.

### **Expected Development**

21 residential units

### **Relevant planning history**

Approval for the construction of 21 dwellings (14/03648/MAR)



### NBW4 Bolton Hall Road

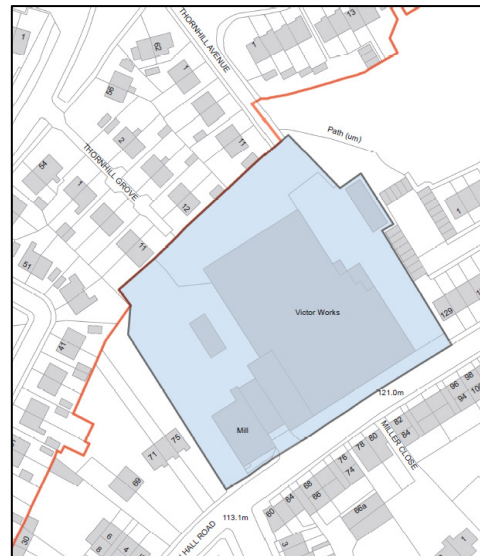
**Address:** Victor Works Bolton Hall Road  
Wrose Bradford West Yorkshire BD2 1BQ

**Site size:** 0.84

**Existing Use:** industrial

**Proposed Use:** residential

**Flood Risk:** zone 1



### The site

Disused warehouse with adjoining mill and industrial buildings with previous outline permission for residential development

### Site proposal

The site is suitable for medium density residential development. The potential for conversion of existing mill buildings should be considered.

### Transport and Movement

- An acceptable site access could be provided from Bolton Hall Road subject to provision of appropriate visibility splays and on-site turning area to accommodate refuse vehicles.

### Expected Development

35 residential units

### Relevant Planning History

Outline planning permission was granted in 2005 for residential development (05/08065/OUT)

### NBW5 Valley Road Flats

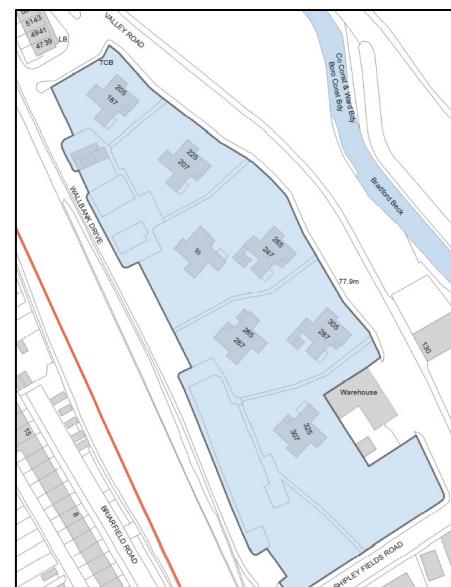
**Address:** Land east of Valley Road, Bradford

**Site Size:** 1.29ha

**Existing Use:** residential

**Proposed Use:** Residential redevelopment

**Flood zone** 1-3 (zone 2 and 3a limited)



### The site

The site comprises existing social flats and incidental open space where some demolition has taken place. It has prominent frontages to both Valley Road and the railway line.

### Site Proposals

The site is suitable for medium density residential redevelopment.

The site is identified as an opportunity for ecological enhancement including green roofs and native orchard /meadow creation in the Ecological Assessment. Redevelopment Proposals should consider opportunities for ecological enhancements where feasible.

Development will be expected to be supported by a site specific flood risk assessment.

### Transport and Movement

- A suitable site access can be provided from Wallbank Drive. There should be no direct vehicular access from Valley Road.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

### Expected Development

50 residential units

#### NBW6 North Queens Road

**Address:** land between Queens Road and North Avenue, Manningham

**Site size:** 0.8ha

**Existing Use:** Waste management

**Proposed Use:** Residential

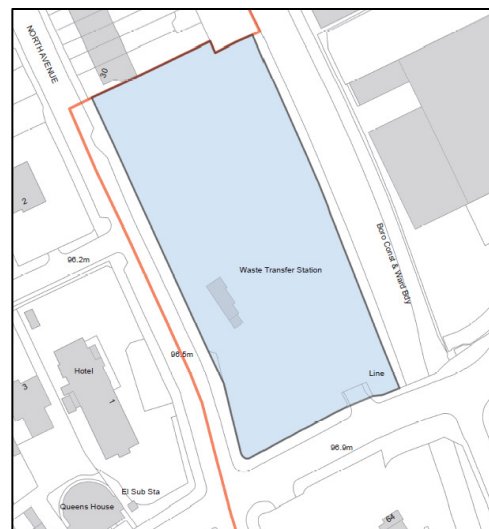
**Flood zone:** 1

#### The site

The site is partly in use as a reclamation yard.

#### Site proposal

The site is suitable for medium density residential development. Development should safeguard and where possible, enhance the St Paul Conservation area.



### Transport and movement

- Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network.
- The existing site access may lead to conflicts particularly with right turning traffic manoeuvres at Midland Road and Valley Road junctions. Access off North Avenue would be preferred though this is unlikely to be practical due to the level difference between the highway and the site. If the existing site access is to be used then this would need to be brought up to adoptable standards as a traditional estate road.
- The development will be expected to provide improvements to pedestrian and cycle links within and through the site to existing networks to help to connect the development to the surrounding area and encourage walking and cycling.

### Expected development

30 residential units.

### **NBW7 Bolton Woods Flats**

**Address:** Land between Livingstone Road and Stanley road, Bolton Woods

**Existing Use:** vacant residential

**Proposed Use:** Residential redevelopment

**Site Size:** 1.4ha

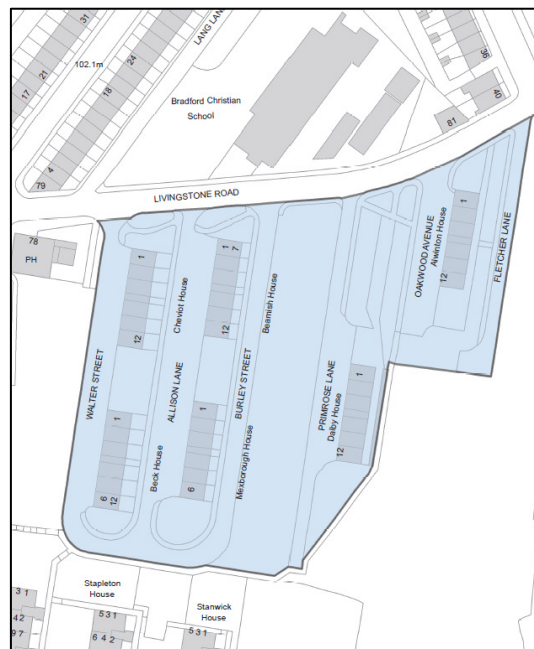
**Flood zone:** 1

### **Site proposals**

The site comprises former social flats and incidental open space, where some demolition has taken place.

### **Site Proposals**

The site is suitable for medium/high residential redevelopment. Redevelopment proposals should demonstrate how the scheme connects to surrounding communities and relates to future development of the adjacent New Bolton Woods scheme (NBW1)



### **Transport and movement**

- Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network.
- The development will be expected to provide improvements to pedestrian and cycle links within and through the site to existing networks to help to connect the development to the surrounding area and encourage walking and cycling.

### **Expected development**

70 residential units.

### **BWQ1 Bolton Woods Quarry**

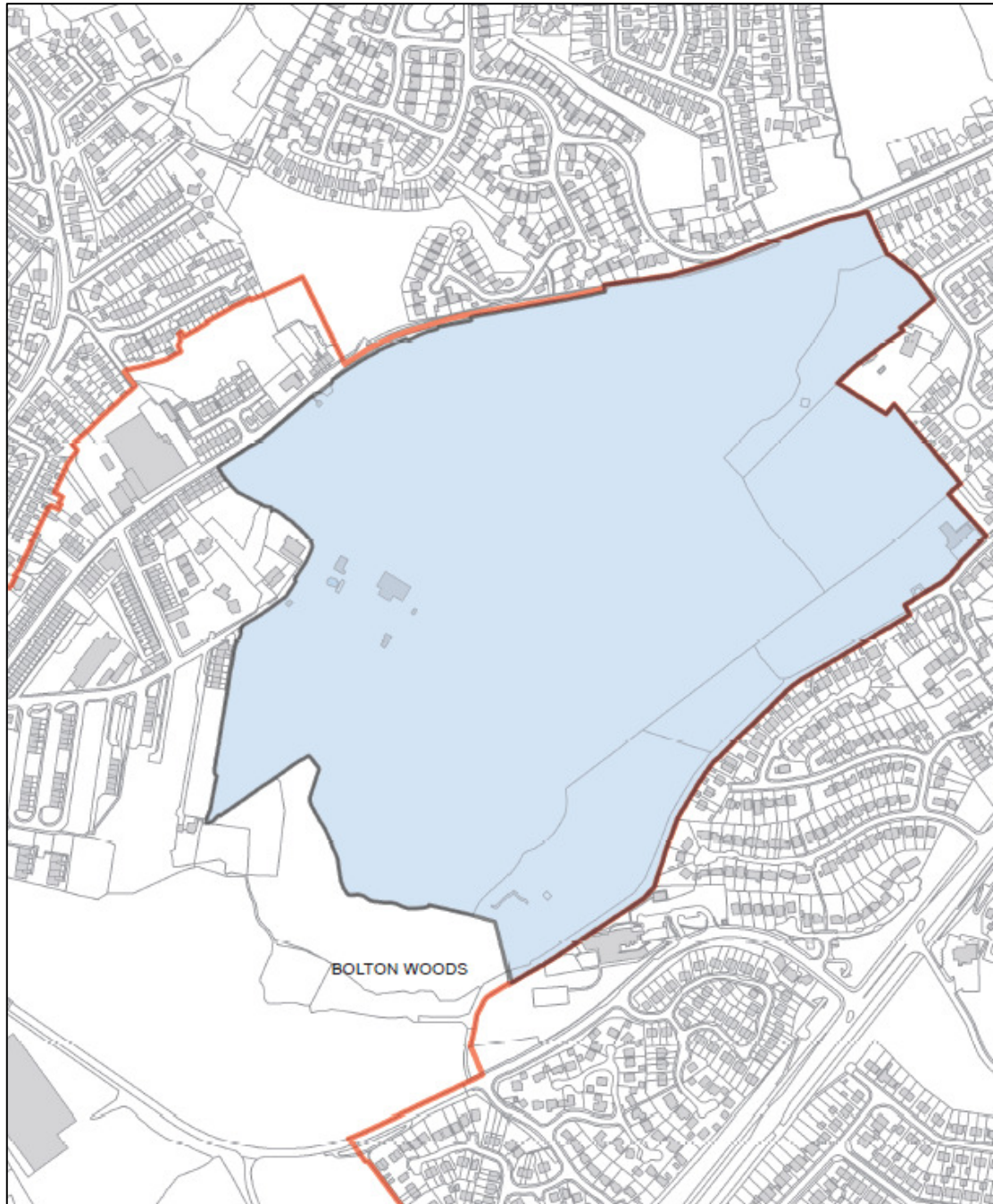
**Address:** Land comprising Bolton Woods Quarry, Bradford

**Existing Use:** Working quarry

**Proposed Use:** Residential redevelopment

**Site Size:** 29.33ha

**Flood zone:** 1



#### **The site**

The site is located in the heart of the Corridor and occupies a strategic position above the New Bolton Woods site.

The site comprises a large area of land currently in use as an existing working quarry. The site is previously developed land of strategic size and scale. The comprehensive redevelopment of the quarry presents a key opportunity for delivering significant level of housing development and environmental improvements in the heart of the Corridor. The quarry owners are committed to bringing the site forward for comprehensive regeneration.

### **Site proposals**

Following the end of quarrying activity, Bolton Woods Quarry will be suitable for comprehensive redevelopment consisting of:

- approximately 1000 residential units
- supporting non residential uses of a local scale to meet day to day needs
- new high quality on site open space, play areas and ecological areas

The landowners should work with the council, key stakeholders, and the community to bring forward a scheme which will deliver comprehensive regeneration and identified infrastructure for the site as a whole. Proposals should contribute to delivering the vision for the Centre Section and the Urban Eco Settlement principles established in the AAP.

### **Housing Mix**

To deliver a vibrant and sustainable community the development will be expected to:

- incorporate a mix of house types and sizes, including a high proportion family sized housing
- include specialist housing products for older people and a proportion of accessible homes and custom build/self build plots with the site subject to local demand
- deliver homes built to high standards of sustainable design and construction. The use of innovative low carbon housing will be supported and encouraged.

### **Local Retail and community uses**

- Supporting community facilities and small shops units will be supported to meet local day-to-day needs, in accordance with Core Strategy Policy EC5.
- Proposals will be expected to contribute to appropriate and proportionate improvements to existing education provision or new provision, in line with Policy SCRC/HSC3 Community Infrastructure

### **Green Infrastructure and Ecology**

The site is identified as a key opportunity to enhance green infrastructure and ecological assets and provide new green space within the development. Development will be expected to:

- provide significant improvements to green infrastructure including the creation of new on-site open space, play areas and wildlife areas, which link to proposals developed as part of New Bolton Woods.
- protect and enhance the Wildlife Habitat Network in the immediate surrounds of the quarry and contribute to habitat creation as part of the quarry restoration. This should include the creation of heath land habitat/acidic grassland in line with the Ecological Assessment, where feasible.

Proposals should be supported by a Green Infrastructure Strategy in accordance with Policy SCRC/NBE1.

### **Sport, recreation and open space**

Development will be expected to:

- provide new high quality on site open space and play areas
- where appropriate and feasible take advantage of opportunities to provide active sports and recreation, including mountain biking and climbing, to help deflect pressure from moorland habitats
- contribute to an off site provision for playing fields in a suitable location

### **Design and Heritage**

Due to the size and significance of the site a Masterplan/Development Brief should be prepared to ensure that the site is developed in a comprehensive manner and that future phases relate well to each other. Proposals should be submitted for independent design review at an early stage. The Masterplan/brief should be based on a thorough understanding of the site and its surroundings and it should set out the approach with regard to:

- the movement framework
- landscape and open spaces
- land uses
- densities
- character areas
- townscape, scale and siting
- car parking
- development parcels

More detailed design code type guidance should be provided for different street types, open space types and character areas. It is recommended that an outline application is submitted for the whole site which sets out the overall design parameters for future detailed phases to follow.

Proposals will be expected to:

- integrate with new and existing communities and provide safe and attractive links to New Bolton Woods, surrounding communities and significant areas of green space
- demonstrate how the scheme connects to surrounding communities and relates to future development New Bolton Woods

Development should ensure elements which contribute to the character or setting of Grade II\* Listed Bolton Old Hall and Bolton Old Hall Cottage are preserved.

This site lies on the opposite side of the valley to the Grade II Historic Park and Garden at Lister Park. Development proposals should have regard to the potential impact upon any important views from this Registered landscape.

### **Transport and movement**

- Any development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network.

- A number of access points may be required to minimise impact on the strategic highway corridor along Canal Road. Appropriate access would be considered from Bolton Hall Road and Livingstone Road to the north and through the adjacent New Bolton Woods site to the south.
- The development should take account of the adjacent New Bolton Woods Masterplan proposals.
- A Travel Plan would also be required to ensure the site is sustainable and to minimise traffic impacts.

The development will be expected to:

- provide new/alternative sustainable transport solutions, to ensure the site is sustainable and to minimise traffic impacts
- be designed to ensure that bus access is achievable
- provide improvements to pedestrian and cycle links within and through the site to existing networks to help to connect the development to the surrounding area and encourage walking and cycling. Improvements to bus infrastructure, including future links to the bus network, may also be required.

### **Minerals**

- Any proposals for the redevelopment of the site should provide for the prior extraction of any remaining high quality stone reserves, and demonstrate it would not be affected by any unacceptable land stability risks, in accordance with Core Strategy Policy ENV12
- Prior to the redevelopment of the quarry, proposals for the development of any land within 500m of the existing active minerals extraction site, will be accessed in accordance with Core strategy Policy EN12
- Redevelopment proposals should consider any opportunities to utilise remaining mineral waste stockpiles as engineered fill and for any remaining stone reserves to be used to produce walling stone for use in the redevelopment of the site
- Development proposals will need to consider the potential presence of unstable land and any planning applications are expected to be accompanied by a Mining Risk Assessment, in accordance with Core Strategy Policy EN8
- Proposals should provide for environmental remediation of the quarry site. A low-level quarry restoration scheme is due to be submitted for approval by September 2017. Although the quarry restoration would not cover the potential residential end use, consideration should be given to how the quarry restoration scheme could optimise the potential of the site to facilitate a comprehensive development scheme for the site and should consider the potential engineering requirements associated with accommodating built development. It should be noted that any substantial engineering operations associated with preparing the quarry site for future development could not be covered under an outline planning application.

### **Site constraints**

Development proposals will need to consider the potential presence of unstable land and any planning applications are expected to be accompanied by a Mining Risk Assessment

Part of the site intersects the National Grid Electricity Transmission

**Expected Development**

1000 residential units, local retail and community uses to meet day to day needs,  
on site open/green space



## **City Centre Fringe**

### **Context**

- 3.37 The City Centre Fringe forms a key link between Bradford city centre and the Corridor. The City Centre Fringe area is considered a viable edge-of-centre location. It is within walking distance of the city centre and Forster Square train station and is characterised by large retail units, employment uses and vacant areas, which could be improved through new development and environmental improvements.
- 3.38 The City Centre Fringe includes an area of commercial and industrial development stretching south along Canal Road from Hillam Road and Forster Square and Valley Road retail areas. This area has been successful in attracting new development over the past 15 years and it is not expected that the character of this area will significantly change in terms of land use.
- 3.39 An important green corridor runs alongside Bolton Road to the east of the AAP boundary. This green corridor links to other green spaces along within the AAP and provides a natural setting and buffer between Canal Road and residential communities to the east.
- 3.40 Despite the development potential of the area, a number of high profile regeneration projects are proposed within the city centre and these must have precedence over this area to ensure that the overall strength and vitality and viability of Bradford city centre is not undermined.

**City Centre Fringe Vision: by 2030...**

*The area has maintained its role as a sustainable edge of centre location and a key link between the Bradford city centre and the Canal Road Corridor.*

The area will see a continuation of its present function, which will be enhanced through improved links to new developments in the Channel neighbourhood of the city centre and Centre Section of the Corridor.

The Canal Road Employment Area and Valley Road Retail Area will remain an attractive employment, business and bulky goods location, supported by new development and environmental improvements.

New residential development will be set within a high quality green corridor running along Bolton Road. This will include a mix of family housing and flats, which are well linked to schools, green spaces and the city centre. Existing natural assets, including the Boars Well Nature Reserve and the Bolton Road green corridor, will be retained and enhanced.

New and improved pedestrian and cycle routes will provide better linkages between the Corridor and the city centre. This will include the southern section of the Canal Road Greenway and green infrastructure enhancements along the Dales Way link.

### **City Centre Fringe Development Framework**

3.41 The City Centre Fringe will maintain and enhance its current role as a sustainable edge of centre location and key link between the city centre and the Shipley and Canal Road Corridor.

### **The City Centre Fringe- Heritage and Design**

3.42 The key characteristics of the area, which should be considered in any proposed development, are:

- Boars Well as a key green infrastructure corridor and ecological asset
- opportunities presented by the Bradford Beck to create a landscape feature
- repair of the fractured and fragmented nature of the area in terms of its uses, townscape and movement structure and pedestrian and cycle links to the city centre.

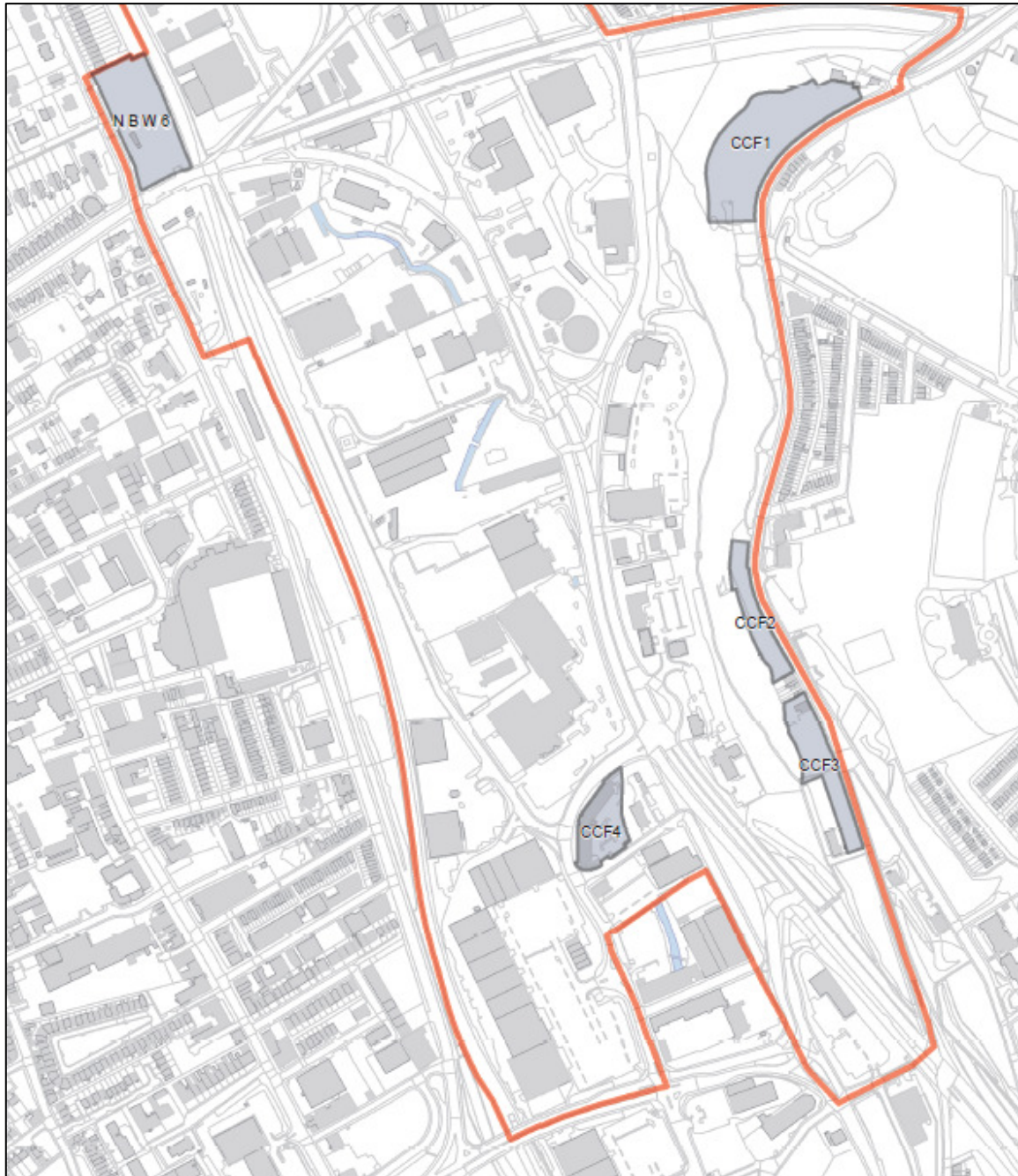
3.43 Development within the City Centre Fringe will include:

- the delivery of approximately 145 new homes;
- redevelopment of vacant/underused land and environmental improvements, including landscape and boundary works within Valley Road Retail Area and Canal Road Employment Area
- development of a replacement supermarket on the site of the existing supermarket on Canal Road
- new and improved walking and cycle routes, including enhancement of the Dalesway Link and completion of the southern section of the Canal Road Greenway, to connect the city centre to Shipley and new developments and green spaces along the Corridor
- green infrastructure and ecological enhancements of Bradford Beck, Boars Well and the Bolton Road green corridor and along the route of the Canal Road Greenway

### **Key Development Opportunities**

- Valley Road Retail Area
- Canal Road Employment Area

**Figure 8: City Centre Fringe Proposed Site Allocations**



### City Centre Fringe Proposed Site Allocations

<b>Ref.</b>	<b>Name</b>	<b>Proposed Use</b>
<b>CCF1*</b>	Bolton Road Wapping	Residential
<b>CCF2</b>	Bolton Road	Residential
<b>CCF4</b>	Wapping Road, Bolton Road	Residential
<b>CCF4</b>	Singleton Street	Residential redevelopment

\*Sites under construction (post April 2013)

### City Centre Fringe Site Proposals Statements

#### CCF1\* Bolton Road Wapping

**Address:** land to West of Bolton Road, Bradford

**Site size:** 1.16ha

**Existing Use:** vacant greenfield

**Proposed Use:** Residential

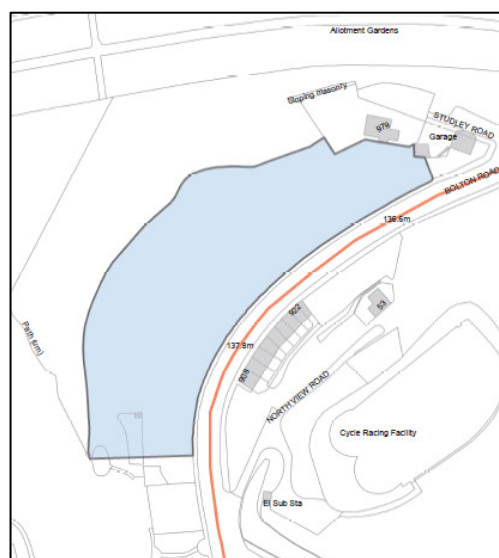
**Flood zone:** 1

#### The site

Site previously allocated for residential development with planning permission for 46 homes under construction (post 2013).

#### Expected development

46 residential units.



#### Relevant planning history

12/04161/FUL: Approved residential development to create 46 dwellings

#### CCF2 Bolton Road

**Address:** land to West of Bolton Road, Bradford

**Site size:** 0.31ha

**Existing Use:** vacant greenfield

**Proposed Use:** Residential

**Flood zone:** 1

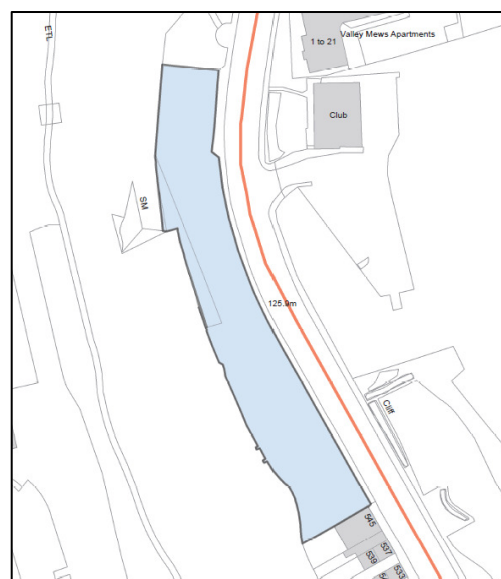
#### The Site

Grassy bank sloping to the west containing some trees.

#### Site proposal

The site is suitable for medium/high density residential development.

Development will be expected to protect the ecological corridor and Bradford Wildlife Area to the west of the site and link to the Green Corridor to the north.



### Transport and movement

- This is a narrow strip of land with a steep drop at the rear and it is unlikely that an internal access road could be created. Notwithstanding this, Bolton Road is relatively wide at this location and on-street parking or drives may be acceptable.

### Expected development

16 residential units.

### CCF3 Wapping Road, Bolton Road

**Address:** land to West of Bolton Road, Wapping Road,

**Site size:** 0.46ha

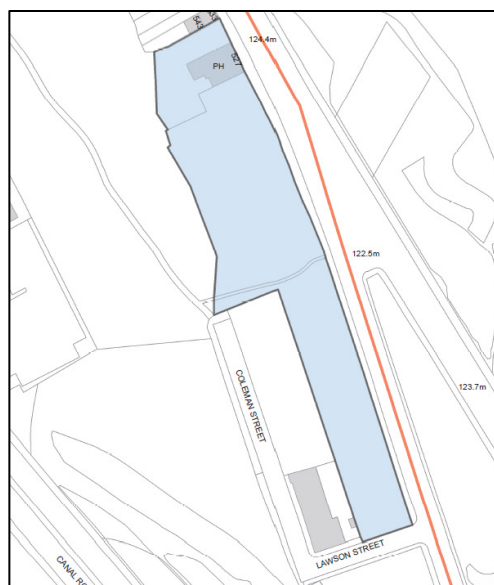
**Existing Use:** vacant greenfield

**Proposed Use:** Residential

**Flood zone:** 1

### The Site

The site includes the vacant public house and level grassed area steeply sloping to the west. Part of the site has outline permission for 9 homes, with the total site having a total capacity of more.



### Site proposal

The site is suitable for medium/ high density residential development. Development will be expected protect the ecological corridor and Bradford Wildlife Area to the west of the site

### Transport and Movement

- The wider part of this site to the north has already been approved for 9 dwellings with access sited away from the Wapping Road junction
- The remaining site is a relatively narrow strip of land with a steep drop at the rear. If an internal access road for parking and servicing can be created then development would be acceptable in highway terms. Any direct access to individual dwellings from Bolton Road at this location would be unacceptable in highway terms. The site may be more suitable for an apartment block located to the north close to the Wapping Rd junction and a car park sited to the southern end.

### Expected Development

23 residential units.

### Relevant planning history

12/03244/OUT: Outline Planning permission was granted in 2012 for demolition of public house and residential development of 9 units on part of the site

### **CCF4 Singleton Street**

**Site address:** land between Singleton Street and Valley Road

**Site size:** 0.39ha

**Existing Use:** vacant office

**Proposed Use:** Residential

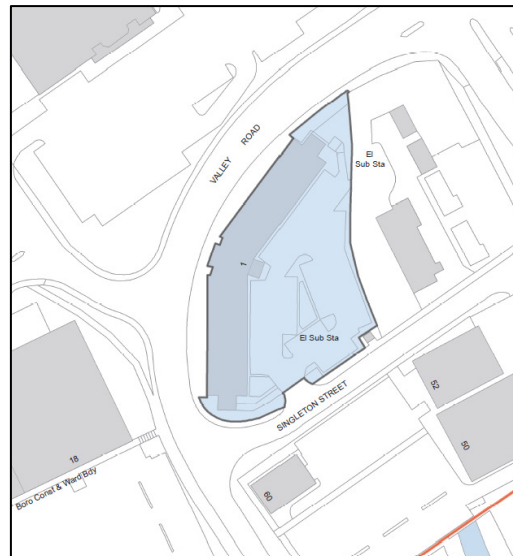
**Flood zone:** 3 (3ai/3a)

### **Site proposal**

The site is suitable for change of use of office block to residential accommodation

### **Transport and Movement**

- The proposed change of use from office to residential would be unlikely to cause significant highway safety issues. Residential use is likely to generate a similar amount of traffic movements in the morning and evening peak hours as the existing office use, although the pattern of arrivals and departures is likely to be reversed. The existing level of parking provision is excessive for residential use considering the site is in a relatively sustainable location close to the city centre and public transport facilities.
- The existing vehicular access off Singleton Street is relatively wide and gated but is not suitable for pedestrian access without improvements.



### **Flood Risk**

Development proposals will be expected to be supported by a site specific flood risk assessment and include the following measures:

- the identification and provision of safe route(s) into and out of the site to an appropriate safe haven;
- the implementation of flood mitigation measures on the ground floor.

### **Expected Development**

60 residential units.

### **Relevant planning history**

Change of use of an office block to residential accommodation under permitted development 13/04596/PNC

### **Section 3: Policy Framework**

- 4.1 The policies and proposals set out in this section provide a framework to deliver sustainable development within the AAP area. The policy framework will ensure that future growth and development will deliver the vision and objectives of the AAP and relevant aspects of the Core Strategy.
- 4.2 Six Strategic Policy Themes have been identified which cover the main aspects of development, growth and change that the AAP will plan for.

Strategic Themes:

- Delivering a wide choice of high quality homes in the Corridor.
- Achieving sustainable economic growth in the Corridor.
- Maximising sustainable transport options and connecting the Corridor.
- Mitigating and adapting to climate change along the Corridor.
- Protecting and enhancing the natural and built environment of the Corridor.
- Promoting healthy, strong and inclusive communities living in and alongside the Corridor.



## Delivering a Wide Choice of High Quality Homes in the Corridor

- 4.3 This sub section seeks to take forward the following objectives in order to deliver the Vision for the Shipley and Canal Road Corridor:-

### SCRC AAP Objectives

1. **Deliver an Urban Eco Settlement of over 3100 new homes** within the AAP boundary by 2030 that will create exemplar sustainable neighbourhoods, which encourage healthy lifestyles and contribute to the key aims of delivering a low carbon economy
2. **Promote the effective use of land** by delivering at least 55% of new development within the AAP on previously developed land
3. **Deliver a range of well designed high quality dwellings** which meet the District's current and future housing needs and support low carbon living
10. **Enhance resident's health and education outcomes** through supporting development which encourages healthy lifestyles, promotes integration and improves access to good quality homes, jobs, schools, green space, sport and recreation facilities, and by reducing pollution and managing air quality along the Corridor particularly in identified Air Quality Management Areas.

### Background

- 4.3.1 A significant role of the AAP is to support the delivery of new homes and sustainable neighbourhoods within the Shipley and Canal Road Corridor, to help meet the identified need for housing within the District and contribute to the regeneration of the Corridor.
- 4.3.2 The Shipley and Canal Road Corridor is identified in the Core Strategy as a housing growth area and proposed Urban Eco Settlement location in the Leeds City Region. Policies **BD1** and **HO3** of the Core Strategy propose a target 3,100 new homes in the Shipley and Canal Road Corridor.
- 4.3.3 The delivery of new homes in the Corridor presents an opportunity to accommodate a significant proportion of Bradford's housing target in a sustainable manner. Through its planning framework the AAP will aim to achieve the delivery of high quality new homes and sustainable urban neighbourhoods, which meet the District's housing needs. Policy SCRC/H1 establishes the housing target for the Corridor and sets out the broad locations for housing growth.

**Policy SCRC/H1: Housing Requirement**

**The Shipley and Canal Road Corridor will deliver a minimum of 3100 new homes over the plan period through allocated development sites, with additional delivery of more homes through windfall development on unallocated sites and conversion of non residential buildings.**

**Housing development in the Shipley and Canal Road Corridor will include:**

- 1. Major new housing development forming two new sustainable neighbourhoods in the Centre Section focused on the New Bolton Woods and Bolton Woods Quarry sites.**
- 2. Residential development as part of residential and mixed use sites around Shipley East, Dockfield Road and Shipley town centre.**
- 3. Delivery on identified housing sites in the City Centre Fringe.**

**Policy Links**

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

Core Strategy Policy HO1: The District's Housing Requirement

Core Strategy Policy HO3: Distribution of Housing Development

4.3.4 Within the AAP boundary there are a number of factors which influence the scale, location and form of residential development which can be delivered. These include flood risk, the need to provide and safeguard areas for sport and recreation, green corridors and habitat networks and employment areas and infrastructure requirements. Core Strategy Policy HO1 states that Development Plan Documents (DPDs) such as the AAP will need to assess the projected losses to the existing housing stock from clearance and increase the level of allocations to compensate accordingly. Information from Registered Providers operating within the Corridor has identified that there are 122 residential units to be lost through stock clearance (Appendix C). Based on the Core Strategy target of 3100 new homes, the AAP will identify sites for at least 3222 new homes to compensate for losses of housing stock, in accordance with Core Strategy Policy HO1.

4.3.5 The AAP will contribute to the housing growth in the district and identifies sites for over 3222 new residential units. A list of residential development sites, including estimated targets and delivery timescales for each site is identified in Appendix C. The majority of the sites identified for residential development are located on previously developed land (PDL). This accords with Core Strategy Policy HO6 and will play an essential part in meeting the Core Strategy's PDL target for the Regional City as a whole. The AAP will aim to deliver regeneration within the Corridor, which includes bringing forward large scale residential development sites in the Centre Section of the Corridor. In line with Policy HO4 of the Core Strategy and in order to support delivery and regeneration in the Corridor, all residential sites will be released for development at the start of the plan period.

- 4.3.6 The residential sites have been identified through the preparation of the AAP and builds on work undertaken as part of the masterplans for the Shipley and Canal Road Corridor, Strategic Housing Land Availability Assessment (SHLAA), planning approvals and other detailed studies that form the evidence base for the AAP.
- 4.3.7 The AAP reflects a realistic and deliverable approach to providing new homes within the area. The AAP Viability Study has demonstrated that the identified sites are deliverable over the plan period. Taking these factors into consideration the AAP identifies sites for approximately 3235 new homes. Table 1 identifies the level of housing to be provided within each AAP Sub Area.

**Table 1: Sub Area Housing Numbers**

<b>Sub Area</b>	<b>Estimated Housing Delivery</b>
Shipley	692
Centre Section	2398
City Centre Fringe	145
<b>AAP Total</b>	<b>3235</b>

**Delivering new homes and sustainable neighbourhoods**

- 4.3.8 To support the Urban Eco Settlement ambitions it is important that housing growth in the Corridor delivers a wide range of high quality homes. Across the Corridor evidence in the latest Strategic Housing Market assessment (SHMA) 2013 indicates that there is a requirement to deliver a variety of dwelling types and sizes, including more family sized homes. The delivery of high quality market and affordable housing is also required to meet identified needs and support the regeneration of the District. The delivery of affordable housing in the Corridor is important as the SHMA has indicated that the majority of affordable housing need within the District is focused on the Regional City of Bradford.
- 4.3.9 The AAP will aim to ensure future housing growth makes efficient use of land and delivers a mix and balance of housing and supporting infrastructure, which meets the District’s strategic housing priorities and creates new sustainable neighbourhoods. Under Core Strategy Policy HO5 all sites in the Corridor will be expected to make the best and most efficient use of land, which means maximising yield while taking account of the need to arrive at a well designed layout which reflects the nature of the site, its surroundings and the type and size of housing needed in the area.

- 4.3.10 Sites within the Corridor are located within the main urban area with good access to local facilities and public transport, with areas such as Shipley Town Centre and Dockfield Road suitable for mixed schemes which may include flats. It is therefore considered that sites in the Corridor should normally achieve a density of at least 40 dwellings per hectare. Given their proximity to services, public transport and mixed urban character, Shipley Town Centre and Dockfield Road are considered suitable locations for higher density development in addition to other accessible areas of the Corridor well served by public transport.
- 4.3.11 The proposed density targets will ensure that land within the Corridor is used effectively. They have been informed by a range of evidence including the latest SHLAA, the general characteristics of each area, an assessment of the specific nature of the site being proposed for allocation and the nature and type of housing needed in each sub area. The policy has also been designed to allow flexibility should there be a limited number of sites, where for good planning or design reasons, the normal required density targets cannot be achieved.
- 4.3.12 Delivering a large proportion of the housing requirement for the AAP will require comprehensive regeneration and is focussed on two larger scale sites, New Bolton Woods and Bolton Woods Quarry, within the Centre Section of the Corridor. Delivering significant numbers of homes within these two key sites will be crucial to achieving the overall housing target for the AAP. These larger scale housing sites also present the opportunity to deliver specialist housing products and innovative sustainable homes, which contribute towards the overall housing mix, support low carbon living and meet accommodation requirements of specific household groups within the District.
- 4.3.13 It is important that appropriate supporting infrastructure is provided alongside new housing to help create sustainable neighbourhoods. As part of the larger scale residential developments in the Centre Section of the Corridor, there is a need to provide supporting infrastructure and a mix of uses in order to give residents opportunities to undertake day-to-day activities on site and to minimise the need to travel.

**POLICY SCRC/H2: Delivering new homes and sustainable neighbourhoods**

**A. The council will work with land owners and developers to maximise the delivery of high-quality, sustainable and affordable homes on identified residential sites within the Corridor.**

**B. Residential schemes should create well designed homes and neighbourhoods, which perform well in terms of the Building for Life standard. The Council will support and encourage proposals seeking to achieve 'Built for Life' approval.**

**C. Developers will be expected to make the most efficient use of land, in accordance with Core Strategy Policy HO5. The council will expect residential development within the Corridor to normally achieve the following minimum densities:**

- **Shipley town centre- 100 dwellings per hectare**
- **Dockfield Road area and accessible sites well served by public transport - 50 dwellings per hectare**
- **All other areas within the Corridor- 40 dwellings per hectare.**

**The Council will accept either lower or higher densities where site specific circumstances demand this, in accordance with Core Strategy policy HO5.**

**D. Major residential proposals should contribute to the District's strategic housing requirements and meet identified local needs. Larger scale residential sites will be expected to deliver a range of housing types, sizes, and tenures and include a high proportion of family sized homes, with two to four bedrooms.**

**Affordable housing will be required, in accordance with Core Strategy Policy HO11.**

**Specific guidance on housing mix and expected development densities is set out in the relevant site allocation statements.**

**E. Larger scale housing sites should provide specialist housing products, including housing for older people, accessible homes and custom build/self build plots and the required supporting infrastructure necessary to meet local needs and create sustainable neighbourhoods.**

#### **Policy Links**

Core Strategy Policy HO4: Phasing the Release of Housing Sites

Core Strategy Policy HO5: Density of Housing Schemes

Core Strategy Policy HO6: Maximising the Use of Previously Developed Land

Core Strategy Policy HO8: Housing Mix

Core Strategy Policy HO9: Housing quality

Core Strategy Policy HO11: Affordable Housing

Core Strategy Policy ID3: Developer Contributions

Core Strategy Policy ID4: Working with Partners

4.3.14 To support Urban Eco Settlement principles the Council will support and encourage new housing to meet the highest possible sustainable design standards and maximise on site renewable or low carbon energy measures, where feasible, in line with Policy SCRC/CC2 Sustainable Design and Construction. This will include support for the use of innovative and cutting edge sustainable housing products.

4.3.15 Building for Life 12 is the industry standard, endorsed by the Government, for well designed homes and neighbourhoods. It is expected that all major residential schemes will use the Building for Life 12 criteria to inform their design and as a basis for dialogue with the Council and local communities from an early stage. Developers can apply for 'Built for Life' approval which is awarded to high quality, completed schemes which perform well under the Building for Life criteria. The Council will support and encourage those proposals that are seeking to achieve this.

- 4.3.16 To maximise opportunities to deliver new housing, appropriate housing densities should be delivered on residential sites. Within the Corridor residential development will be expected to achieve the minimum density targets set out in Policy SCRC/H2 where possible, in accordance with Core Strategy Policy H05. For the purposes of clarity the density targets set out in Policy SCRC/H2 relate to net density, which is determined by measuring the number of dwellings against the net developable area of the site. Higher density development, including flats and apartments, will be supported in suitable locations such as Shipley Town centre, Dockfield Road and other accessible areas of the Corridor well served by public transport. Well served is taken as areas within city or town centres, within an 800m radii around existing railway stations or within a 400m of a bus stop offering a service four times per hour. Expected development densities are set out in Policy SCRC/H2 and relevant allocation statements. The policy wording also allows for flexibility for the negotiation of either lower or higher yields where clearly justified by site specific issues when planning applications are submitted.
- 4.3.17 All major residential developments will be expected to incorporate a mix of housing types, sizes, prices and tenures in accordance with Core Strategy policy HO8. Within the Centre Section larger scale residential sites will be expected to include a large proportion of family sized homes. In defining an appropriate housing mix, regard will be had to local housing need and demand, the existing housing profile of the area and the characteristics of the site including its suitability for different housing types. The Council will encourage all new housing to be designed to be accessible and easily adaptable and will expect larger residential sites to include a proportion of new homes which meet accessible and adaptable housing standards, in line with Core Strategy Policy HO9.
- 4.3.18 Within the Centre Section the Council will work with partners, to maximise opportunities for delivering high-quality, sustainable and affordable homes, and the provision of supporting infrastructure as part of the development of the New Bolton Woods and Bolton Woods Quarry sites. Proposals will be expected to consider the local need and demand for the inclusion of specialist housing products, such as specialist housing for older people and custom build/self build plots, and take opportunities to meet this need within the site.
- 4.3.19 Affordable Housing will be required in accordance with the thresholds and percentages set out in Core Strategy HO11. To ensure affordable housing is maximised on larger scale developments, where a reduction in affordable housing is sought due to financial viability, the viability of the scheme should be considered on a phased basis as each phase of the development comes to be delivered.
- 4.3.20 Further guidance on housing mix and supporting infrastructure is set out in the site allocation statements and the community infrastructure and retail sections of the AAP.

### Key Evidence

- Strategic Housing Land Availability Assessment (2015)
- Strategic Housing Market Assessment (2013)
- Shipley and Canal Road Corridor Strategic Development Framework (2013)
- Shipley and Canal Road Corridor Viability Assessment (2015)
- Shipley and Canal Road Corridor Local Infrastructure Plan (2015)

### Monitoring & Delivery

4.3.20 Housing delivery within the AAP will be monitored within the Annual Monitoring Report (AMR) and site allocations will be kept under review through the Strategic Housing Land Availability Assessment.

### Achieving Sustainable Economic Growth in the Corridor

4.4 This sub section seeks to take forward the following objectives in order to deliver the Vision for the Corridor:-

#### SCRC AAP Objectives

**4. Support sustainable economic growth** and the transition to a low carbon economy by protecting and enhancing established employment areas and promoting a wide range of high quality economic development opportunities within the Corridor

**5. Support and enhance the vitality and viability of the city and town centres** of Bradford and Shipley as thriving places for shopping, living leisure, tourism and business

**10. Enhance resident's health and education outcomes** through supporting development which encourages healthy lifestyles, promotes integration and improves access to good quality homes, jobs, schools, green space, sport and recreation facilities, and by reducing pollution and managing air quality along the Corridor particularly in identified Air Quality Management Areas

### Background

4.4.1 The Shipley and Canal Road Corridor has historically been, and remains, a corridor of industry and employment and includes areas that are home to a diverse range of established businesses and employers. The Corridor currently provides significant employment opportunities and is popular with many business sectors. Shipley town centre and its surrounding areas continue to provide a substantial employment base for many residents. The Corridor also includes, and is bordered by, some of the most deprived

areas within the District.

- 4.4.2 The Regional City of Bradford (including Shipley) is the principal focus for economic development and growth in the District. Given the extensive need to provide and maintain jobs within the District, the Core Strategy sets out that the City of Bradford will need to deliver approximately 100 ha of new employment land over the next 15 years (Core Strategy Policy E3). In addition, Core Strategy Policy EC4 seeks to support existing employment areas to ensure they continue to provide job opportunities for the District's residents as well as investment potential for the District's entrepreneurs.
- 4.4.3 Evidence suggests additional demand for employment land in the Corridor is relatively modest, although there is a high degree of loyalty from existing businesses. The main take up of employment land in the District in recent years has been in the M606 corridor, south of the city centre (Bradford District Employment Land Review Study). However, it is important that the AAP supports economic growth and job creation and safeguards existing businesses to ensure regeneration benefits' surrounding communities and the Corridor is an attractive place to live and work.
- 4.4.4 To support the Eco Settlement principles it is also important that the AAP delivers genuine mixed-use communities and that unsustainable commuter trips are kept to a minimum. This will be achieved by delivering and safeguarding local employment opportunities within the Corridor that are easily reached by walking, cycling and/or public transport.
- 4.4.5 The AAP will contribute to sustainable economic growth in the District and identifies areas where suitable economic development and employment uses will be supported and safeguarded. Policy SCRC/SE1 aims to support regeneration and job growth in the Regional City of Bradford and deliver sustainable economic growth in the Corridor.

<b>Policy SCRC/SE1: Sustainable Economic Growth</b>
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<b>Economic development in the Shipley and Canal Road Corridor will include:</b>
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- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ol style="list-style-type: none"> <li><b>1. New business and commercial uses as part of mixed use developments in Shipley Town Centre, Dockfield Road and Shipley East.</b></li> <li><b>2. New employment generating uses within the New Bolton Woods development.</b></li> <li><b>3. Safeguarding and enhancing the Canal Road Employment Zone as an important employment area.</b></li> <li><b>4. Redevelopment of land and sites within Valley Road Retail Area.</b></li> </ol> |
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<b>Policy Links</b>
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Core Strategy Policy BD1: The Regional City of Bradford including Shipley and Lower Baildon
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Core Strategy Policy EC1 – Creating a successful and competitive Bradford District economy within the Leeds City Region
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Core Strategy Policy EC2- Supporting Business and Jobs Creation
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Core Strategy Policy EC4: Sustainable Economic Growth Core Strategy Policy EC5: City, Town, District and Local Centres
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- 4.4.6 Within the Shipley sub area the Council will support appropriate business and commercial uses as part of mixed use development, to help add to the vibrancy and mix of uses both within the town centre and surrounding areas such as Dockfield Road and Shipley East.
- 4.4.7 Bradford city centre is considered the prime focus for office development in the District. Substantial out of centre office development in the Corridor will not be supported as this would risk adversely impacting the aim of creating a centralised business district within Bradford city centre. The exception to this is Shipley town centre, where the Council will encourage office and business uses of an appropriate scale, in accordance with Core Strategy Policy EC5.
- 4.4.8 The Council will support new employment uses within the New Bolton Woods site as part of a residential led development to mitigate the loss of existing employment land and provide new employment opportunities.

#### **Employment land in the Corridor**

- 4.4.9 Supporting existing businesses and job creation is a key aim of AAP. Core Strategy Policy EC4 sets out a range of mechanisms to support sustainable economic growth, including through identifying Strategic Employment Zones. Strategic Employment Zones include parts of the urban area where existing employment uses predominate, which are protected for employment uses and uses which support the function of the employment zone.
- 4.4.10 In these areas traditional employment activities will continue to play an important role in providing jobs for local communities and are considered as the most appropriate locations for new industrial development within the Corridor.
- 4.4.11 Policy SCRC/SE2 aims to safeguard and enhance the Canal Road Employment Zone in order to maintain an adequate supply of employment land within the AAP boundary.

<b>Policy SCRC/SE2: Canal Road Employment Zone</b>
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<b>The Canal Road Employment Zone is identified on the Policies Map.</b>
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<b>Development proposals within the Canal Road Employment Zone will be assessed in accordance with Core Strategy Policy EC4.</b>
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<b>Policy Links</b>
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Core Strategy Policy EC4 Sustainable Economic Growth Core Strategy Policy WM1/WM2 Waste Management SCRC Policy SCRC/ST6: Canal Road Greenway SCRC Policy SCRC/NBE1: Green Infrastructure
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- 4.4.12 The following Employment Zones are defined on the Policies Map:

- SCRC/SE2 Canal Road.

The Canal Road Employment Zone has been carried forward from the RUDP 2005. The employment zone now excludes the area located within the New Bolton Woods (NBW1) site to the east of Canal Road.

- 4.4.13 Within the Canal Road Employment Area new employment uses (use classes B1 (excluding offices), B2 and B8) and the investment, refurbishment or redevelopment of existing employment premises will be supported. Other uses will only be permitted where it can be demonstrated that they will support the predominantly industrial and commercial function of the area in accordance with Core Strategy Policy EC4.
- 4.4.14 In determining planning applications, the Council will have regard to average employment densities for different floorspace. Proposals for new waste management facilities will be assessed against relevant waste policies in the Core Strategy and Waste Management DPD.
- 4.4.15 To support the Green Infrastructure Framework (SCRC Policy SCRC/NBE1) within this area, development proposals on land adjoining Canal Road and Hillam Road, where feasible, should incorporate high quality soft landscaping and boundary treatments and attractive road frontages, to enhance the Canal Road Greenway route and provide a high quality environment on a key gateway route into the city centre.

#### **Valley Road Retail Area**

- 4.4.16 The Valley Road Retail Area consists of an existing area of large retail units including a Tesco store and Forster Square Retail Park. The Valley Road Retail Area is considered an appropriate edge of centre expansion area for the city centre for large format bulky goods uses. New employment opportunities will be delivered in the Valley Road Retail area, through the redevelopment of land and buildings for appropriate edge of centre business, commercial and retail uses.
- 4.4.17 The redevelopment of land and buildings within his area also provides an opportunity to improve the built environmental quality, and green infrastructure and ecological assets in the City Centre Fringe. This includes through enhancing routes along the Bradford Beck and Canal Road Greenway as key green links from the Corridor to Bradford city centre and Forster Square Station.

<b>Policy SCRC/SE3: Valley Road Retail Area</b>
<b>The Valley Road Retail Area is identified on the Policies Map.</b>
<b>Within the Valley Road Retail Area proposals for main town centre uses will be assessed in accordance with Core Strategy Policy EC5.</b>
<b>Policy Links</b> Core Strategy Policy EC5: City, Town, District and Local Centres SCRC/NBE1: Green Infrastructure SCRC/NBE3: The Bradford Beck SCRC/ST6: Canal Road Greenway

- 4.4.18 The Valley Road Retail area has been carried forward from the RUDP 2005 as an edge of centre expansion area for larger scale bulky goods and is defined on the Policies Map SCRC/SE3.1. The area now excludes the area located within Bradford City Centre AAP Boundary. When applying the sequential test for main town centre uses in Core Strategy Policy EC5, where the relevant centre is the city centre, developers will be expected to consider the availability of sites within the Valley Road Retail Area before the local planning authority is likely to consider out-of-centre locations. This is because the area adjoins the city centre boundary and is predominantly in retail use, providing opportunities for linked trips.
- 4.4.19 Within this area development proposals adjacent to the Bradford Beck and Valley Road should take opportunities to enhance the Bradford Beck where feasible, and incorporate and facilitate high quality Greenway cycle links.

## **Retail and Leisure**

### **Background**

- 4.4.20 There are two main centres identified in the Core Strategy retail hierarchy within and adjoining the AAP boundary (Bradford city centre and Shipley town centre), and a number of local centres in close proximity. A key objective for the AAP is to support and strengthen the vitality and viability of the centres of Bradford and Shipley.
- 4.4.21 The Bradford District Retail and Leisure Study (2013) identifies a shortfall of comparison goods provision and convenience units within Shipley town centre and that the town would benefit from additional representation from these sectors. The study identifies that there is capacity in Shipley to support additional convenience floorspace, including the need for a new foodstore, which is well connected to the town centre.
- 4.4.22 Overall to support the vitality of Shipley there is a need to improve the environmental quality in and around the town centre, and focus on strengthening and diversifying the function of the town centre to meet the future needs of the local community.
- 4.4.23 In terms of the scale of growth planned for in the AAP, the future retail needs of a significant increase in the local population resulting from over 3,100 new homes needs to be considered if genuinely sustainable communities are to be created. The Council, through Policy EC5 recognises (with reference to paragraph 38 of the NPPF) that as part of larger scale residential developments, there is a need to promote a mix of uses in order to provide opportunities to undertake day to day activities, including work.
- 4.4.24 As part of large scale residential development in the Centre Section there is an opportunity to deliver local shops and services located within walking distance of most properties to provide opportunities to undertake day-to-day activities. This includes a new Neighbourhood Centre as part of the

New Bolton Woods development, to support of significant future housing growth and existing communities within this sub area. Under Core Strategy Policy EC5.E and EC5.G it is considered that a new Neighbourhood Centre of an appropriate scale is justified within the New Bolton Woods site due to its accessibility and to support of the economic development strategy for the Corridor, as set out in Core Strategy Policy BD1. However, it is important that the scale of any new retail and town centre uses in this location is clearly justified in relation to current and future need and will not adversely impact the centres of Bradford and Shipley or other local centres.

### **Strategy for retail development in Shipley and Canal Road Corridor**

4.4.25 Shipley town centre is the main shopping area to the north of the city centre and is the principal and preferred focus in the AAP for new convenience and comparison retail development. In addition, there will be retail development opportunities in the new Neighbourhood Centre in the Centre Section to meet local need, create and sustain an appropriate mix of uses, support local facilities and reduce the need to travel (in accordance with NPPF paragraphs 38 and 58).

4.4.26 Policy SCRC/SE4 sets out the overall strategy for retail development in the Shipley and Canal Road Corridor.

<p><b>Policy SCRC/SE4: Strategy for retail development</b></p> <p><b>Development in the Shipley and Canal Corridor will include:</b></p> <ol style="list-style-type: none"> <li><b>1. Retail growth focused upon sites within and adjacent Shipley Town Centre</b></li> <li><b>2. Retail development of an appropriate scale, as part of a new Neighbourhood Centre within the New Bolton Woods development. The Neighbourhood Centre is identified on the policies map</b></li> <li><b>3. A focus on brownfield sites to ensure regeneration is as sustainable as possible</b></li> <li><b>4. Small scale shops as part of larger scale residential developments to meet day to day needs.</b></li> <li><b>5. Valley Road Retail area edge of centre expansion area larger scale bulky goods.</b></li> </ol> <p><b>Policy Links</b>                  Core Strategy Policy BD1: The Regional City of Bradford including Shipley and Lower Baildon                  Core Strategy Policy EC5: City, Town, District and Local Centres                  SCRC/SE3: Valley Road Retail Area</p>
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4.4.27 Site specific policies and proposals for the locations referred to in Policy SCRC/SE4 are set out within the relevant sub area Development Frameworks and relevant site allocation statements.

4.4.28 The new Neighbourhood Centre is identified on the policies map. As part of the new neighbourhood centre at New Bolton Woods, the Council will support retail development of an appropriate neighbourhood scale to meet local needs. Proposals will be required to demonstrate that they will not

impact on the vitality and viability of higher order centres, in accordance with Core Strategy Policy EC5.

- 4.4.29 Retail development delivered as part of the New Bolton Woods development will be expected to be phased in relation to future housing growth, to ensure new retail growth in the this location meets local needs.

### **Shipley Town Centre and Primary Shopping Area**

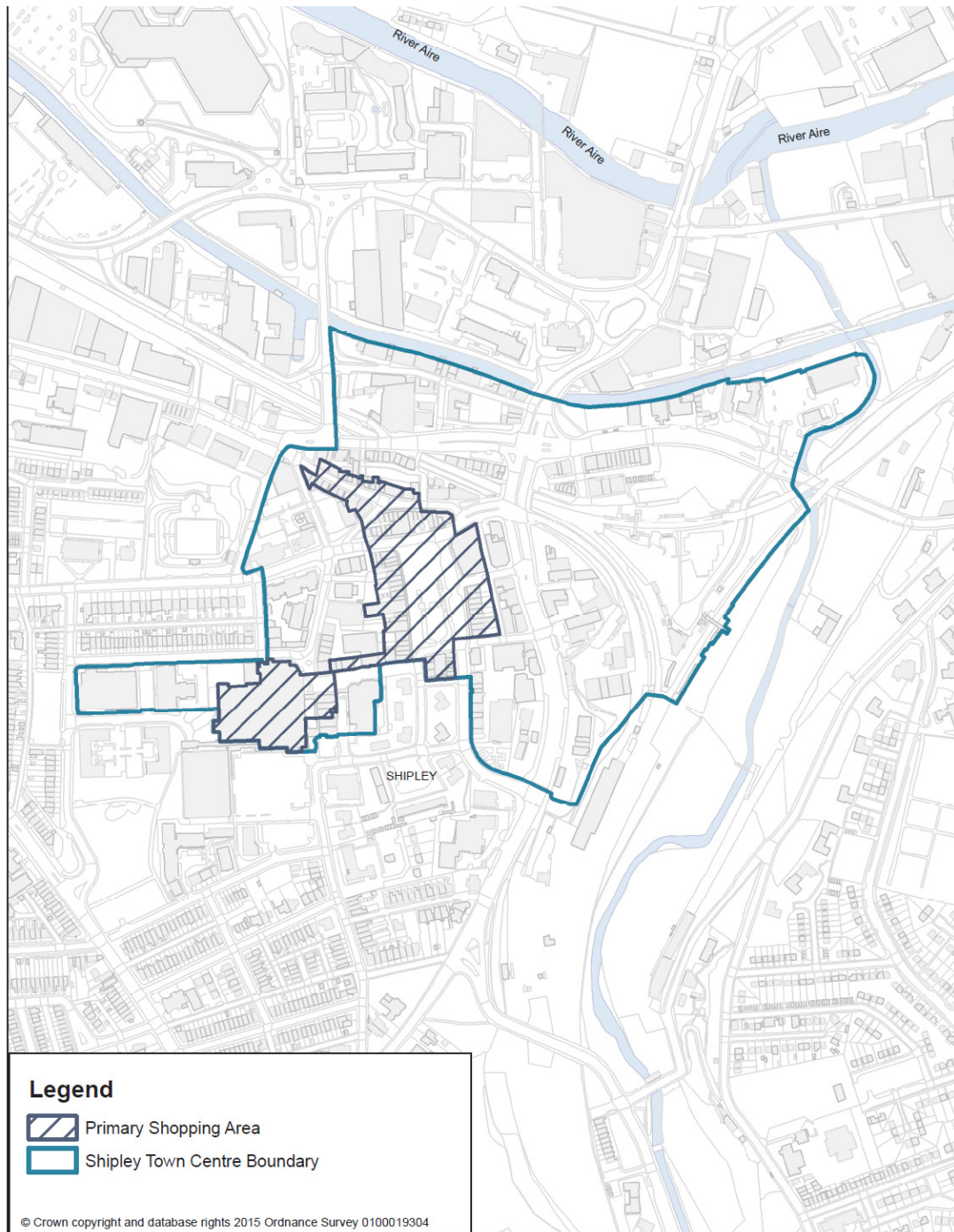
- 4.4.30 The AAP defines the Shipley Town Centre boundary and Primary Shopping Area (PSA). The Town Centre Boundary and Primary Shopping Area are identified on the Policies map and shown on Figure 10 (below).

- 4.4.31 The PSA is concentrated on the Market Square, Kirkgate, Westgate, Manor Lane and Wellcroft and includes the Asda store. This area contains a high proportion of retail units, supported by a range of uses such as cafes, bars and financial and professional services. Outside of this area, there are a number of retail, service and leisure units within the town centre. It is important that the traditional retail function of the PSA is not undermined by the establishment and over concentration of non retail uses.

- 4.4.32 It is anticipated that the approved planning permission for a new food store, which is well connected to the town centre as part of the proposals at Shipley East will meet the identified need for additional convenience floorspace in Shipley. Therefore, no further sites or expansion of the PSA or town centre boundary are identified in the AAP.

- 4.4.33 An area of land to the south of Saltaire Road is currently identified in the RUDP as a town centre expansion site. This area is located outside the boundary of the AAP, however it is anticipated that the future retail needs of Shipley over the plan period will be met though sites identified in the AAP. The status of this expansion site will be reviewed though the Allocations DPD, subject to the latest evidence of retail need in Shipley.

**Figure 10: Shipley Town Centre Boundary and Primary Shopping area**



4.4.34 The NPPF identifies that primary and secondary shopping boundaries should be defined in designated centres. However, evidence in the Retail and Leisure Study (2013) suggests the application of such frontage policy can often be counter-productive in terms of restricting activity and growth through other land uses, which still often add to the vitality and viability of a town centre. The PSA is therefore considered the principal tool to manage future retail development in Shipley.

4.4.35 Policy SCRC/SE5 aims to support the vitality of Shipley town centre and sets out the approach to managing future retail leisure and town centre uses.

<b>POLICY SCRC/SE5: Shipley Town Centre and Primary Shopping Area</b>
<b>The role of Shipley Town Centre as the focus for accommodating main town centre uses and the function of the Primary Shopping Area as the focus of retail activity will be maintained and enhanced</b>
<b>The Shipley Town Centre Boundary and Primary Shopping Area are identified on the Policies map.</b>
<b>A. Within Shipley town centre, main town centre uses of an appropriate scale and function will be supported. The development of retail or other related uses will be acceptable where they would add to the vitality of the town centre, in accordance with Core Strategy Policy EC5.</b>
<b>B. Within the Primary Shopping Area the development of non retail uses will only be supported where they will help to maintain or enhance the retail function of the Primary Shopping Area. The change of use of retail premises (use class A1) will not be permitted unless it can be demonstrated that the proposal will:</b> <b>1. make a positive contribution to the primary shopping area and not harm its vitality and viability</b> <b>2. not harmfully dominate existing retail frontages;</b> <b>3. maintain active ground floor uses, which encourage footfall into the primary shopping area, and</b> <b>4. be of a scale appropriate to the role and function of the Primary Shopping Area.</b>
<b>C. The re-use of upper floors of premises within the town centre, for residential, office or appropriate commercial or community uses, which maintain or enhance the character and vitality of the town centre and broaden the range of services will be supported.</b>
<b>Policy Links</b> Core Strategy Policy BD1: The Regional City of Bradford including Shipley and Lower Baildon Core Strategy Policy EC5: City, Town, District and Local Centres

4.4.36 The Town Centre and Primary Shopping Area boundaries provide the basis for assessing proposals for main town centre uses in Shipley, in accordance with Core Strategy Policy EC5. The Shipley Town Centre

Boundary and Primary Shopping Area boundaries are identified on the policies map (SCRC/SE5.1).

4.4.37 Within the town centre in addition to retail, the provision of a range of services and facilities (such as banks, building societies, estate agents, restaurants, cafes and drinking establishments), can broaden the range of activities and help to maintain the town centre's vitality and viability and use throughout the day and evening. 'Retail or other related uses' are defined as Use Classes A1-A5 or other similar uses such as gyms, arts and cultural premises and community facilities, which would add to the vitality of the area.

4.4.38 A retail focus will be maintained in the PSA and new retail development will be directed towards sites within and adjoining the PSA. The Council will require an impact assessment for development proposals for retail, office and leisure uses over 1,000 sq m gross floor space, in an edge or out-of-centre location.

4.4.39 A key aim of Policy SCRC/SE5 is to maintain and enhance the primary retail function of the PSA. However, the introduction of some appropriate non retail uses on ground floors (including cafés, restaurants and drinking establishments) will be supported where they would help to complement the retail offer and visitor experience, support and encourage longer shopping trips and generate activity outside normal shopping hours.

### **Market Provision in Shipley**

4.4.40 Shipley market is an important local feature, which provides a focal point to the town centre, contributes to the range of shopping opportunities and choices whilst adding to the town centre's attractiveness to visitors.

4.4.41 To promote a competitive town centre environment, Policy SCRC/SE6 aims to support new market provision and retain and enhance Shipley market as part of any redevelopment proposals.

<b>Policy SCRC/SE6: Market provision</b>
<b>A. New market provision will be supported in Shipley town centre where it would support the vitality, viability and diversity of the town centre.</b>
<b>B. Any proposals to redevelop or improve the public realm of Market Square should seek to retain and enhance Shipley Market, in line with the Shipley Development Framework.</b>
<b>Policy Links</b> Core Strategy Policy BD1: The Regional City of Bradford including Shipley and Lower Baildon Core Strategy Policy EC5: City, Town, District and Local Centres

### **Key Evidence**

- Employment Land Review Study (2008) and Update (2011)
- Retail and Leisure Study (2013)



## **Monitoring and Delivery**

- 4.4.42 To enhance Shipley town centre and help deliver the vision for its future the Council, in partnership with key stakeholders including local businesses and communities, will support the production of a Town Centre Strategy for Shipley. The strategy should take forward the AAP vision for Shipley and help towards creating a distinctive, attractive and vibrant town centre with a strong sense of place and identity.
- 4.4.43 A health check of the vitality of Shipley town centre will be undertaken as part of any update to the Bradford Retail and Leisure Study. The Council will monitor employment land and jobs creation against the employment requirement and the area targets as set out in the Core Strategy monitoring framework and through any update to the Employment Land Review.

## **Minerals and Waste**

- 4.4.44 The only remaining active minerals extraction site within the AAP boundary is the southern part of the Bolton Woods Quarries, the northern part already having been restored and re-developed for housing. The quarry produces both building stones and construction aggregates. The site has the benefit of several old planning permissions, subjected to minerals review in 2002, which allow quarrying to continue until February 2042.
- 4.4.45 The existing minerals extraction site at Bolton Woods Quarry has been reviewed through the AAP process. The site owners have indicated that the quarry is approaching the end of its life and is available for redevelopment within the plan period. The redevelopment of the quarry presents a key opportunity for delivering a significant level of new housing on brownfield land and environmental improvements in the heart of the Corridor.
- 4.4.46 The Bolton Woods Quarry site is allocated in the AAP as a large scale residential site. The Existing Minerals Extraction site and the Bolton Woods Quarry Extension and Buffer Zones have not been carried forward from the RUDP 2005. Any proposals for the redevelopment of the Bolton Woods Quarry site will need to provide for the prior extraction of any remaining high quality stone reserves, in line with the Bolton Woods Quarry site allocation statement and Core Strategy Policy ENV12.

## **Minerals Safeguarding**

- 4.4.47 To safeguard mineral resources across the District the Core Strategy defines Minerals Safeguarding Areas. The majority of the AAP area is covered by the Coal Minerals Safeguarded Area, while part of the northern end of the AAP falls within the Sandstone Minerals Safeguarding Area.
- 4.4.48 Paragraph 143 of the NPPF promotes the prior extraction of mineral resources to avoid their unnecessary sterilisation by non-mineral development. Evidence indicates that there are coal resources present

across most of AAP area, which are potentially capable of extraction using surface mining methods. The AAP will promote the prior extraction of the surface coal where feasible, as part of major development proposals within the AAP area.

4.4.49 Policy SCRC/SE7 aims to ensure that mineral resources are not unnecessarily sterilised by new development.

<b>Policy SCRC/SE7: Minerals Safeguarding</b>
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<b>In order that mineral resources are not unnecessarily sterilised, all new major development proposals within the AAP boundary must give full consideration to the extraction of mineral resources prior to development taking place, in accordance with Core Strategy Policy EN12.</b>
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<b>Policy Links</b>
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Policy EN12: Minerals Safeguarding
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4.4.50 All new major development proposals must submit evidence of the feasibility of prior extraction of mineral resources, in accordance with Core Strategy Policy EN12: Minerals Safeguarding. Any feasible prior mineral extraction will be expected to be followed by full remediation of the site.

### **Land Instability**

4.4.51 As a result of the presence of surface coal resources, there is a limited legacy of past mining activity within the AAP area. There are recorded mine entries and areas of past shallow underground mining within Shipley and the Centre Section sub areas, which may pose localised risks to land stability. In these parts of the AAP, proposals will be required to fully consider ground conditions, in line with the requirements of paragraphs 120-121 of the NPPF and Core Strategy Policy EN8: Environmental Protection.

4.4.52 Within areas affected by mining hazards, development proposals will need to afford due consideration to the potential presence of unstable land and proposals should be accompanied by a Mining Risk Assessment, or equivalent. This requirement is set out in the relevant site allocation proposal statements.

### **Waste**

4.4.53 The AAP will support the objectives of the Waste Management DPD by ensuring future development supports the sustainable management of waste, in accordance with the waste hierarchy.

4.4.54 Two existing waste management facilities are located within in the AAP boundary, the Associated Waste Management site north of Frizinghall station and the Crossley Evans site located to the south of Shipley town centre.

4.4.55 The Associated Waste Management site is a materials recovery facility (MRF). As the most advance and highest capacity MRF within the District, within a central urban area, with good access to the Primary Road

Network, the site is a very important component of Bradford's waste management infrastructure. The enclosure of waste stockpiles should allow the site to become a better neighbour to the communities of Frizinghall and Owlet and make the surrounding area more attractive for other forms of development in the future.

4.4.56 The Crossley Evans site is one of the three major metal recovery sites (MRS) located within the District. This site is also an important part of the District's waste management infrastructure, as a large established waste site within a central urban area with good connectivity to the primary road and rail network.

4.4.58 The use of the site for the open storage of scrap does detract from the quality of the townscape of Shipley, as viewed from the transport corridors of the A6037 and the Shipley – Bradford railway line. However, the visual impact of the site could be substantially improved through investment in additional site infrastructure, such as additional screening or new buildings.

<b>Policy SCRC/SE8: Existing Waste Management Facilities</b>
<b>Proposals resulting in the loss of existing management facilities will be assessed in accordance with Core Strategy Policy WM1 and relevant policies in the Waste Management DPD.</b>
<b>Policy Links</b> Core Strategy WM1: Waste Management Core Strategy Policy TR6: Freight Waste Management DPD

4.4.59 The Council will seek to safeguard existing waste management facilities in the Corridor, which are important to the delivery of Bradford's waste management hierarchy. Any proposals on existing waste management sites and for new waste management facilities will be assessed against the Waste policies in the Core Strategy and relevant policies in the Waste Management DPD.

4.4.60 The Crossley Evans Site is identified as a freight accessible site on the policies map (Policy SCRC/ST3) accordance with Core Strategy TR6. In considering any proposal on the Crossley Evans Site the Council will seek to encourage the protection of rail connected land for future uses that require rail freight use, in line with Core Strategy Policy TR6: Freight.

**Key Evidence**

- Waste Needs Assessment, Capacity Gap Analysis and Requirement Study (2013)

## Maximising Sustainable Transport Options and Connecting the Corridor

4.5 This sub section seeks to take forward the following objectives in order to deliver the Vision for the Shipley and Canal Road Corridor:-

### SCRC AAP Objectives

**6. Enhance Shipley and improve links between the town centre, Saltaire, Shipley Station and the Leeds and Liverpool Canal** through new mixed use developments, enhancements to the public realm and encouraging leisure and tourist developments, whilst respecting the 'outstanding and universal value' of the UNESCO World Heritage status of Saltaire.

**9. Maintain and improve Canal Road as a key strategic transport route and maximise sustainable transport options** by developing critical road and public transport infrastructure, including improvements to Canal Road and Shipley and Frizinghall stations and creating safe and attractive cycle and pedestrian routes linked to the Linear Park and Canal Road Greenway, connecting Shipley and Bradford.

**10. Enhance resident's health and education outcomes** through supporting development which encourages healthy lifestyles, promotes integration and improves access to good quality homes, jobs, schools, green space, sport and recreation facilities, and by reducing pollution and managing air quality along the Corridor particularly in identified Air Quality Management Areas.

## Background

4.5.1 This chapter sets out the AAP approach to transport and movement throughout the Corridor. It draws on a range of initiatives being undertaken to improve transport along the Corridor and the wider District including:

- Leeds City Region Economic Plan- West Yorkshire Plus transport Fund (WY+TF)
- West Yorkshire Local Transport Plan 2011 – 2026 (LTP3)
- Connecting Airedale
- Bradford Cycling Strategy 2012-2020 and the Canal Road Greenway
- Shipley Transport Hub
- Bradford District Low Emission Strategy (2013)

- 4.5.2 The Shipley and Canal Road Corridor is an important transport corridor, which provides a key link between Bradford city centre, Shipley and Airedale. The majority of the corridor is formed by the A6037 Canal Road/Valley Road. Canal Road is a strategic route within the wider Leeds City Region, linking areas within the Bradford District and beyond.
- 4.5.3 The Airedale Corridor which links Bradford to Shipley and Keighley is a significant priority regeneration area within the Leeds City Region. A partnership between the Council, West Yorkshire Combined Authority and the Airedale Partnership has developed the 'Connecting Airedale' strategy. This strategy aims to address transport problems in a sustainable way to improve the safety and efficiency of the local transport system for all users. Improving the Canal Road Corridor is one of the key stages of Connecting Airedale within the AAP, with others being Shipley Town Centre improvements and the Shipley Eastern Relief Road.
- 4.5.4 Key transport issues for the Corridor include:
- Congestion and queuing during peak periods along Canal Road, in particular the Valley Road / Otley Road and Canal Road / Stanley Road junctions, and areas around Station Road and Bolton Lane and Shipley town centre.
  - Shipley town centre benefits from excellent public transport facilities and the Corridor is served by two railway stations at Shipley and Frizinghall, although these stations have access and parking issues. Canal Road/Valley Road itself is, in part, not particularly well served by buses.
  - National Cycle Route 66 connects Bradford to Shipley along the Corridor, parts of which has been updated through the Canal Road Greenway. Improvements to this route are required from Stanley Road to the city centre. The Airedale Greenway passed through the north of the area, linked by the Leeds and Liverpool Canal towpath.
  - The importance of improving pedestrian and cycle links around Shipley, in particular between the town centre and the railway station, to reduce severance whilst maintaining traffic flow.
  - Future development will generate significant amount of additional trips and to accommodate growth in traffic, transport interventions and mitigation will be required.
- 4.5.5 A key role of the AAP is to direct future investment for key transport infrastructure required to support the delivery of planned growth. The AAP identifies the transport interventions necessary to accommodate planned growth and maximise existing highways and public transport infrastructure in the short to medium term. The AAP also identifies and safeguards the key transport infrastructure and land required to deliver transport improvements in the longer term.

### **Accommodating growth and mitigating impacts on the transport network**

- 4.5.6 To support the AAP a Transport Study has been undertaken to ensure planned development can be accommodated, while ensuring Canal Road maintains its function as a strategic transport corridor. Analysis indicates that the transport network will be able to accommodate demand levels

associated with the sites and level of growth planned for in the AAP, as long as the required transport improvements and mitigation are delivered and that access to major new sites are designed to accommodate traffic associated with those sites.

4.5.7 At a strategic level the AAP will aim to address transport impacts resulting from proposed growth in the Corridor through the following key measures:

- Increasing the capacity and function of the road network through highway and junction improvements along Canal Road and around Shipley
- Mitigating the impacts of new development through the location of development in accessible locations, supporting mixed use development and ensuring new development links to public transport and contributes to local transport improvements
- Maximising sustainable transport options and improving the pedestrian and cycle network

4.5.8 The key transport measures required to improve the transport network in the Corridor and to support new development are set out below in Table 1 and shown in Figure 11.

**Table 2: Key Transport measures**

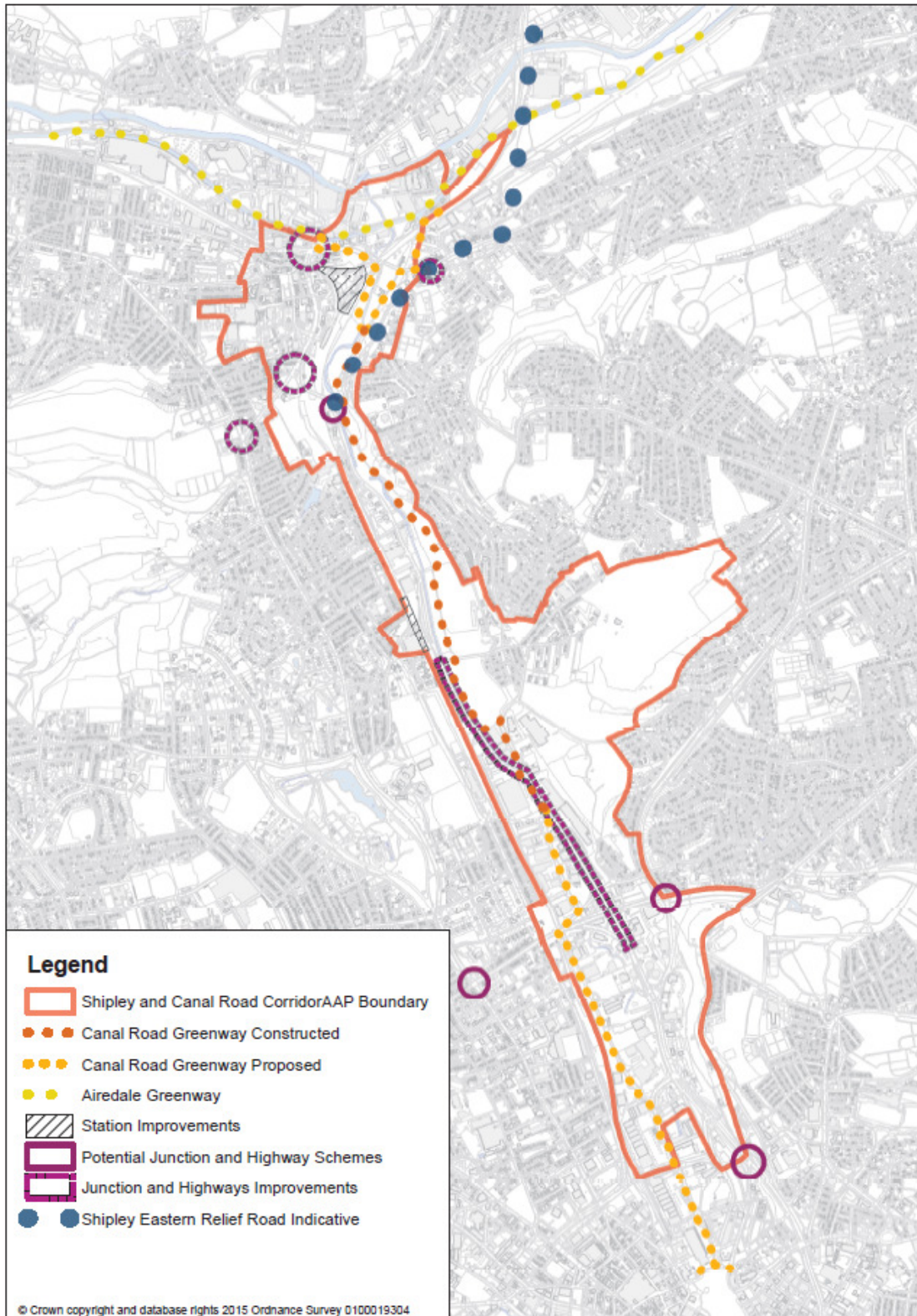
Measure	Intervention	Details	Delivery
Highway and Junction Improvements	Canal Road/Stanley Road junction improvements	New signalised junction between Canal Road and Stanley Road (supporting development proposals at New Bolton Woods)	Local Pinch Point Fund to be delivered by 2015  Short Term
	Valley Road/Otley Road junction improvements	Reconfigure the layout to increase capacity and improve traffic flows	WY+TF /Connecting Airedale  Medium Term
	Canal Road/Valley Road Improvements	Highway improvements to make the network flow better and increase capacity to accommodate growth, including the dualling of Canal Road from Station Road to Gaisby Lane.	LTP/Stage 3 of Connecting Airedale WY+TF  Medium Term
	Leeds Road/Crag Road junction improvements	Reconfigure the layout and increase capacity	Shipley East developer contributions  Medium Term
	Shipley Eastern Relief Road	Relief Road to east of Shipley connecting the A6037 Valley Road / Canal Road and A6038 Otley Road to increase highway capacity in the longer term and relieve traffic congestion through	Stage 4 Connecting Airedale  Long term

		Shipley.	
Maximising Sustainable Transport Options	Shipley Transport Hub	Provide improved information and facilities for public transport users around Shipley.	LTP/Stage 2 Connecting Airedale  Ongoing
	Shipley and Frizinghall Station Improvements	Improved access and parking at Frizinghall and Shipley Stations, including potential decked parking at Shipley	LTP/ WY+TF  Medium Term
	Improved bus service provision on Canal Road	Support for improved bus services provision linked to future housing and employment growth along Canal Road	Metro WYCA/Centre Section Development sites  Medium/Long Term
Support Pedestrian and Cycle Movements	Canal Road Greenway	Completion of Greenway proposals between Shipley and the City Centre	CBMDC / New Bolton Woods /DfT Cycle Rail Fund  Short/Medium Term
	Stanley Road to City Centre cycle route interventions	Improved conditions for cyclists along Valley Road / Hillam road	Cycle City Ambition Grant/development sites  Medium Term
	Pedestrian and cycle junction improvements	Improved pedestrian and cycle priority/safety at Fox's Corner and Otley Road/Valley Road junctions	LTP/Connecting Airedale  Medium term
	Improved pedestrian and cycle links around Shipley	Improved links between Shipley town centre, station, Leeds and Liverpool Canal and Saltaire.  Leeds and Liverpool Canal towpath improvements	Cycle City Ambition Grant/Shipley Development Sites  Short/Medium Term
Traffic and parking management	Improved traffic management of junctions	Linked signals / Urban Traffic Control system enhancements to improve traffic flow and manage priority given to traffic. Area wide.	LTP  Ongoing

	<p>ShIPLEY town Centre parking</p>	<p>Encourage short term off street parking and improved parking management in ShIPLEY town centre to support the vitality of the town centre</p> <p>Enhance parking as part of any Market Square public realm improvements</p>	<p>CBMDC Parking/ ShIPLEY Development Sites</p> <p>Medium Term</p>
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**Figure 11: Key transport improvement measures**



4.5.9 Policy SCRC/ST1 aims to support the delivery of the key transport interventions and infrastructure needed to address the transport requirements for the Corridor over the plan period, and demonstrate where and how improvements will be delivered.

**Policy SCRC/ST1: Transport Improvements**

**A. The council will work with partners, stakeholders and developers to maintain transport assets and support the delivery of transport improvements and infrastructure required to accommodate the growth identified in the AAP. Improvements will include, but not be limited to the following measures:**

**Key transport measures:**

**Highway & Junction Improvements**

- 1. Canal Road/Valley Road Highway Improvements**
- 2. Canal Road/Stanley Road, Valley Road/Otley Road, Leeds Road/Crag Road and Fox's Corner junction improvements**
- 3. Shipley Eastern Relief Road**

**Maximising Sustainable Transport Options**

- 4. Shipley and Frizinghall station improvements**
- 5. Implementation of Shipley Transport Hub proposals**
- 6. Support improved bus services along Canal Road**

**Supporting Pedestrian and Cycle Movements**

- 7. Canal Road Greenway/Airedale Greenway**
- 8. Improved links between Shipley town centre, station and Leeds and Liverpool Canal**
- 9. Improved pedestrian and cycle links from development sites to Canal Road Greenway and Railway Stations**

**New development will be required to support the implementation of these measures and local transport improvements through design and access considerations and/or developer contributions, where appropriate.**

**B. The environmental impact of transport proposals should be fully considered, and schemes will be expected to include appropriate mitigation measures to avoid or reduce any adverse impacts. Major Transport schemes will be expected to take opportunities to enhance green infrastructure, biodiversity and habitat networks along the Corridor in line with Policy SCRC/NBE4 Biodiversity and Ecology and Policy SCRC/NBE1 Green Infrastructure.**

**Policy Links**

Core Strategy Policy TR1: Travel Reduction and Modal Shift

4.5.10 Key transport improvements are identified in Policy SCRC/ST1. Key transport infrastructure requirements and funding sources are identified in the infrastructure and Delivery Section of the AAP.

4.5.11 It is envisaged that larger scale strategic transport improvements will be delivered primarily through Government transport funding sources. In addition, future developments in the Corridor will be required to contribute towards or provide local transport improvements necessary to support developments. Local transport improvement priorities are identified in Sub Area Development Frameworks and relevant site allocation statements.

4.5.12 Major transport schemes can have impacts on the environment which need to be considered, including proximity to ecological sites and air quality issues. The Canal Road and the railway corridors have been identified as important Habitat Highways and in the Ecological assessment and Green Infrastructure Study. Transport schemes will be expected to minimise environmental impacts and protect and enhance important habitats and ecological corridors in accordance with Policy SCRC/NBE4 Biodiversity and Ecology. In addition major transport schemes present an opportunity to enhance green infrastructure along the Corridor in line with Policy SCRC/NBE1 Green Infrastructure.

### **Safeguarding Key Transport Infrastructure**

4.5.13 The AAP will identify and safeguard routes, which are important in developing infrastructure to widen transport choice within the AAP area.

### **Shipley Eastern Relief Road**

4.5.14 The Shipley Eastern Relief Road scheme seeks to divert traffic from Shipley town centre, providing relief from traffic congestion, public transport reliability problems, delay and the environmental impacts of traffic congestion. The relief road will also provide a second crossing of the River Aire at Shipley and create access to future development opportunities.

4.5.15 The proposed Shipley Eastern Relief Road is identified on the Core Strategy Key Diagram and sub area policy BD1 as important new road infrastructure to support the delivery of housing and economic growth in the Regional City of Bradford. The Shipley Eastern Relief Road scheme is not in the current West Yorkshire Transport Fund program. The future delivery of the scheme will be considered by West Yorkshire Combined Authority (WYCA) under the terms of the Growth Deal agreed in July 2014. This will include considering funding options for projects that are longer term priorities for investment, including the Shipley Eastern Relief Road.

4.5.16 The Council has identified an indicative alignment for the scheme, and further detailed feasibility work will need to be undertaken to inform the future delivery of the scheme. Therefore, it is considered unlikely that the road will be delivered in the first ten years of the AAP due to the complexity of the scheme and competing priorities for major scheme funding. However, it will be important to ensure future development safeguards a route through the AAP area between Valley Road and Otley Road to enable the future delivery of the scheme.

**Policy SCRC/ST2: Safeguarded Transport Links**

**Development proposals which impact the route of the Shipley Eastern Relief Road will be expected to protect an alignment, which enables the future implementation of the scheme.**

Core Strategy Policy BD2: Investment Priorities for the Regional City of Bradford including Shipley and Lower Baildon  
Core Strategy Policy TR7: Transport Investment and Management Priorities

4.5.17 The indicative route of the Shipley Eastern Relief Road is shown in Figure 11. The following development site will impact the route of the proposed Shipley Eastern Relief Road: Shipley East (SE1). All development proposals will be expected to demonstrate that they will protect an acceptable alignment for the proposed Shipley Eastern Relief Road. The route is shown as indicative to provide a degree of flexibility to allow development proposals to proceed, while ensuring they are designed to accommodate an alignment which enables the future implementation of any scheme.

**Maximising Sustainable Transport Options**

4.5.18 Along the Corridor there has been significant investment in public transport services and strategic cycling routes in recent years. Work is ongoing to deliver further improvements through schemes including Shipley Transport Hub, the Canal Road Greenway and station improvements at Shipley and Frizinghall. Current and proposed schemes that directly affect the Corridor include:

- **Canal Road Greenway:** a new high quality cycle and pedestrian route linking Bradford city centre to Shipley, which will form part of National Cycle Network
- **Manningham Lane A650 Quality Bus Corridor:** highway improvements to Canal Road to make Canal Road/Valley Road more attractive to traffic and enable better public transport flow along the A650 Quality Bus Corridor
- **City Connect:** Leeds-Liverpool Canal: surface upgrading of Airedale Greenway

4.5.19 Shipley town centre is identified as a strategic hub for the promotion of sustainable transport modes, with a particular emphasis on train and bus travel. Improving this key transport interchange will help ensure sustainable modes are an attractive and feasible travel choice for communities across the Corridor.

4.5.20 The Canal Road Corridor is currently not well served by bus, largely due to the limited residential catchment. This will change during the life of the AAP and it will be essential to develop appropriate levels of service provision and infrastructure as development along the Corridor proceeds.

4.5.21 The majority of sites within the AAP meet the accessibility standards set out in the Core Strategy and will therefore offer sustainable transport

opportunities using the existing bus and rail network or walking and cycling. An exception to this is the Bolton Woods Quarry site where parts of the site do not meet accessibility standards. This site will need to provide suitable mitigation measures and alternative sustainable transport solutions to ensure it offers realistic alternative options to travel by car.

**Policy SCRC/ST3: Maximising Sustainable Transport Options**

**A. Development will be required to make best use of the existing public transport links in the Corridor and contribute to and maximise the delivery of public transport improvements where necessary.**

- 1. The Crossley Evans Site is identified as a freight accessible site on the policies map in accordance with Core Strategy TR6.**

**B. All developments that generate significant amounts of movement should be supported by a Transport Assessment and provide a Travel Plan, in line with Core Strategy Policy TR1.**

**Policy Links**

Core Strategy Policy TR3: Public Transport, Cycling and Walking

Core Strategy Policy TR6: Freight

4.5.22 Large scale development sites at New Bolton Woods (NBW1) and Bolton Woods Quarry (BWQ) in the Centre Section will be expected to provide the basis for improved public transport services, including local bus services where feasible. These sites must be designed to ensure that bus access is achievable.

4.5.23 A detailed Transport Assessment and Travel Plan should be submitted in support of proposals to ensure adequate local mitigation for new development and include a range of measures to encourage sustainable travel. On larger scale developments provision should be made for future monitoring to assess the effectiveness of travel plans. The Crossley Evans Site is identified as a freight accessible site on the policies map. In considering any proposal on the Crossley Evans Site the Council will seek to encourage the protection of rail connected land for future uses that require rail freight use, in line with Core Strategy Policy TR6: Freight.

**Station Improvements**

4.5.24 The railway line and stations provide a key opportunity for providing sustainable transport options along the Corridor. However, existing stations along the Corridor currently have limited parking and poor accessibility. The AAP will support improvements to the quality of Shipley and Frizinghall stations and the linkages to them from new and existing residential and employment areas. The AAP aims to encourage the use of public transport through supporting the development of Park and Ride schemes at these train stations.

**Policy SCRC/ST4: Station Improvements**

**A. The Council will work with partners to support the delivery of improvements to Shipley and Frizinghall stations as key public transport facilities.**

**In considering proposals to improve these stations, the council will support proposals that:**

- **improve accessibility to and within the station, including vehicular, pedestrian and cycle access and parking facilities, including disabled parking**
- **provide opportunities for park and ride facilities, including facilities for cycle parking**
- **enhance biodiversity and ecological assets in line with Policy SCRC/NBE4 Biodiversity and Ecology**

**B. Development sites around Shipley station will be expected to maintain and enhance its function as a major public transport hub.**

**Policy Links**

Core Strategy Policy TR2: Parking Policy

Core Strategy Policy TR3: Public Transport, Cycling and Walking

4.5.25 The AAP will support planned improvements to Frizinghall and Shipley railway stations as part of the Connecting Airedale strategy. Improvements to stations may include signage, cycle and car parking, security features, enhanced waiting facilities, interchange opportunities and access improvements.

4.5.26 At Shipley railway station the provision of a new pedestrian bridge over the Skipton – Bradford branch line to Station Road should be considered to improve future links from the station to Shipley town centre.

4.5.27 Proposals to provide new or enlarged park and ride facilities, will be supported at Shipley and Frizinghall railway stations. Proposals should include the provision of long stay parking to serve rail users. This could include the provision of additional decked parking at Shipley. Any proposals should safeguard and mitigate any adverse impacts on Shipley Butterfly Garden located within the station car park and deliver a net gain in biodiversity, where feasible.

4.5.28 The railway network, including the stations and railway margins are identified as an important habitat highway in the Ecological Assessment. The Council will promote and support schemes that will deliver ecological enhancements along the railway line and stations as part of ‘the Butterfly Express’ concept in accordance with Policy SCRC/NBE4 Biology and Ecology.

**Supporting Pedestrian and Cycle movements**

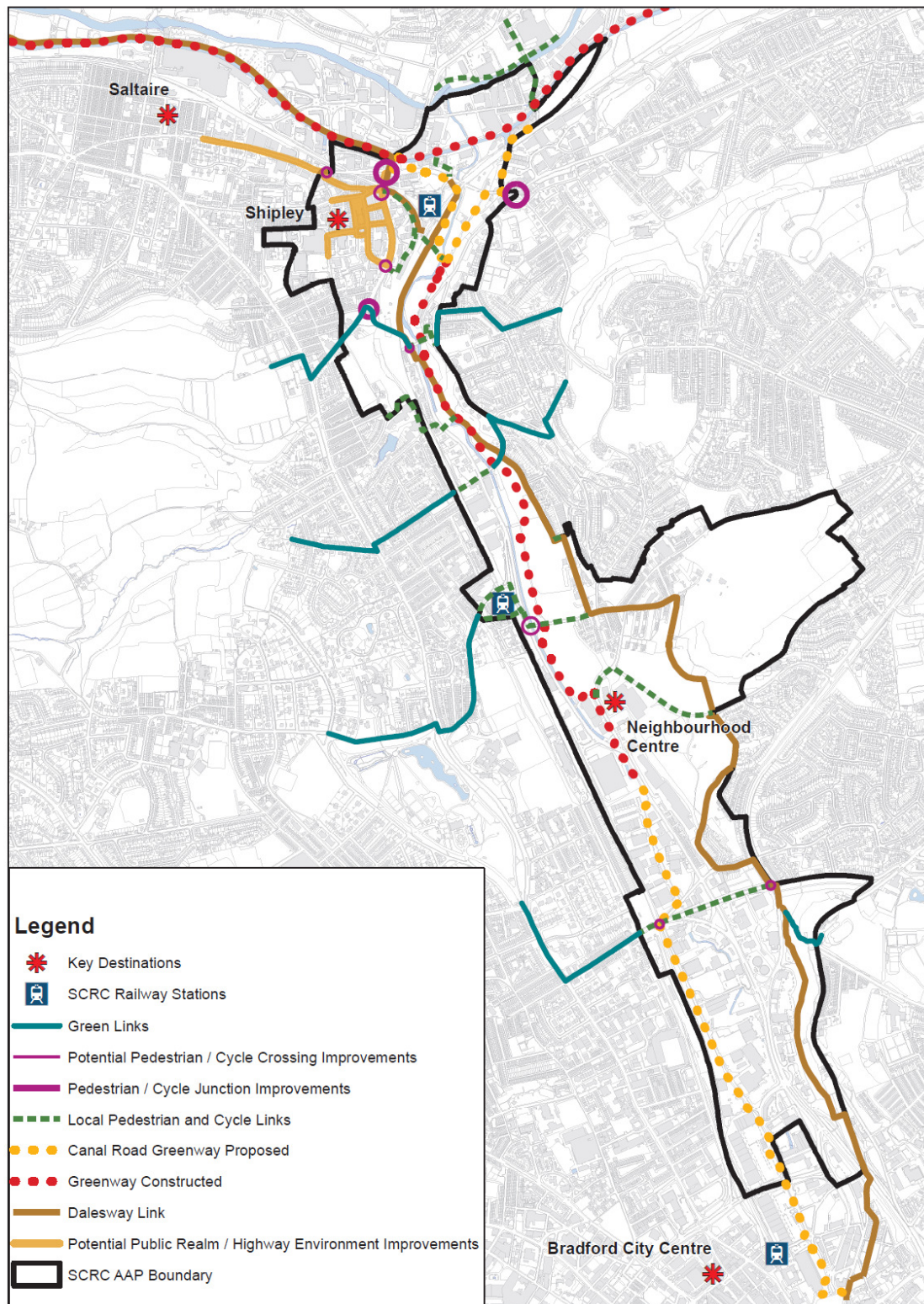
4.5.29 There are significant improvements planned to the pedestrian and cycle network along the Corridor, including the completion of the Canal Road

Greenway and new and improved links delivered through new developments. This will include enhancement of strategic pedestrian and cycle routes, local pedestrian and cycle links and links to important green spaces within and beyond the Corridor identified in the Green Infrastructure Framework (Policy SCRC/NBE1). In many cases these links cross development sites, and such routes should form part of the design of development proposals from the outset. Key strategic pedestrian and cycle routes, important local pedestrian and cycle links, green links and key destinations are shown in Figure 12 (below).

4.5.30 Traffic around Shipley town centre limits pedestrian access and generates a poor environment. A range of measures aimed at enhancing the pedestrian and cyclist experience and improving the highway environment around Shipley and the World Heritage Site at Saltaire have been identified. This includes improved links between Shipley town centre, station, Leeds and Liverpool Canal and Saltaire and public realm and highway environment improvements around Shipley town centre.

4.5.31 A large area of the Centre Section is within walking distance of Frizinghall station. Ensuring new development in the Centre Section is well connected and accessible to Frizinghall station will be essential to encourage use of sustainable transport options and reduce traffic impacts from new developments.

**FIGURE 12: SCRC Pedestrian and Cycle Routes**



4.5.32 Policy SCRC/ST5 will aim to promote pedestrian and cycling accessibility across the Corridor.



**Policy SCRC/ST5: Pedestrian and Cycle Movements**

**A. The council will actively promote new and enhanced pedestrian and cycle routes within the Corridor. Key strategic pedestrian and cycle routes are:**

- 1. Canal Road Greenway**
- 2. Airedale Greenway**
- 3. Dales Way Link**

**The Canal Road Greenway and Airedale Greenway are identified as strategic cycle and walking routes on the policies map. All development proposals adjacent to, or impacting on, key strategic routes will be expected to aid in the delivery of and contribute to an appropriate and proportionate level of public realm improvements to these routes.**

**B. Development will be required to incorporate measures which will facilitate pedestrian and cycle movements between key locations (including those beyond the Corridor) and public transport facilities. Development proposals will be considered acceptable where they respond to the needs of all users and provide a safe, attractive, accessible and inclusive environment, in accordance with Core Strategy Policies DS4 and DS5.**

**Policy Links**

Core Strategy Policy TR1- Travel Reduction and Model Shift  
Core Strategy Policy TR3: Public Transport, Cycling and Walking  
Core Strategy Policy DS4: Streets and Movement  
Core Strategy Policy DS5: Safe and Inclusive Places  
SCRC/NBE1: Green Infrastructure

4.5.33 The Canal Road Greenway and Airedale Greenway are identified as strategic cycle and walking routes on the policies map. Development that would be harmful to the amenity or accessibility of key strategic routes pedestrian and cycle routes listed in Policy SCRC/ST5 will not be permitted. Development proposals should facilitate pedestrian and cycle movements between key locations and public transport facilities (including those beyond the Corridor). Key destinations within and around the Corridor include Shipley town centre, Saltaire, public transport facilities, existing and new school sites and the New Neighbourhood Centre. This also includes routes and green links to important green spaces (within and beyond the Corridor) in the SCRC Green Infrastructure Framework in accordance with Policy SCRC/NBE1. Key public transport facilities include Shipley and Frizinghall railway stations and Forster Square train station within Bradford City Centre.

4.5.34 All new developments will be expected to provide a safe and attractive pedestrian and cycling environment, including links to existing cycling infrastructure, key destinations, green spaces and public transport facilities. Routes should be continuous, direct and convenient, sufficiently wide, prioritising cyclists over cars wherever possible and avoiding unnecessary or steep gradients. Routes should be segregated from traffic, where possible.

4.5.35 A design and access statement should explain how pedestrian and cycle access and the accessibility of the site for users have been considered in the layout of the development.

### **The Canal Road Greenway**

4.5.36 The Canal Road Greenway is a key element of the sustainable transport strategy for the AAP, providing a safe and attractive pedestrian and cycle route along the Corridor connecting Shipley and Bradford city centre. The Canal Road Greenway also forms a key element of the Green Infrastructure Framework and Linear Park as it links to and connects important green spaces along the Corridor.

4.5.37 The route is designed to be direct, continuous and convenient (avoiding unnecessary or steep gradients) and sufficiently wide to create a pleasant environment suitable for cyclists. Linkages from the Greenway to adjacent neighbourhoods will form a wider network of connecting routes.

<b>Policy SCRC/ST6: Canal Road Greenway</b>
<b>Development of sites on or adjacent the Greenway will be expected to maintain the route of the Greenway in terms of its attractiveness and gradient and integrate the Greenway as key part of the site design.</b>
<b>Policy Links</b> Core Strategy Policy TR3: Public Transport, Cycling and Walking SCRC/NBE1: Green Infrastructure

4.5.38 Sections of the Greenway have already been delivered. The Constructed and proposed route of the greenway are identifies on the policies map. Future developments will be expected to link to and contribute to enhancing and maintaining the quality of the Canal Road Greenway route and retain its attractiveness in terms of gradient and directness. The route should be segregated from traffic where possible.

### **Parking**

4.5.39 Parking policies are a key element in managing demand and encouraging a modal shift from private car use. Policy SCRC/ST7 aims to ensure existing and future car parking in the Corridor encourages the use sustainable travel modes, manages traffic demand and supports the vitality of Shipley town centre.

**POLICY SCRC/ST7: Parking**

**A. The Parking Standards Schedule in Appendix 4 of the Core Strategy set out car parking standards and minimum cycle parking and disabled car parking standards for new development in the District.**

- 1. Within Shipley Town Centre, residential and mixed use developments that provide a lower level of car parking provision than the standard and car-free residential developments will be acceptable where appropriate and consistent with Core Strategy Policy TR2: Parking Policy.**
- 2. Proposals around Market Square (STC2) should improve vehicular access and the quality of parking areas in the town centre.**
- 3. Specific guidance on car parking provision is set out within relevant site allocation statements.**

**B. All parking, including on-street and off-street provision, should be finished to a high standard of design that incorporates appropriate landscape treatments, including green infrastructure and ecological enhancements where feasible. Parking design should not be detrimental to walking and cycling routes or the visual character of street scenes.**

**Policy Links**

Core Strategy Policy TR2: Parking Policy  
Core Strategy Policy DS4: Streets and Movement

4.5.40 Car parking proposals will be assessed in accordance with Core Strategy Policy TR2: Parking Policy and the parking standards set out in Appendix 4 of the Core Strategy. Specific car parking standards are set out in site allocation statements where relevant. Due to its accessibility the council will support residential and mixed use development proposals that provide fewer car parking spaces than the Core Strategy Parking standards and car-free residential developments, where appropriate.

4.5.41 All new parking provision in the Corridor should be design led and include green infrastructure and ecological enhancement measures where feasible, in accordance with Policy SCRC/NBE1 Green Infrastructure and Policy SCRC/NBE4 Biology and Ecology. In addition proposals should incorporate the use of SUDs to control surface water run-off from new car parking, where practicable.

4.5.42 The future management of town centre parking in Shipley should support the attractiveness and viability of the town centre.

**The Bradford Canal**

4.5.43 The re-introduction of the Bradford Canal has been a long term ambition for the Council. In 2008 the Council's Executive resolved that the AAP should include measures to protect the preferred line of the canal. With the change in economic circumstances and competing development priorities, the reopening of the Bradford canal is not considered economically feasible over the short to medium term.

- 4.5.44 The AAP will therefore aim to deliver an approach with less cost and risk, which will provide similar benefits to the re-opened canal in the short to medium term while protecting the proposed route, where possible, to accommodate future long term ambitions to re-open parts or all of the Bradford Canal.
- 4.5.45 The AAP aims to achieve similar benefits to the re-opened canal through the delivery of the Linear Park, which optimises the topography, landscapes and natural environments of Corridor. The Linear Park will form a unified spine and high quality environment of linked green spaces along the Corridor. This will include new and improved green spaces and water features linked to the Canal Road Greenway and Bradford Beck.
- 4.5.46 The proposed line of the re-opened canal will be protected mainly through the retention of large areas of open space alongside the Beck and Canal Road. Where the proposed route goes through development sites, proposals will be expected to protect an alignment to accommodate future ambitions to reinstate the Bradford Canal.
- 4.5.47 This approach will provide similar benefits to the canal in the short to medium term, while acknowledging the alignment of the canal. As new development comes forward in the longer term, sections of the canal or other appropriate water features could then be introduced where feasible and viable.
- 4.5.48 Policy SCRC/ST8 aims to protect an alignment for the re-opened Bradford Canal to retain the possibility of re-opening sections or the entire length of the canal in the future.

<b>Policy SCRC/ST8: Bradford Canal</b>
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<b>An alignment for proposed re-introduction of the Bradford Canal will be protected to enable its future provision.</b>
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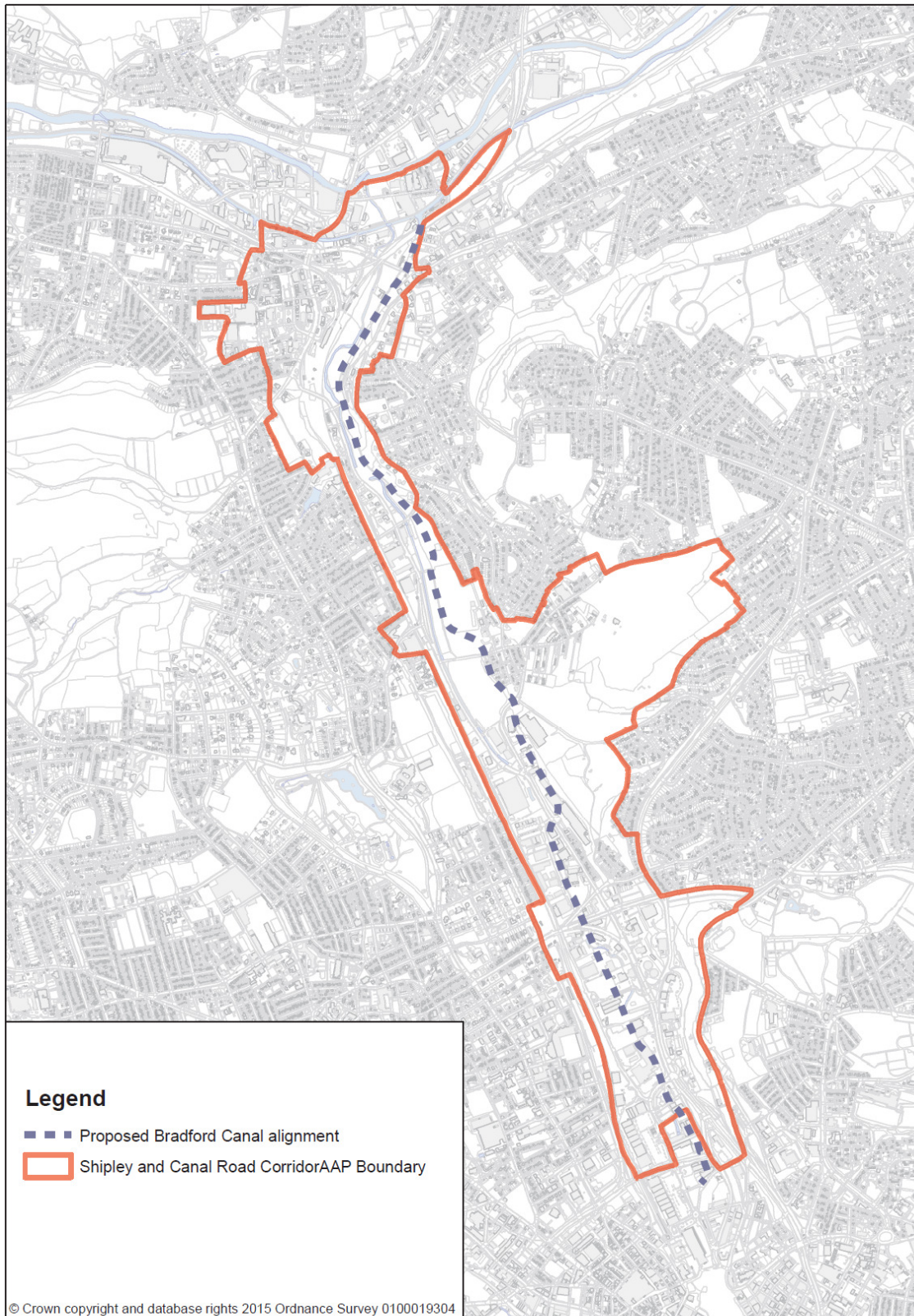
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| <ul style="list-style-type: none"><li>• <b>Development proposals impacting the proposed route will be expected to accommodate future ambitions to reinstate the Bradford Canal .</b></li><li>• <b>Proposals should seek to integrate the route as a key part of the site's design.</b></li></ul> |
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<b>Policy Links</b>
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Core Strategy Policy BD1: Regional City of Bradford
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- 4.5.49 The proposed line for the re-opened canal is shown in Figure 13 below. The proposed line shown in Figure 13 is indicative and based on the preferred line for the Bradford Canal. Development proposals which impact the proposed line will be expected to demonstrate how proposals will protect an alignment and accommodate future ambitions to reinstate the Bradford Canal. Proposals should seek to protect the line through the provision of green/blue infrastructure, pedestrian and cycle routes open space and/or undeveloped land. Any variations to the proposed line shown on Figure 13 will only be acceptable where clearly justified.

**FIGURE 13: Bradford Canal Proposed Route**



### **Key Evidence**

- SCRC AAP Transport Study (2015)
- SCRC AAP Infrastructure Delivery Plan (2015)
- SCRC AAP Strategic Development Framework (2013)

### **Monitoring and Delivery**

4.5.50 Future monitoring will be undertaken to assess the effectiveness of Travel Plans. Any highways schemes will be required to undergo before and after studies. There will be ongoing monitoring of key transport corridors through the Local Transport Plan process.

4.5.51 The Council will use the Local Infrastructure Plan (LIP) and any updates, to work with its partners and other stakeholders to ensure adequate provision of transport infrastructure along the Corridor.

4.5.52 Further feasibility studies will be expected to be undertaken to inform any detailed proposals for delivering the Shipley Eastern Relief Road and re-opening all or parts of the Bradford Canal. Any significant changes in terms of the line of the routes or need for compulsory purchase powers will result in an early review of the AAP.

## Mitigating and adapting to climate change along the Corridor

- 4.6 This sub section seeks to take forward the following objectives in order to deliver the vision for the Shipley and Canal Road Corridor:

### SCRC AAP Objectives

1. **Deliver an Urban Eco Settlement of over 3100 new homes** within the AAP boundary by 2030 that will create exemplar sustainable neighbourhoods, which encourage healthy lifestyles and contribute to the key aims of delivering a low carbon economy
3. **Deliver a range of well designed high quality dwellings** which meet the District's current and future housing needs and support low carbon living
7. **Protect and enhance biodiversity and green infrastructure** by strengthening ecological networks and establishing a multi-functional linear park; consisting of a chain of interconnected green spaces and natural environments linked to an improved Bradford Beck and the Canal Road Greenway.
8. **Reduce the impact of climate change through mitigation and adaptation** by managing the risk of flooding along the Corridor, including from the Bradford Beck, and using opportunities provided by new development to enhance green infrastructure and deliver low carbon developments which maximise renewable energy generation, water and energy efficiency and sustainable urban drainage.

## Background

- 4.6.1 The Core Strategy proposes ambitious levels of growth for the Shipley and Canal Road Corridor. The development that comes forward to deliver this growth will need to mitigate and adapt to climate change.
- 4.6.2 The Urban Eco Settlement programme offers a substantial opportunity to contribute to achieving the objectives for delivering sustainable development in the Corridor. The AAP will aim to deliver a local response to the Urban Eco Settlement principles and includes policies in relation to delivering new homes and sustainable neighbourhoods, sustainable design and construction, flood risk and water management, healthy lifestyles, maximising sustainable transport, biodiversity and ecology and green infrastructure. The general principles contained in the Eco Town PPS 1 Supplement (appendix E) have informed these policies, which have

been tested through the evidence base to ensure that they are locally specific and deliverable.

## **Flood Risk and Water Management**

- 4.6.3 Parts of the Shipley and Canal Road Corridor are at risk from flooding and there are also limited areas within the functional floodplain (zone 3b). Due to the topography of the area the Corridor also contains areas where surface water flooding is an issue. Despite these floods risk issues the Corridor is identified in the Core Strategy as a growth area, due to the wider sustainability benefits of delivering regeneration within the area.
- 4.6.4 In accordance with the approach to flood risk set out in the NPPF and policy EN7 of the Core Strategy, the AAP has sought to minimise flood risks by allocating land for development, as far as possible, within lower risk areas. A Strategic Flood Risk Assessment (SFRA) Level 2 has been undertaken to inform this sequential approach. The SFRA Level 2 shows the location of these areas at risk of flooding and key regeneration sites.
- 4.6.5 Following the sequential approach there are still a number of key regeneration sites that coincide with areas identified as being at risk of flooding. These include the following sites:
- Shipley East (SE1)
  - New Bolton Woods (NBW1)
  - Dockfield Road North/South (DF4/DF5)
- 4.6.6 Within these areas, a more focused approach to flood risk is required so that development can proceed, while minimising flood risk to the greatest extent possible.
- 4.6.7 These areas are allocated in the AAP to ensure that regeneration of these key sites can occur. Within these sites, in accordance with the sequential approach, the areas where the depth and severity of flooding are at their lowest should be developed. Reflecting the Exception Test, sites in these areas will not be granted planning permission if they cannot be made safe from the effects of flooding, including the provision of safe access and escape.
- 4.6.8 Core Strategy Policy EN7 sets out that the Council will pro-actively manage flood risk through adopting a holistic approach to flood risk in the Bradford Beck Corridor in order to deliver sustainable regeneration. The AAP has sought to integrate the approach to green infrastructure and flood risk in the Corridor.
- 4.6.9 The AAP approach in respect of green infrastructure and flood risk is based on the creation of the Linear Park, restoring the natural character of the Bradford Beck where possible, retaining areas of natural floodplain, introducing new and enhancing existing areas of green space, and incorporating sustainable urban drainage systems (SUDS) within new development. The strategy aims to reduce downstream flood risk, improve water quality and create an attractive green and natural setting, forming a Linear Park along the Corridor



4.6.10 A long term strategy for managing flood risk along the Corridor is being developed by the Council, in consultation with the Environment Agency. This will include providing flood compensation storage at a more strategic level, to maximise development potential.

4.6.11 Policy SCRC/CC1 aims to ensure flood risk is appropriately managed and future flood risk is minimised.

<b>Policy SCRC/CC1: Flood Risk and Water Management</b>
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<p><b>A. Within the AAP area proposals for housing and other vulnerable uses on sites that are at risk of flooding and are not already allocated for those uses should be supported by a flood risk sequential test undertaken within the relevant AAP sub area.</b></p>
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<p><b>B. Development will not be permitted in areas identified as functional floodplain in the SFRA Level 2, with the exception of water compatible uses and essential infrastructure. In other areas at risk of flooding or for sites of 1 hectare or more, a site-specific flood risk assessment must be undertaken. Proposals must demonstrate the development scheme will not increase flood risk elsewhere.</b></p>
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<p><b>Sites located in areas at risk of flooding will be expected to include flood risk mitigation measures to ensure that the development is made safe for its lifetime, in line with site specific recommendations in the SFRA Level 2.</b></p>
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<p><b>C. All major development proposals and public realm improvements will be expected to consider the use of Sustainable Urban Drainage Schemes (SUDS) where practicable, particularly where there are known surface water flooding issues or where wildlife habitat connectivity and green infrastructure could be enhanced.</b></p>
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<p><b>D. The council will work with partners to support the delivery of a long term strategy for managing flood risk across the Corridor.</b></p>
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<b>Policy Links</b>
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Core Strategy Policy EN7: Flood Risk SCRC/NBE1: Green Infrastructure
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4.6.12 The Site Allocations in the Sub Area Development Frameworks identify the relevant level of flood risk. On sites within higher risk flood zones (flood zones 2 and 3) or on sites of 1 hectare or more developers will be expected to undertake a site specific flood risk assessment. Flood risk assessments should be proportionate to the risk and appropriate to the scale, nature and locations of the development taking into account flooding from all sources identified in the SFRA Level 2.

4.6.13 Within the New Bolton Woods site proposals should be supported by a flood risk sequential test. This should be undertaken for housing and other vulnerable uses on areas that are at risk of flooding within the site boundary, taking account of all reasonably available areas within the site.

- 4.6.14 All development proposals and public realm improvements should assess the feasibility of implementing the use SUDS. Sustainable drainage techniques should be considered as a first choice, other drainage methods should only be used where it can be shown that sustainable drainage methods are not feasible in that location. Proposals should include SUDS that maximise benefits for water quality and storage, green infrastructure and ecology.
- 4.6.15 The approach to SUDs should consider ponds, dry basins and swales within developments to reduce runoff rates and improve water quality, amenity and biodiversity. Streets could also incorporate nonstandard (and permeable) materials and generous high quality landscaping (including street trees) to assist in such a strategy. In addition, source control measures to reduce runoff at source such as green and brown roofs, permeable paving and rainwater harvesting will be supported, where feasible. Key opportunities are identified in the SCRC Ecological Assessment and Green Infrastructure Study.
- 4.6.16 All drainage systems discharging to a waterway must include appropriate anti-pollution measures that can be easily accessed and maintained, and be in accordance with Policy SCRC/NBE2 Waterway Environments.

### **Conserving Energy and Resources**

- 4.6.17 The Bradford Climate Change Framework for Action sets a target to cut District carbon emissions by 40% by 2020. This will be achieved through reducing energy use and investing in renewable and low carbon energy. The Core Strategy sets out a series of policies that seek to mitigate and adapt to climate change across the whole District, and sets specific sustainable design standards for residential and non residential development to achieve.
- 4.6.18 The AAP will seek to maximise the use of low carbon and renewable energy and more efficient use of resources, including energy and water. The Low Carbon and Renewable Energy Capacity in Yorkshire and the Humber (2011) indicates that the main opportunity for delivering renewable energy in the Corridor is through micro generation and the City of Bradford has the potential to support district heating networks.
- 4.6.19 Policies HO9 and EC4 of the Core Strategy set out requirements relating to sustainable design and construction for residential and non residential. Future changes in national building regulations standards are proposed. Achieving carbon reductions and zero carbon performance has implications for the design and viability of schemes. It will therefore be crucial to consider this at the earliest stage of the planning process in accordance with the latest national requirements.
- 4.6.20 The Council will seek to ensure that development in the Corridor incorporates Urban Eco Settlement principles where possible and takes opportunities to achieve the highest possible standards of sustainability.

4.6.21 Policy SCRC/CC2 will support the Urban Eco Settlement principles and the Council's carbon reduction target and adopts a positive approach to renewable and low carbon energy, which aims to ensure that sustainable design is considered at the outset and forms an integral part of the design of development schemes.

**Policy SCRC/CC2: Sustainable Design and Construction**

**Major development proposals will be expected to support the delivery of Urban Eco Settlement principles and demonstrate high standards of sustainability.**

**A. Development schemes should maximise opportunities for energy efficiency and on-site carbon reduction, where feasible and viable.**

**B. Major development schemes will be expected to achieve high standards of sustainable design and construction and reduce their environmental impact through the layout and design of development.**

**C. Proposals for new development should ensure that buildings and spaces are designed to maximise solar gain and natural light and avoid overheating, including through the use of green infrastructure, where possible.**

**Policy Links**

Core Strategy Policy SC2: Climate Change and Resource Use

Core Strategy Policy HO9 Housing Quality

Core Strategy Policy EN6: Energy

Core Strategy Policy EC4: Sustainable Economic Growth

Core Strategy Policy DS2: Working with the Landscape

SCRC Policy SCRC/NBE1 Green Infrastructure

SCRC Policy SCRC/NBE4 Biodiversity and Ecology

4.6.22 New development in the Corridor should be energy efficient, minimise trips generated by vehicles and maximise the use of renewable/low carbon energy.

4.6.23 Policy SCRC/CC2 aims to ensure reasonable opportunities for energy efficiency and on-site carbon mitigation are utilised where practicable, without being prescriptive as to the means employed to achieve carbon reduction standards.

4.6.24 In accordance with Core Strategy Policy SC2, new development will be expected to use resources sustainably and reduce their environmental impact by:

1. Utilisation of natural light and solar gain
2. Achieving high standards of energy efficiency
3. Taking opportunities to produce and or access renewable/low carbon energy on-site, where viable
4. Minimising water consumption and maximising the use of water recycling and sustainable urban drainage systems.

- 4.6.25 Policies HO9 and EC4 of the Core Strategy set out requirements relating to sustainable design and construction for residential and non residential schemes are applicable to development within the AAP area. Development will be expected to meet these sustainable design standards (or any subsequent national standards). The Council will encourage and support major developments to achieve the highest possible standards of sustainable design and construction, which exceed minimum requirements, where possible.
- 4.6.26 It is important that sustainable design forms an integral part of the design of new development. Major development proposals will be required to demonstrate how the design of the scheme and performance of buildings will minimise their environmental impact, including measures to reduce carbon emissions as far as possible. All major development applications should be supported by a Sustainability Statement, which should either form part of the Design and Access Statement or be a separate document.
- 4.6.27 The statement should be proportionate to the scale of development and clearly set out how the development has considered sustainability as part of the design process and sought to reduce its environmental impact. Key issues include energy use and sustainable construction standards, site layout and design, flood risk and water management, healthy lifestyles, sustainable transport, biodiversity and green infrastructure. Reference should also be made to the Core Strategy, with particular attention to Policy SC2 Climate Change and Resource Use, Policy EN6 Energy, HO9 Housing Quality and Policy DS2 Working with the Landscape.
- 4.6.28 In addition to sustainable design standards, to support the Urban Eco Settlement ambitions major development will be expected to deliver a high quality local environment and contribute to positive outcomes on water quality, flooding, green infrastructure and biodiversity set out in the AAP, taking into account climate change.
- 4.6.29 Development will be expected to respond to site orientation and topography to maximise opportunities for solar gain and natural light, where possible. All development proposals should consider the opportunities to avoid overheating within buildings and maximise green infrastructure opportunities where appropriate, including through the planting of street trees, green roofs, green walls, other planting opportunities and water features to mitigate urban heating and maximise local biodiversity benefits.

#### **Key Evidence**

- Bradford Climate Change Framework for Action
- SCRC AAP Green Infrastructure Study (2014)
- SCRC AAP Ecological Assessment (2014)
- SFRA Level 2 (2015)

## Protecting and Enhancing the Natural and Built Environment of the Corridor

4.7 This chapter seeks to take forward the following objectives in order to deliver the Vision for the Corridor:-

### SCRC AAP Objectives

**7. Protect and enhance biodiversity and green infrastructure** by strengthening ecological networks and establishing a multi-functional linear park; consisting of a chain of interconnected green spaces and natural environments linked to an improved Bradford Beck and the Canal Road Greenway.

**8. Reduce the impact of climate change through mitigation and adaptation** by managing the risk of flooding along the Corridor, including from the Bradford Beck, and using opportunities provided by new development to enhance green infrastructure and deliver low carbon developments which maximise renewable energy generation, water and energy efficiency and sustainable urban drainage.

**9. Maintain and improve Canal Road as a key strategic transport route and maximise sustainable transport options** by developing critical road and public transport infrastructure, including improvements to Canal Road and Shipley and Frizinghall stations and creating safe and attractive cycle and pedestrian routes linked to the Linear Park and Canal Road Greenway, connecting Shipley and Bradford.

**10. Enhance resident's health and education outcomes** through supporting development which encourages healthy lifestyles, promotes integration and improves access to good quality homes, jobs, schools, green space, sport and recreation facilities, and by reducing pollution and managing air quality along the Corridor particularly in identified Air Quality Management Areas.

**11. Protect and enhance the historic environment and setting of the Saltaire World Heritage Site** by ensuring that development proposals avoid substantial harm and take account of the potential impact upon the character and setting of key heritage assets in the area, and where possible enhance the elements which contribute to their significance.

## **Background**

- 4.7.1 The AAP benefits from a large number of green infrastructure assets within its boundary, along with a further large network of assets, which lie just outside the boundary. The Corridor also contains sections of key District-wide green infrastructure and habitat networks, including the Leeds and Liverpool Canal and River Aire.
- 4.7.2 Core Strategy Policy SC6 sets out strategic approach for green infrastructure in the District. The Shipley and Canal Road Corridor is identified in the Core Strategy as a strategic opportunity area to improve green infrastructure.
- 4.7.3 The regeneration of the Corridor presents the opportunity to support green infrastructure through integrating new development with green space and waterways and protecting and enhancing existing green infrastructure networks, wildlife corridors and District wide green infrastructure assets. Significant development is planned for the Corridor, of which a large proportion is residential. It is therefore important to ensure that existing and future communities benefit from a well planned and managed green infrastructure network.
- 4.7.4 Along the Corridor there is an opportunity to create a Linear Park consisting of a chain of green spaces linked to the Canal Road Greenway and the Bradford Beck, stretching from Bradford city centre to Shipley. The Linear Park will help protect and enhance networks of green infrastructure and biodiversity, and provide opportunities for healthy lifestyle opportunities such as sport, recreation, cycling and walking along the Corridor.

## **A High Quality Green Infrastructure Network**

- 4.7.5 A Green Infrastructure Framework, which enables the delivery of enhanced and well connected green spaces along the Corridor, is a key element of the strategy for delivering sustainable development through the AAP. A Green Infrastructure Study for the AAP has been produced, which identifies opportunities and principles to enhance green infrastructure in the Corridor.
- 4.7.6 The study identifies that the area is currently a green corridor, with almost 50% of the AAP comprised of green infrastructure assets. It is recognised that existing green infrastructure assets will be reduced as future development takes place. However, future development can support the delivery of new and enhanced green infrastructure in the Corridor. To support Urban Eco Settlement ambitions, the AAP will aim to ensure approximately 40% of the AAP area is retained as greenspace.
- 4.7.7 It is important that green infrastructure principles are embedded through robust policies in the AAP, so that the Council can work with developers to ensure future growth delivers a network of high quality green infrastructure across the AAP area. The proximity of the Corridor to other significant green spaces, including Lister Park, Boars Well Nature Reserve, Peel

Park and the River Aire and Leeds and Liverpool Canal, also creates the opportunity to link these spaces together to support the District wide green infrastructure network.

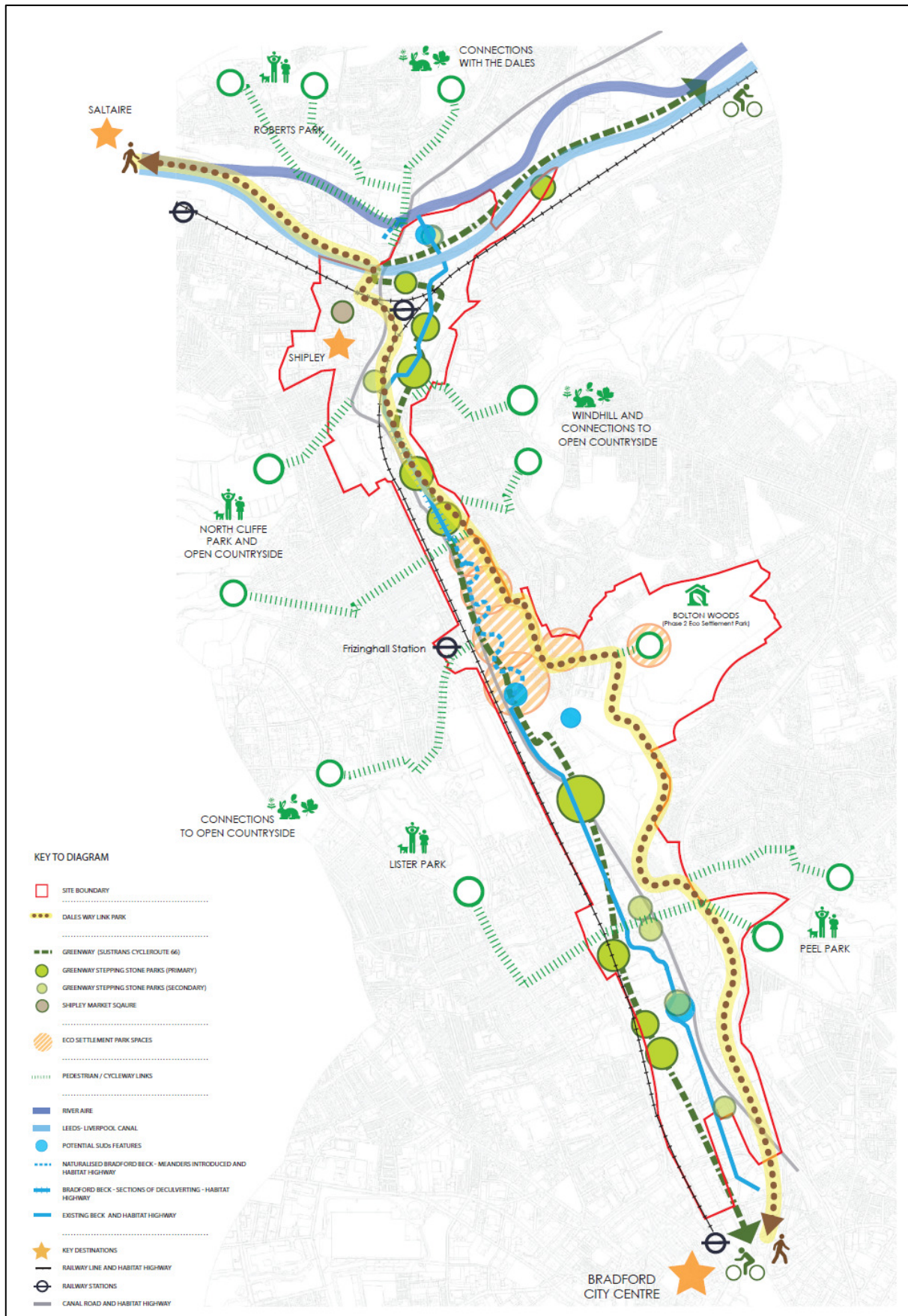
- 4.7.8 Policy SCRC/NBE1 aims to ensure that future development in the Corridor will contribute to delivering a high quality green infrastructure network and key green infrastructure assets and ecological networks will be protected and enhanced.

<b>Policy SCRC/NBE1: Green Infrastructure</b>
<b>Within the Shipley and Canal Road Corridor all development will be expected to protect and enhance key green infrastructure and ecological networks.</b>
<b>A. Major developments will be expected to demonstrate that they will positively contribute to enhancing green infrastructure and ecological networks, and include green infrastructure as an integral part of the design.</b>
<b>1. Key sites which should provide new and enhanced greenspace within the development are identified the policies map.</b>
<b>B. The council will work with partners to support the delivery of Green Infrastructure enhancement projects.</b>
<b>This includes the creation of a new Linear Park, alongside the Bradford Beck and Canal Road Greenway to serve and integrate new and existing communities along the Corridor.</b>
<b>Policy Links</b> Strategic Core Policy 6 (SC6): Green Infrastructure Sub Area Policy BD1: The Regional City of Bradford including Shipley and Lower Baildon

- 4.7.9 Green infrastructure and ecological priorities are identified in Sub Area Development Frameworks and relevant site allocation statements. The Council will support proposals that positively contribute to green infrastructure and ecological networks, in line with the principles of the Green Infrastructure Framework and Ecological Assessment. Development which would be likely to cause significant harm to key green infrastructure and ecological networks will not be permitted. Figure 14 identifies the Green Infrastructure Framework Concept Plan.

- 4.7.10 Major developments will be expected to bring forward comprehensive green infrastructure proposals, which demonstrate how the scheme will enhance and link into the wider Green Infrastructure Framework. Green infrastructure should have high levels of multi-functionality including; providing space for accessible play and recreation, safe walking and cycle routes, supporting wildlife and flood management.

**Figure 14: Green Infrastructure Framework Concept Plan**



Source: SCRC Green Infrastructure Study for AAPs (2014)



- 4.7.11 The Green infrastructure Study identifies key development sites in the Corridor, which provide the opportunity to deliver new and enhanced green infrastructure assets as part of future the development. These sites include New Bolton Woods (NBW1), Bolton Woods Quarry (BWQ1) and Shipley East (SE1). Key sites which should provide greenspace within the development are identified on the policies map. The Council will expect new and enhanced areas of greenspace to be delivered within these development sites, and green infrastructure should be considered as an integral part of the development strategy for the site's design. Proposals will need to consider the benefit of areas of greenspace in terms of contribution to landscape, ecology, heritage, recreation and local community value.
- 4.7.12 Development adjacent to, or impacting on strategic pedestrian and cycle links (Canal Road/Airedale Greenway, Dalesway Link) and pedestrian /cycleway links to green space identified in the Green Infrastructure Framework will be expected, where appropriate and feasible, to contribute to the delivery of green links and to maintain and enhance safe and attractive pedestrian and cycling routes. This will include through incorporating street trees, green space and other forms of green infrastructure or environmental improvements.
- 4.7.13 The Council will support the delivery of green infrastructure enhancement projects within the AAP. Proposals should have regard to the Green Infrastructure Study and aim to create new and improved greenspaces, increase the multifunctional benefits of existing green infrastructure assets and link existing and new green infrastructure assets along the corridor to create a strategic Green infrastructure network. Key interventions include
- creation of a Linear Park linked to a revitalised Bradford Beck between Gaisby Lane and Briggate and new eco settlement park within the Bolton Woods Quarry site
  - enhancing key green links including the Dalesway, Canal Road Greenway and Airedale Greenway
  - strengthening ecological networks through enhancing key habitat highways

### **Waterway Environments**

- 4.7.14 As well as being a green corridor, there are significant blue infrastructure (water based) assets both within the AAP boundary and its immediate surroundings.
- 4.7.15 The Bradford Beck forms an important blue-green corridor and habitat highway running through the heart of the AAP. The River Aire and Leeds and Liverpool Canal are important District and Regional green infrastructure and wildlife corridors, which contribute to the local character and quality historic built and natural environment around Shipley and the World Heritage Site of Saltaire.
- 4.7.16 The Leeds and Liverpool canal is designated as a Site of Ecological or Geological Importance (SEGI) and as a Conservation Area. Maintaining

and enhancing the functions of water assets within the AAP, in accordance with the Water Framework Directive, is a key priority for the AAP. The Council will have due regard to compliance with the EU Water Framework Directive 2000 (WFD), which was transcribed into UK law in 2003. It will seek to comply with the River Basin Management Plans (RMBP's) produced by the Environment Agency in exercising its functions.

4.7.17 Policy SCRC/NBE2 aims to ensure the key waterways in the Corridor are maintained and enhanced and that new development takes opportunities to provide locally distinctive design solutions, which make the most of the waterside settings within the Corridor.

<p><b>Policy SCRC/NBE2: Waterway Environments</b></p> <p><b>A. Development proposals should positively relate to, and take advantage of, proximity to waterways and support their economic, recreational, environmental, historic and ecological value. Key waterways include:</b></p> <ol style="list-style-type: none"> <li><b>1. The Bradford Beck</b></li> <li><b>2. The Leeds and Liverpool Canal</b></li> <li><b>3. The River Aire</b></li> </ol> <p><b>B. Where appropriate and feasible, development proposals that impact waterways will be expected to:</b></p> <ol style="list-style-type: none"> <li><b>1. Protect and improve the water quality, drainage and flood resilience capacity of the waterway</b></li> <li><b>2. Take opportunities to create environmental and ecological enhancements along waterways and adjoining green spaces;</b></li> <li><b>3. Create opportunities for recreation and maintain and improve access to, and along, the waterways</b></li> <li><b>4. Conserve and enhance the character and setting of the waterway, achieve high standards of design and sensitively integrate any important water side features</b></li> </ol> <p><b>Policy Links</b></p> <p>Core Strategy Strategic Core Policy 2 (SC2): Climate Change and Resource Use</p> <p>Core Strategy Strategic Core Policy 6 (SC6): Green Infrastructure</p> <p>Core Strategy Policy EN2: Biodiversity and Geodiversity</p> <p>Core Strategy Policy EN3: Historic Environment</p> <p>Core Strategy Policy EN7: Flood Risk</p> <p>Core Strategy Policy EN8: Environmental Protection</p>
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4.7.18 Wherever the possibility arises through new development the Council will seek to require appropriate measures to increase water quality and limit pollution. Development adjacent to or impacting on the waterways identified in Policy NBE/2 will be expected to maintain and improve the existing ecological potential, biodiversity and drainage role of the waterway, its banks and immediate environs. This will include through the protection and enhancement of existing habitats and the creation of new habitats in line with Policy SCRC/NBE4 Biodiversity and Ecology.

4.7.19 When developing specific proposals reference should be made, where relevant, to guidance published by the Environment Agency, Natural England, the Canal and River Trust, and the principles set out in the

Green Infrastructure Study and Ecological Assessment. These outline suitable locations for various functions and locally specific ambitions for these water way environments. Specific proposals in relation to relevant waterways are identified in the Sub Area Development Frameworks and relevant site allocation statements.

- 4.7.20 Development which would adversely impact the water quality, flood resilience, heritage and ecological assets of waterways in the AAP will not be permitted, in accordance with Core Strategy policies EN2, EN3 and EN7 and EN8. The Council will, where appropriate, make use of conditions and /or planning obligations to ensure any adverse impacts are adequately mitigated.
- 4.7.21 In support of the aims of the Water Framework Directive, developments along the waterways should integrate Sustainable Urban Drainage Systems, effective setbacks from watercourses and the naturalisation of banks and beds where appropriate, and include other measures that will improve water quality and the management of surface water run-off.
- 4.7.22 To achieve high quality design and locally distinctive environments proposals should integrate local heritage features and environmental assets, helping create sustainable waterway environments for local communities, visitors and wildlife. Proposals that are likely to affect the Leeds and Liverpool Canal Conservation Area should be in accordance with the Conservation Area Appraisal and Management Proposals. Proposals which will impact the Leeds and Liverpool Canal SEGI, will be determined in accordance with Core Strategy Policy EN2.

### **The Bradford Beck**

- 4.7.23 The Bradford Beck is a defining feature of the Corridor. An important element of the green infrastructure strategy for the AAP is improving the environmental quality of the Bradford Beck, so that it can provide an enhanced habitat and recreational asset for people and wildlife along the Corridor.
- 4.7.24 The Bradford Beck is classified as 'poor ecological quality' under the Water Framework Directive. The Aire River's Trust has produced a document 'Bradford's Becks A New Lease of Life', which sets out an aspirational long term vision for enhancing the Beck. This identifies opportunities for restoring the natural character of the Beck including naturalising the Beck through de-culverting covered sections of the Beck where appropriate, restoring the natural river bed, regrading river banks and introducing meanders where the Beck is channelised.
- 4.7.25 The extent to which the enhancement of the Bradford Beck can be achieved along its full length is constrained by existing highways, buried infrastructure, land uses, land and Riparian ownerships and topography. AAP therefore aims to balance a level of aspiration against deliverability over the next 15 years. The Council is the operating authority for the Bradford Beck but responsibility for repairs and maintenance rest with the

Riparian landowner. Development of sites adjacent the Beck, therefore represent a key opportunity for realising ambitions for enhancing the Beck.

**Policy SCRC/NBE3: The Bradford Beck**

**The Bradford Beck is indentified on the policies map as a key waterway and green infrastructure asset ,**

**A. The council will support the delivery of projects to enhance the environmental quality of the Bradford Beck, including the re-naturalisation of the Beck, where appropriate and feasible.**

**B. Development of sites adjacent to the Bradford Beck will be expected to support its enhancement as an accessible, clean and visible waterway and habitat highway. This will include maintaining and providing pedestrian and cycle links to and alongside the Beck.**

**Policy Links**

Core Strategy Strategic Core Policy 6 (SC6): Green Infrastructure  
Core Strategy Policy EN2: Biodiversity and Geodiversity  
Core Strategy Policy EN7: Flood Risk  
Core Strategy Policy EN8: Environmental Protection  
SCRC/NBE2: Waterway Environments  
SCRC/CC1 Flood Risk and Water Management

4.7.26 Bradford Beck is indentified on the policies map as a key waterway and green infrastructure asset, in line with Core Strategy Policy SC6. The Council will work with landowners and partners, including the Environment agency, Aire Rivers Trust, CRUVL Joint Venture Company and West Yorkshire Ecology to support the delivery of projects, which will enhance the environment of Bradford Beck. Enhancement projects should be concentrated where they will have the greatest benefit in terms of ecological enhancements, flood mitigation and regeneration. An opportunity for re-naturalisation of the Beck is within the Centre Section where the Beck flows alongside the greenspace between Briggate and Gaisby Lane.

4.7.27 To be acceptable, proposals must comply with the relevant EU Floods, Habitats and Water Framework Directives and demonstrate that they will not constrain or adversely impact regeneration proposals, the Canal Road Greenway or flood risk management measures in the Corridor. In addition the long term maintenance of any intervention must be adequately addressed.

4.7.28 Proposals should make reference to the principles and interventions in the Green Infrastructure Study and Ecological Assessment and be in accordance with Policy SCRC/NBE2 Waterway Environments.

4.7.29 Wherever the possibility arises through new development, the Council seek to require appropriate measures to increase water quality and limit pollution to the Bradford Beck Key sites for enhancing the Beck include New Bolton Woods (NBW1), Shipley East (SE1), Dockfield Road North/South (DF4/DF55) and Valley Road Retail Area. Development

proposals alongside the Beck will be expected to include measures for the prevention of pollution and not increase risks of pollution in accordance with Core Strategy Policy EN8. Any development alongside the Beck must be consistent with the requirements in Policy SCRC/CC1 Flood Risk and Water Management to avoid higher flood risk areas and not increase flood risk.

### **Biodiversity and Ecology**

- 4.7.30 The AAP contains and links to a number of important ecological corridors and locally important wildlife sites. To the north is the regionally important River Aire Corridor and along the length of the corridor runs the Spenn Valley Greenway and Canal Road Corridor.
- 4.7.31 A key aim of the AAP is to enable regeneration takes place in a manner that minimises adverse impacts on biodiversity and enhances it where possible, through the creation of new habitats and the strengthening of the wildlife networks and key ecological corridors in the Corridor.
- 4.7.32 A detailed ecological survey of the AAP has been carried out. The Ecological Assessment identifies that the Corridor is well served by existing ecological assets and that there is significant potential to improve and link these assets, creating a high quality network with real ecological benefits. Local Wildlife Habitat networks are identified in the Ecological Assessment and include the species-rich acid and neutral grasslands in the immediate surrounds of the Bolton Woods Quarry.
- 4.7.33 The South Pennine Moors is designated as Special Protection Area (SPA) and a Special Area of Conservation (SAC) under the EC Habitats Directive. The South Pennine Moors SPA/SAC is located approximately 5km to the north of the AAP boundary and the northern half of the AAP boundary falls within Zone Bii as identified within Core Strategy. Core Strategy Policy SC8 seeks to protect the South Pennine Moors and their zone of influence.
- 4.7.34 Policy SCRC/NBE4 aims to minimise impacts on biodiversity and provide net gains in biodiversity where possible, and safeguard and enhance ecological assets and networks within the AAP area.

**Policy SCRC/NBE4: Biodiversity and Ecology**

**Development will be expected to minimise adverse impacts on biodiversity and wildlife and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.**

**A. Development proposals likely to have an adverse effect on biodiversity, important habitats and areas designated as a Local Wildlife Site, Site of Ecological/Geological Importance (SEGI) or Bradford Wildlife Area (BWA) will be assessed in accordance with Core Strategy Policy EN2.**

**The following locally designated wildlife sites are identified in the Corridor:**

- 1. Boars Well Urban Wildlife Reserve**
- 2. Poplars Farm Bradford Wildlife Area**
- 3. Shipley Station Butterfly Garden - Local Wildlife Site**
- 4. Leeds and Liverpool Canal- Site of Ecological and Geological Importance (SEGI)**

**B. To secure a net gain in biodiversity through the AAP, the council will support the delivery of ecological enhancement projects, in line with the Ecological Assessment.**

**Policy Links**

Core Strategy Strategic Core Policy (SC8): Protecting the South Pennine Moors and their zone of influence

Core Strategy Strategic Core Policy SC6 Green Infrastructure

Core Strategy Sub Area Policy BD1 City of Bradford including Shipley and Lower Baildon

Core Strategy Policy EN2 Biodiversity and Geodiveristy

4.7.35 All development proposals will be expected to protect and enhance biodiversity and contribute to wildlife and habitat connectivity across the AAP area. In addition new development should retain existing woodlands and contribute to tree-planting, where feasible and appropriate. Ecological priorities are identified in Sub Area Development Frameworks and relevant site allocation statements.

4.7.36 All major development proposals will be expected to be accompanied by a Biodiversity Statement and take advantage of appropriate ecological enhancement opportunities, in line with findings of the Ecological Assessment.

4.7.37 The following locally designated wildlife sites are identified in the Corridor:

- Boars Well Urban Wildlife Reserve- candidate Local Wildlife Site
- Poplars Farm- Bradford Wildlife Area- Wildlife corridor
- Shipley Station Butterfly Garden - Local Wildlife Site- Nature Reserves
- Leeds and Liverpool Canal- SEGI

4.7.38 Core Strategy Policy EN2 sets out requirements for development that would affect wildlife networks, sites of ecological/ geological importance, Bradford Wildlife Areas and other important habitats. Locally designated sites will be reviewed over the plan period and evaluated against local

wildlife site criteria and boundaries maybe subject to change. Proposals should therefore take account of the latest available information based on the most up to date assessments.

4.7.39 Residential sites in the South Pennine Moors zone of influence zone Bii will be required to contribute to appropriate avoidance or mitigation measures, in accordance with Core Strategy SC8.

4.7.40 Habitat Highways have been identified in the Green Infrastructure Framework based on evidence in the Ecological Assessment. These Habitat Highways comprise of Canal Road, the railway network, Bradford Beck, the Aire Valley (Leeds and Liverpool Canal and River Aire) and Bolton Woods Quarry and Bolton Woods ecological corridor. Habitat highways are identified on Figure 15 (below). Ecological enhancement concepts for these highways are set out in detail in the SCRC AAP Ecological Assessment and summarised below.

**Table 3: Habitat highways**

<b>Habitat Highway</b>	<b>Ecological Assessment :Ecological Enhancement Concept</b>
Leeds and Liverpool Canal	An Aquatic Haven
River Aire	Big Fish Revival
The road network, including Canal Road	The Nectar Highway
The railway network, including the Shipley, Frizinghall stations and railway margins	The Butterfly Express
Canal Road Greenway	The Greener Way
Bolton Woods Quarry and Bolton Woods ecological corridor, including Boars Well	The Green Lungs of Bradford

**Figure 15: Habitat Highways**



Source: SCRC Green infrastructure Study (2014)

4.7.41 The Council will work with landowners, developers and local wildlife groups, to support the delivery of ecological enhancement projects. In particular projects should enhance and strengthen habitat highways and



take advantage of the key opportunities, identified in the Ecological Assessment.

### **Key Evidence**

- Shipley and Canal Road Corridor Green Infrastructure Study (2014)
- Shipley and Canal Road Corridor Ecological Assessment (2014)
- Bradford Becks: A New Lease of Life. Catchment Management Plan (2012)

### **Monitoring and Delivery**

4.7.42 Monitoring Habitat gains/ losses will be undertaken in accordance with recommendations of the Ecological Assessment and through updates to the Ecological Assessment.

4.7.43 The Council will have due regard to compliance with the EU Water Framework Directive 2000 (WFD), which was transcribed into UK law in 2003. It will have seek to comply with the River Basin Management Plans (RMBP's) produced by the Environment Agency in exercising its functions. The water and environmental quality of the Bradford Beck and other key waterways will be monitored and reported on by the Council and key partners, in accordance with the aims of the Water Frameworks Directive.

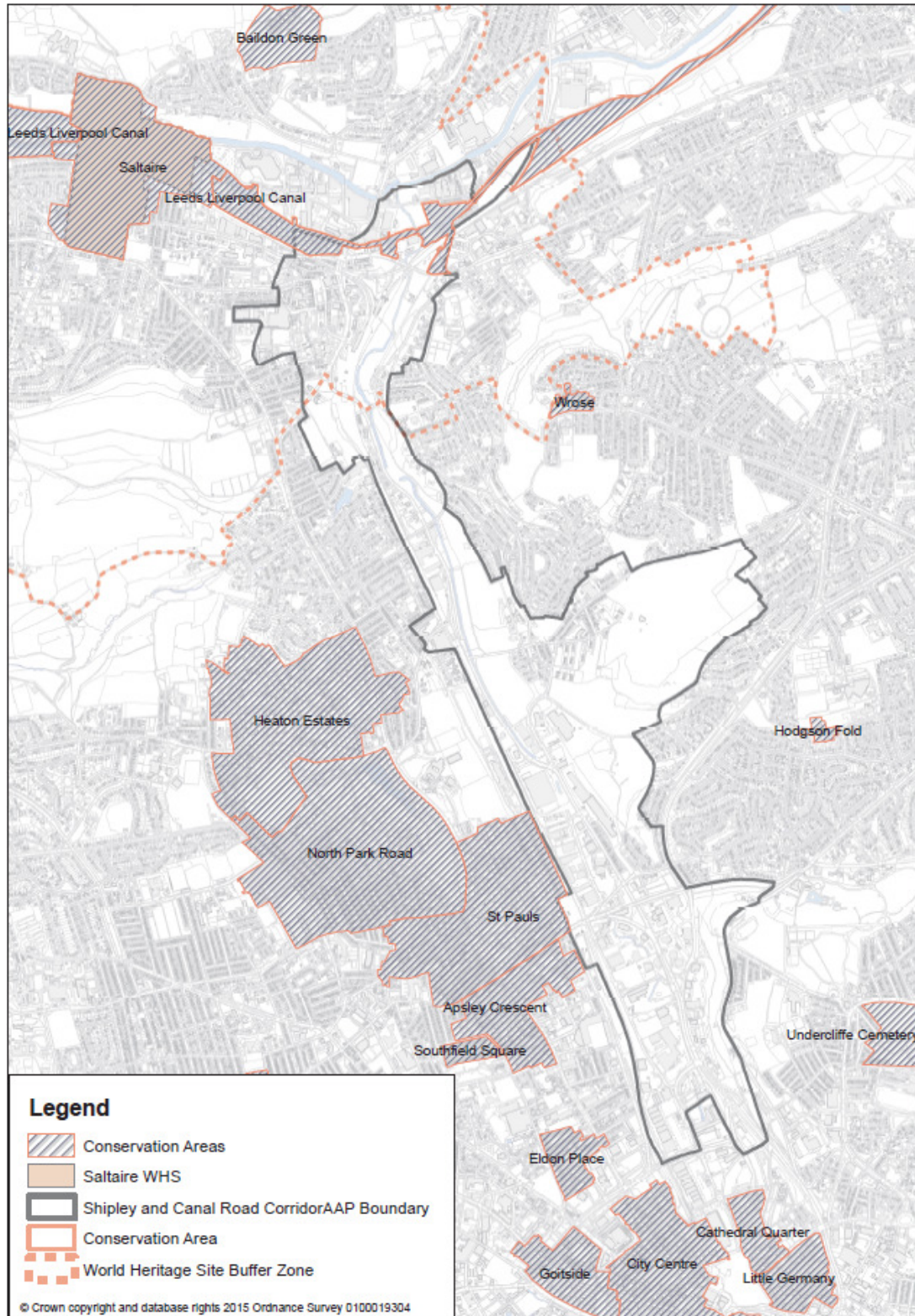
### **Design, Heritage and Conservation**

#### **Background**

4.7.44 The AAP includes and is adjacent to a number of important heritage assets, including a number of Conservation Areas, historic parks and listed buildings and contains waterways, buildings, and structures that contribute to the area's local character and historic interest.

4.7.45 Located just outside the northern boundary of the AAP and of international, national and local importance to the district is the World Heritage Site of Saltaire. The buffer zone for the Saltaire World Heritage Site extends into Shipley and covers the northern part of the AAP area.

**Figure 16: Heritage Assets**



4.7.46 A Heritage Impact Assessment of all sites within the World Heritage Buffer Zone has been undertaken to evaluate the extent to which the development of these areas is likely to impact upon the Outstanding

Universal Value of the World Heritage Site.

4.7.47 The AAP will support the objectives of the Saltaire World Heritage Site Management Plan through the protection of the outstanding universal value of Saltaire World Heritage Site and its setting, and by ensuring new development and public realm works enhance the built environment around Shipley town centre and improve links between Saltaire and Shipley town centre.

4.7.48 Policy SCRC/NBE5 will aim to ensure new development protects and enhances the areas heritage and conservation assets.

<b>Policy SCRC/NBE5 Heritage and Conservation</b>
<b>A. Development will be expected to preserve and enhance the character, appearance and setting of key heritage assets within and adjacent to the Corridor, in accordance with Core Strategy Policy EN3: Historic Environment.</b>
<b>Existing Conservation Areas and World Heritage Site Buffer Zone are defined on the Policies Map and are listed below:-</b> <b>1. Leeds-Liverpool Canal Conservation Area</b> <b>2. Saltaire World Heritage Site Buffer Zone</b>
<b>B. All Development within the World Heritage Site Buffer Zone will be required to protect and enhance the outstanding universal value of Saltaire World Heritage Site and its setting, in accordance with Core Strategy Policy EN3.</b>
<b>Policy Links</b> Core Strategy Policy EN3: Historic Environment

4.7.49 Key heritage assets include the World Heritage Site of Saltaire, Leeds and Liverpool Canal Conservation Area, Listed Buildings and key unlisted buildings and structures within Conservation Areas. The Leeds- Liverpool Canal Conservation Areas and the World Heritage Site Buffer Zone are identified on the policies map and other key heritage assets are identified within the sub area development frameworks and site allocation statements. Conservation areas may be reviewed over the plan period and boundaries maybe subject to change. Proposals should refer to the most up to date conservation area assessment and boundary map.

4.7.50 Proposals that affects the land within the boundary or setting of a designated Conservation Area/heritage asset should pay suitable regard to adopted Conservation Area Appraisals and Listed Building Statements. Where possible, the redevelopment of sites within or adjacent to the Leeds and Liverpool Canal Conservation Area should take advantage of any opportunities for enhancing or better revealing the significance of the Conservation Area.

4.7.51 Development proposals within the World Heritage Site buffer zone will be required to demonstrate that they will conserve those elements which

contribute towards its Outstanding Universal Value, including its setting and key views, and should have regard to and be informed by the World Heritage Site Management Plan. Within the site or buffer zone, development that might result in the loss of the heritage fabric or reduce the enjoyment of the village to residents and visitors by damaging views into and out of the village, will be refused.

### **Securing high quality design**

4.7.52 The Core Strategy sets out the general principles for achieving good design. These design principles are applicable and will apply to all development proposals within the AAP area. In addition a strong design ethos is embedded throughout the AAP to ensure the Corridor develops as a functional and legible area and is able to develop its own unique character and sense of place in the future.

4.7.53 Three distinct place-making opportunity areas within the Corridor have been identified:

- Shipley town centre and its fringe, including the Dockfield Road area and canalside
- The Central Section area around Bolton Woods, Gaisby Lane and Frizinghall Station.
- The southern area of the Corridor (City Centre Fringe).

4.7.54 The vision and urban design principles for these areas are set out in the sub area Development Frameworks to ensure that the place-making opportunities in these areas are fully realised.

4.7.55 Policy SCRC/NBE6 will aim to ensure that development proposals are design led and based upon an understanding and evaluation of a site's defining characteristics and surrounding context.

**Policy SCRC/NBE6 Ensuring high quality design**

**All new development within the Corridor must demonstrate a high standard of design and respond to place-making opportunities, in line with the sub area development frameworks and the following design principles:**

- 1. Respond positively to existing natural features along the Corridor including the topography, waterways and greenspaces**
- 2. Relate well to the existing urban fabric of the area in terms of layout (urban structure and grain) and scale (height and massing) and enhance the townscape character areas around Shipley and Bolton Woods**
- 3. Contribute to creating distinctive new neighbourhoods with a strong sense of identity formed by the layout and design of the buildings, streets and spaces.**
- 4. Deliver high quality public realm which prioritises the needs of pedestrians and cyclists, enhances the quality of the built environment and is resilient to climate change**
- 5. Ensure development facilitates movement along safe, attractive and legible pedestrian and cycle routes. Development should take opportunities to connect to strategic road, rail, bus and cycle networks along the Corridor**
- 6. Deliver comprehensive development on large scale residential sites which relates well, and links to, existing communities and key sites in the area**
- 7. Preserve and enhance the setting and key views of important heritage assets, in particular the Universal Value of Saltaire.**
- 8. Encourage active and healthy lifestyles and promote high quality inclusive design in the layout and design of new developments and individual buildings**

**Policy Links**

Core Strategy Policy DS1: Achieving Good Design  
Core Strategy Policy DS2: Working with the Landscape  
Core Strategy Policy DS3: Urban Character  
Core Strategy Policy DS4: Streets and Movement  
Core Strategy Policy DS5: Safe and Inclusive Places  
Core Strategy Policy HO9: Housing Quality

4.7.56 Policy SCRC/NBE6 outlines the design principles against which all proposals for new development in the AAP will be considered and applies to the design of individual buildings and public spaces as well as larger scale developments.

4.7.57 All proposals should be design led and be informed by the general design principles set out in the Core Strategy; any relevant guidance contained within Supplementary Planning Documents, Conservation Area Assessments and other relevant documents and support the vision and design principles outlined in the Sub Area Development Frameworks.

4.7.58 The council has ambitions to achieve high-quality design of new development and outdoor spaces along the Linear Park. Proposals will be expected to take advantage of key place making opportunities provided by

the main features of the Corridor including waterways, woodland, hillsides and topography, and where possible integrate and enhance these as a key part of the design of new developments. To deliver a linked and connected Linear Park proposals should have regards to, and take advantage of, opportunities identified Green Infrastructure Study and Ecological Assessment.

4.7.59 Within the Centre Section large scale development proposals will be expected to demonstrate that opportunities have been sought to deliver comprehensive and co-ordinated forms of development with other sites in the area. Development proposals as part of New Bolton Woods (NBW1) and Bolton Wood Quarry (BWQ1) should be supported by Masterplans and spatial frameworks as a means of demonstrating a comprehensive or co-ordinated approach to development. To support good design on these large scale sites, proposals should be submitted for independent Design Review.

#### **Key Evidence**

- Shipley and Canal Road Corridor Green Infrastructure Study (2014)
- Shipley and Canal Road Corridor Ecological Assessment (2014)
- Leeds-Liverpool Canal Conservation Area Assessment (2006)
- Shipley and Canal Road Corridor Strategic Development Framework (2013)
- Saltaire World Heritage Site Management Plan (2014)

#### **Monitoring and Delivery**

4.7.60 To help ensure high quality design of major development, proposals should be developed in consultation with the community and key stakeholders and submitted for Independent Design Review where appropriate.

## Promoting Healthy, Strong and Inclusive Communities along the Corridor

- 4.8 This sub section seeks to take forward the following objectives in order to deliver the Vision for the Corridor:-

### SCRC AAP Objectives

**1. Deliver an Urban Eco Settlement of over 3100 new homes** within the AAP boundary by 2030 that will create exemplar sustainable neighbourhoods, which encourage healthy lifestyles and contribute to the key aims of delivering a low carbon economy

**7. Protect and enhance biodiversity and green infrastructure** by strengthening ecological networks and establishing a multi-functional linear park; consisting of a chain of interconnected green spaces and natural environments linked to an improved Bradford Beck and the Canal Road Greenway.

**10. Enhance resident's health and education outcomes** through supporting development which encourages healthy lifestyles, promotes integration and improves access to good quality homes, jobs, schools, green space, sport and recreation facilities, and by reducing pollution and managing air quality along the Corridor particularly in identified Air Quality Management Areas.

## Improving Health, Wellbeing and Quality of Life

### Background

- 4.8.1 In addition to the Sustainability Appraisal (SA) the AAP has been informed by a Health Impact Assessment (HIA) as part of the preparation of the AAP. This is to ensure that where possible, the policies in the AAP will actively promote health gain for the local population, reduce health inequalities and do not actively damage health.
- 4.8.2 The Corridor, with one of the District's most significant areas of regeneration and Urban Eco Settlement ambitions, offers a unique opportunity to develop a series of places that have health and wellbeing at its core.
- 4.8.3 Development should contribute to, and not significantly adversely affect, the health and wellbeing of those who live and/or work within the vicinity of that development. Major development schemes should demonstrate that they have been designed to encourage active and healthy lifestyles, in accordance with the design principles in Policy SCRC/NBE6.

- 4.8.4 Large scale development schemes, including New Bolton Woods and Bolton Woods Quarry, will be expected to deliver excellent examples of sustainable development and healthier living.

### **Land Quality**

- 4.8.5 The Corridor has a complex industrial heritage, with a legacy of manufacturing, engineering and industrial processes and former land uses that could be classified as a potential risk. The AAP will seek ensure that developments, due to their nature or location, do not endanger public healthy and safety, or cause a significant nuisance to the public.
- 4.8.6 All sites in the Corridor must be subject to appropriate investigation and assessment of potential risks associated with previous land uses. Proposals will be expected to refer to the Council's Technical Guidance for Development on Land Affected by Contamination and any other relevant guidance. Specific site constraints are identified in relevant site allocation statements.
- 4.8.7 Where there is evidence of contamination, remedial measures must be identified to ensure that the development will not pose a risk to human health, public safety and the environment, in accordance with Core Strategy Policy EN8: Environmental Protection. On sites impacting waterways, development must ensure drainage methods are suitable for the site conditions and protect groundwater
- 4.8.8 The allotments located to the east of Frizinghall Station have been found to lie on contaminated ground and is no longer in active use. There is potential to enhance the site's value as a green infrastructure asset through suitable remediation. Opportunities for ecological remediation should be explored on this site where practicable, in accordance with recommendations from the Ecological Assessment.
- 4.8.9 Ground issues associated with former mining and quarrying are considered in the Minerals and Waste Section. In addition to present and former quarrying operations at Bolton Woods Quarry, the western flank of Bolton Woods is affected by significant gradients. Sites affected by gradients of around 1 in 8 are likely to require extensive earthworks and stabilisation to mitigate risks associated with slope stability and to provide sufficiently level development platforms. Extensive areas steeper than this may not prove suitable for built development and should generally be considered for alternative uses.
- 4.8.10 Sites affected by significant gradients and potential slope instability will be regulated were relevant through planning conditions relating to development on unstable land.

### **Air Quality**

- 4.8.11 The urban areas of Bradford experience significant air quality problems, largely due to road transport emissions. A Low Emission Strategy, which



aims to take a proactive approach to help maintain and improve air quality within the District was adopted in 2013. The Low Emissions Strategy also sets out development management planning guidance.

- 4.8.12 There are currently two Air Quality Management Areas (AQMA) within close proximity to the AAP boundary. The AQMAs are located at:
- Signalised junction at Shipley Airedale Road / Otley Road;
  - Signalised Junction of Queens Road / Manningham Lane.
- 4.8.13 These AQMAs have been designated due to the volume of traffic that use these key junctions and the congestion caused by the level of demand. There is also emerging evidence of wider air quality problems within the city centre and other key routes which development within the Canal Road Corridor will impact upon.
- 4.8.14 The scale of development planned in the Corridor will have an impact on air quality. Without intervention the need to accommodate growth and development in the AAP could lead to air quality being worse in the future.
- 4.8.15 The AAP will aim to maintain and improve air quality within the Corridor. By securing reasonable emission mitigation on each scheme, where appropriate, cumulative impacts arising from development in the Corridor can be minimised
- 4.8.16 The approach of the AAP is to address air quality impacts through a range of measures including; minimising the cumulative impacts arising from planned development by securing reasonable emission mitigation, minimising trips generated by vehicles by locating development in accessible locations supported by sustainable transport options, and including air quality mitigation as part of sustainable design and strategic planning of green infrastructure.
- 4.8.17 Development proposals that have the potential to adversely impact on air quality will be required to incorporate measures to mitigate or offset their emissions and impacts, in accordance with Core Strategy Policy EN8 and the Low Emission Strategy for Bradford and associated guidance documents.
- 4.8.18 Development proposals will be required to take into consideration exposure of new occupants and other users to existing and future pollution levels. Sensitive receptors such as schools, nurseries, housing, health care and sports facilities should be located in areas within the Corridor least likely to be affected by high pollution levels. Where this is not possible, mitigation measures such as re-orientation of buildings to minimise exposure in habitable rooms and setting back of building facades from roadsides, should be implemented. In some cases it may be necessary to provide mechanical ventilation from least polluted facades in order to accommodate sensitive receptors.
- 4.8.19 Energy choices for the area should reflect the best option in terms of both local air quality and carbon reduction. The use of biomass technology within an urban valley location is unlikely to be considered as an

acceptable solution for development in this area due to the increased Nitrogen Oxides (NOx) and particulate emission associated with such installations compared to conventional gas installations. Other forms of sustainable energy production such as solar and ground source heat pumps should be considered.

### **Hazardous Installations**

4.8.20 Within the District there are certain sites and pipelines, designated by the Health and Safety Executive (HSE) as hazardous installations because of the quantities of hazardous substances stored, used or transmitted. The HSE notify the Council of the consultation distance from hazardous installations through the publication of consultation zones.

4.8.21 Within the AAP there is one hazardous installation and a high pressure gas pipeline around which the Health and Safety Executive have identified consultation zones.

- Hazardous Installation- Transco PLC, Canal Road Holder Station Canal Road , Bradford, HSE reference H1666 / H1666
- Major Hazard Pipeline- Northern Gas Networks, Canal Road/Hartshead Moor , HSE reference 7690

4.8.22 In accordance with national planning policy guidance the Council as had regard to the location of these hazardous installations and the objective of preventing major accidents and limiting their consequences.

4.8.23 Policy SCRC/HSC1 aims to ensure that public health and safety is not jeopardised by future development, in accordance with Core Strategy Policy EN8: Environmental Protection.

<b>Policy SCRC/HSC1 Hazardous Installations</b>
<b>A The following major hazard sites and pipelines are located in the Corridor</b> <ul style="list-style-type: none"><li>• <b>Hazardous Installation- Transco PLC, Canal Road Holder Station</b></li><li>• <b>Major Hazard Pipeline- Northern Gas Networks, Canal Road/Hartshead</b></li></ul>
<b>The following site is shown on the policies map as a hazardous installation:</b> <ul style="list-style-type: none"><li>• <b>SCRC/HSC1.1 Transco PLC, Canal Road Holder Station</b></li></ul>
<b>B. Planning permission will only be granted for development proposals, which are in the vicinity of hazardous installations and pipelines, if it is demonstrated that there is not an unacceptable increase in the risk to public health and safety which cannot be satisfactorily overcome by appropriate mitigation measures.</b>
<b>Policy Links</b> Core Strategy Policy EN8: Environmental Protection

4.8.24 The Canal Road Holder Station Hazardous Installation has been carried forward from the RUDP 2005 and is identified on the policies map.

Hazardous sites and pipelines are identified as constraints on the relevant site allocation statements. Development will be expected to have regard to the location of hazardous installations and HSE consultation zones in accordance with Core Strategy Policy EN8.

4.8.25 The HSE and Environment Agency will be consulted on development of sites identified as a hazardous installations and on development within the HSE consultation zones; in particular for their view as to whether a proposal would create an unacceptable risk in respect of Core Strategy Policy EN8.

4.8.26 Where circumstances change through the plan period, for example sites cease to store or use hazardous substances or the HSE recommendations are updated, the AAP will be subject to review.

### **Open Space, Sports and Recreational Facilities**

4.8.27 The strategic approach to creating a high quality green infrastructure network is set out in Policy SCRC/NBE1 Green Infrastructure.

4.8.28 In regards to formal open space, the AAP currently benefits from large areas of public open space and playing fields running through the heart of the area, which provide recreational opportunities within the Corridor. This includes a number of sports and leisure facilities including Bolton Woods Junior Football Club and the King George V Playing Fields off Canal Road.

4.8.29 Playing pitch provision is an issue across the AAP area. This is shown in detail through the Playing Pitch Strategy (PPS) completed in 2014. The Playing Pitch Strategy identifies that there is a shortage of good quality playing pitches in both the Shipley and Bradford North Constituency.

4.8.30 The Core Strategy Policy EN1 seeks to protect important open space from development and requires new housing development to provide for new or improved open space, sport and recreational facilities.

4.8.31 It is recognised that the scale of development planned in the Corridor will result in the loss of some land currently used for open space. Therefore new development will be expected to provide new and enhanced open space and sports facilities to mitigate any loss. This will be particularly important on larger scale sites in the Centre Section (NBW1, BWQ1), which will create additional needs for open space and playing fields though substantial new housing development.

**Policy SCRC/HSC2 Open Space, Sport and Recreation**

**A. Development on land defined as recreation open space, playing fields and allotments on the Policies Map will be assessed in accordance with Core Strategy Policy EN1.**

- 1. Any existing playing field which would be lost as a result of the proposed development should be replaced by a playing field or playing fields of equivalent or better quality and quantity in a suitable location prior to the commencement of development.**
- 2. On land identified as allotments development will not be permitted unless:**
  - Alternative satisfactory provision can be made: or**
  - Community support for the allotments is demonstrable negligible**

**B. Within the New Bolton Woods and Bolton Woods Quarry sites any loss of land formerly used as recreation open space will be mitigated through the provision of new and enhanced areas of open space.**

**C. Major residential developments will be required to provide for new or improved open space and recreation facilities, in accordance with Core Strategy Policy EN1. Larger scale housing sites will be expected to provide new and enhanced areas of on site open space, including recreation facilities and natural green space.**

**Policy Links**

Core Strategy Policy EN1: Protection and improvements in provision of Open Space and Recreation Facilities

Policy SCRC/NBE1: Green Infrastructure

4.8.32 Recreation open space, allotments and playing pitches are designated in the AAP as shown on the Policies Map. Development will be expected to safeguard and protect key areas of open space and playing fields in accordance with Core Strategy Policy EN1. Major residential developments will be required to provide for new or improved open space, sport and recreational facilities, in accordance with Core Strategy Policy EN1.

4.8.33 Allotments provide a wide range of benefits to communities and the environment. Allotments are an important green infrastructure asset and can contribute greatly to healthy, sustainable, active communities. The AAP will seek to protect existing allotments.

4.8.34 There are four existing allotments located within the Corridor. These include the following sites which were previously allocated in the RUDP 2005

- Valley Road Allotments, Bolton Lane
- Queens Road Allotments (B), Queen's Road
- Red Beck Allotments, Otley Road
- Frizinghall Allotments, Canal Road

4.8.35 The allotments located to the east of Frizinghall Station has been found to lie on contaminated ground and is no longer in active use. The Green

Infrastructure Study has identified that there is potential to enhance its value as a green infrastructure asset subject to suitable site. Given the potential loss of some open space in the Corridor for alternative development, the need for this site to be used for alternative recreational or amenity open space uses will be considered first before other forms of development are accepted.

4.8.36 Larger scale housing developments will create additional demand for recreation and open space in the Corridor. Detailed proposals in relation to sport, recreation and open space are set out in relevant site allocation statements.

4.8.37 The New Bolton Woods site includes areas of land identified in the RUDP 2005 as urban greenspace, recreation open space and playing fields. Given the scale of development proposed there is a need for some development on areas that are currently used as open space. Development will be expected to provide new and enhanced open space on-site to mitigate the loss of any open space. The AAP will seek to retain areas of existing open space alongside the Bradford Beck between Gaisby Lane and Poplar Road in order to provide enhanced areas of open space for new and existing communities and to retain a green corridor which safeguards areas of higher flood risk, the Canal Road Greenway and the proposed route for the Bradford Canal.

4.8.38 The loss of any playing fields resulting from development should be replaced by equivalent or better provision, in terms of quantity and quality in a suitable location and be subject to equivalent or better management arrangements, in accordance with Sport England's Playing Fields Policy. Proposals will need to take account of the outcomes and latest evidence as set out in the Bradford District Playing Pitch Strategy and Open Space Assessment and have support from the relevant sports governing body.

### **Community Infrastructure**

4.8.39 Alongside significant new housing growth, community infrastructure needs to be provided to ensure that successful neighbourhoods are created and new communities have the facilities available to meet their needs.

4.8.40 There is currently a limited provision of community facilities within the Corridor due to the relatively small population in the area. In regards to education provision, the BD2 postcode which covers the Centre Section of the AAP area has one of the highest levels of primary school provision shortages in the District. There is also predicted to be a District wide shortage of secondary school places from 2016 onwards. Evidence indicates that there is a need for a new primary school and a new secondary school to serve the AAP area to cater for planned growth. This could include a new secondary school located outside the AAP area, which is close to the city centre in an accessible location to the Corridor.

4.8.41 A major gap in the provision of sports and leisure facilities is the lack of local children's play facilities with insufficient existing playgrounds located

within the Corridor.

4.8.42 New large scale development within the Corridor offers the potential to provide new and improved community facilities. As these facilities will generally be available for use by residents in surrounding communities, this will also help support the integration of existing and new communities located within and adjoining the Corridor.

4.8.43 The AAP will seek to ensure that planned growth in the Corridor delivers improved access to health and education provision and community facilities for a growing population.

<b>Policy SCRC/HSC3 Community Infrastructure</b>
<b>A. The Council will require the provision of new community infrastructure as part of new large-scale residential development in the Corridor in accordance with Core Strategy Policy ID3.</b>
<b>B. A site capable of sustaining a two form entry primary school will be required within the New Bolton Woods site. The Council will expect school provision to be phased in relation to future housing growth in this area.</b>
<b>Policy links</b> Core Strategy Sub Area Policy BD2: Investment Priorities for the Regional City of Bradford including Shipley and Lower Baildon Core Strategy Policy ID3: Developer Contributions

4.8.44 Development proposals will be expected to make proportion contributions towards the cost of providing infrastructure, in accordance with Core Strategy Policy ID3.

4.8.45 As part of larger scale development at New Bolton woods and Bolton Woods Quarry the Council will require the provision of appropriate community facilities subject to local need. Community facilities include uses as schools, healthcare, nurseries (falling mainly within the Use Class D1) and children's play space. The Council will seek to secure community facilities in accordance with Core Strategy Policy ID3. Detailed proposals in relation to community facilities are included within the relevant site allocation statements.

### Key Evidence

- Playing Pitch Strategy 2014
- Low Emission Strategy 2013
- SCRC AAP Green Infrastructure Study 2014
- Open Space, Sport and Recreation Study 2006
- SCRC AAP Infrastructure Delivery Plan (2015)

### Monitoring and Delivery

4.8.46 The Council will use the Infrastructure Delivery Plan (IDP), Playing Pitch Strategy and Open Space Assessment and any updates, to work with its

partners and other stakeholders to ensure adequate provision of supporting infrastructure, including community infrastructure and open space.

## **Section 4: Implementation and Delivery**

- 5.1 The AAP should be capable of being viable and deliverable. Given the scale of development proposed, the AAP will need to ensure that strategic infrastructure is co-ordinated and delivered to support the phases of development planned for the Corridor.
- 5.2 The success of the AAP will primarily be measured against whether the Vision for the area is achieved. It is important, therefore, that proposals in this Plan are both deliverable and viable within the Plan timeframe. Delivery of the AAP proposals are, however, dependent on a number of factors including economic growth, commercial interest, site constraints, development costs, the amount of investment received from partners and availability of public sector funding.
- 5.3 This section sets out the approach to strategic infrastructure required to support growth and key viability and delivery issues.

### **Infrastructure Requirements**

- 5.4 An Infrastructure Delivery Schedule (IDS) which forms part of the AAP Local Infrastructure Plan has been produced to establish what infrastructure is required to support development in the Corridor and how it will be provided.
- 5.5 The Infrastructure Delivery Schedule identifies the key projects for each infrastructure type to be delivered over the development plan period. However, as new priorities are identified, the Local Infrastructure Delivery Plan (LIP) may need to be updated and must be seen as a “working document” in order to maintain its effectiveness. The LIP will be reviewed and updated as necessary.
- 5.6 The Policies and Site Allocations in the AAP alongside the other mechanisms set out in this section will help to secure the delivery of key infrastructure.

### **Developer Contributions**

- 5.7 Developer contributions are an important mechanism for funding the infrastructure required to serve new development, including open space and sports facilities, transport improvements and affordable housing.
- 5.8 The Community Infrastructure Levy and Section 106 Agreements are both important tools the Council will use to help bring forward the infrastructure necessary to support the development set out in the AAP.
- 5.9 Other than affordable and site specific measures required to make a development acceptable, developer contributions will be collected through the Community Infrastructure Levy (CIL).



- 5.10 Core Strategy Policy ID3 – ‘Developer Contributions’ will be the primary mechanism for securing developer contributions through the CIL Charging Schedule and S106 Agreements.
- 5.11 However, developer contributions alone are unlikely to be able to support all the infrastructure requirements necessary to deliver high quality, sustainable development in the Corridor.
- 5.12 The AAP will therefore provide a key tool to support bids for future funding streams required to deliver strategic infrastructure in the area. Core Strategy Policy ID8 – ‘Regeneration Funding and Delivery’ puts forward a number of alternative funding mechanisms which may be used in the delivery of the AAP.

### **Viability and Delivery**

- 5.13 The NPPF requires careful attention to viability and deliverability in plan-making. The AAP has been informed by a Viability Assessment.
- 5.14 There are a number of potential funding and delivery mechanisms and opportunities that the Council will utilise to ensure delivery of the AAP. In accordance with Core Strategy policy ID8 the AAP will to consider innovative delivery tools to promote and incentivise growth in the Corridor.

### **Working in Partnership**

- 5.15 The Council has worked in partnership with a wide range of stakeholders in the production of the AAP and will continue to work with key stakeholders in delivering the objectives of the AAP.
- 5.16 The Council has established a Joint Venture Company called Canal Road Urban Village Ltd to facilitate regeneration of the New Bolton Woods site and established a collaborative working arrangement with the Bolton Woods Quarry owners, in the Central Section of the Corridor.
- 5.17 The AAP provides the necessary framework for co-ordinating investment and action across all partners

### **The Council as landowner**

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

### **Joint venture Company**

- 5.19 In November 2009 the Council’s Executive granted approval for the establishment of Canal Road Urban Village Ltd, a Joint Venture Company (JVCo) between the Council and Urbo Regeneration Ltd, as part of the

preferred mechanism to pursue proposals to implement the comprehensive regeneration of the Centre Section of the Corridor.

- 5.20 The fundamental principle behind the JVCo is to deliver large scale regeneration through maximising the development potential, value and borrowing capacity of the combined land assets of both parties within the designated Joint Venture Partnership Area.
- 5.21 The AAP will support the regeneration ambitions of the Joint Venture Company to deliver transformational regeneration of the New Bolton Woods site (NBW1) as a key element of the Urban Eco Settlement.
- 5.22 Within the New Bolton Woods site the Council will take a pro-active approach to support active businesses to relocate to suitable sites within the Bradford District, where this is necessary to achieve comprehensive redevelopment.

### **Delivery**

- 5.23 The scale of growth proposed in the AAP means development will not be delivered all at once. The AAP sets out the estimated timetable for the implementation of the proposals in Table 4, which provides a framework to guide and co-ordinate individual development projects to ensure overall integration. Estimated delivery is based on a number of key factors and assumptions such as constraints, site remediation requirements, and delivery of supporting infrastructure. The AAP approach is flexible to deal with external influences that could alter the delivery, such as changing economic conditions. It must be noted that dwelling targets and estimated timescale of development may be subject to change following detailed site proposals.
- 5.24 The larger scale developments including Bolton Woods Quarry (BWQ1) and New Bolton Woods (NBW1) are likely to be delivered in phases over the plan period. The AAP therefore needs to adopt a flexible approach to delivery on these sites. However, the phased construction of larger scale residential developments at New Bolton Woods and Bolton Woods Quarry may need to be controlled where necessary to ensure coordinated delivery of supporting infrastructure.

**Table 4: AAP Sites Delivery**

Site Allocation	Proposal	Expected Development	Estimate delivery timescale	Delivery
<b>Shipley</b>				
<b>STC1-</b> Shipley Indoor Market Hall	Mixed use re-development	A1-A4 uses with, office and commercial uses, 20 residential units	2020-2025	CBMDC/Private Sector
<b>STC2-</b> Market square	Town centre re-development opportunity	A1-A4 uses and 25 residential units, office and commercial uses	2020-2025	CBMDC/Private Sector
<b>STC3-</b> Station Road	Residential	50 residential units	2015-2020	Private Sector
<b>SCT4-</b> Shipley Gateway Site	Town centre re-development opportunity	A1-A4 uses with, business and commercial uses, 50 residential units	2020-2025	CBMDC/Private Sector
<b>SCT5-</b> Atkinson Street	Residential	8 residential units	2015-2020	Private Sector
<b>STC6-</b> Buildings along Briggate	Mixed use	A1-A5 uses, business, 20 residential units	2020-2025	Private Sector
<b>SE1-</b> Shipley East	Residential led mixed use	100-150 residential units, supporting retail and business uses	2015-2025	Private Sector/CB MDC
<b>SE2-</b> Land around Crag Road Flats	Residential infilling	30 residential units	2020-2025	Incommunities
<b>DF1-</b> Dock Lane, Canalside	Residential led mixed use	114 residential units with supporting business uses	2015-2025	Private Sector
<b>DF2-</b> Junction Bridge, Briggate,	Business/mixed use	Business, commercial and residential uses	2020-2025	Private Sector
<b>DF3-</b> Land between Leeds Road and Dock Lane	Residential/mixed use	60 residential units, supporting business uses	2020-2025	Private Sector/CB MDC
<b>DF4-</b> Dockfield Road North/ <b>DF5-</b> Dockfield Road South	Residential Mixed Use	90 residential units, supporting business uses	2020-2025	Private Sector
<b>DF6-</b> Regent House	Residential redevelopment	93 residential units	2020-2025	Private Sector
<b>DF7-</b> Junction of Dock Lane and Dockfield	Residential re-development	6 residential units	2020-2025	Private Sector

Road					
<b>DF8-</b> Dock Lane	Residential		15 residential units	2020-2025	Private Sector
<b>DF9-</b> Dockfield Road	Residential redevelopment		10 residential units	2015-2020	Private Sector
<b>Centre Section</b>					
<b>NBW1-</b> New Bolton Woods	Residential led mixed use redevelopment		1100 new residential units, supporting retail/leisure uses, new primary school, community facilities and employment uses	2015-2030	JVCO/CBMDC/Private Sector
<b>NBW2-</b> Frizinghall Road	Residential		42 residential units	2015-2020	Private Sector
<b>NBW3-</b> Thornhill Avenue	Residential		21 residential units	2015-2020	Private Sector
<b>NBW4-</b> North Bolton Hall Road	Residential		35 residential units	2020-2025	Private Sector
<b>NBW5-</b> Flats East Valley Road	Residential redevelopment		50 residential units	2020-2025	Incommunities
<b>NBW6-</b> North Queens Road	Residential		30 residential units	2020-2025	Private Sector
<b>NBW7</b> Bolton Woods Flats	Residential		70 residential units	2015-2020	Incommunities/Private Sector
<b>BWQ-</b> Bolton Woods Quarry	Residential redevelopment		1000 residential units, local retail and community uses to meet day to day needs	2015-2030	Private Sector/CBMDC
<b>City Centre Fringe</b>					
<b>CCF1-</b> Bolton Road Wapping	Residential		46 residential units.	2015-2020	Private Sector
<b>CCF2-</b> Bolton Road	Residential		16 residential units	2020-2025	Private Sector
<b>CCF3-</b> Wapping Road, Bolton Road	Residential		23 residential units	2015-2020	Private Sector/CBMDC
<b>CCF4-</b> Singleton Street	Residential redevelopment		60 residential units	2015-2020	Private Sector

## Monitoring the AAP

- 5.25 In order to measure the success of the Objectives and Policies within the AAP and help to identify any potential need for a review of all or part of the AAP, the relevant Core Strategy Performance Monitoring Framework indicators set out in Table 4 will be used.
- 5.26 A review of the Plan is likely to be triggered where monitoring shows that key elements of the Plan, such as delivery against housing targets, would not be met to a significant extent.
- 5.27 Monitoring of the AAP will be reported within the Council’s Annual Monitoring Report.

**TABLE 5: Monitoring Framework**

### Housing

REF	INDICATOR	TYPE	REFERENCE	TARGET
IND5(H)	Total houses completed, analysed against the housing requirement, the housing trajectory, and targets for DPD’s, settlements, previously developed land, affordable housing, by location within a settlement, allocation/windfall; for the District, DPD area and settlement. Corporate	AAP Objective	1, 2, 3	
		AAP Policy	SCRC/H1 SCRC/H2	For SCRC/H1 achieving the total housing requirement of 3,100 new dwellings  For SCRC/H2 20% of housing completions are affordable housing.
IND6(H)	Completed housing schemes, analysed by density and allocation/ windfall.	Objective	1, 3	
		Policy	SCRC/H1 SCRC/H2 Site allocations	For SCRC/H2 and site allocations, 90% of units on completed housing schemes are at a minimum density of 30dph.
IND7(H)	Remaining housing	Objective	1, 2, 3	

	land supply, analysed against the housing requirement, the housing trajectory, and targets for DPD's, settlements, previously developed land, affordable housing; for the District, DPD area and settlement. Corporate	Policy	SCRC/H1 SCRC/H2 Site allocations	For SCRC/H1 achieving the total housing requirement of 3,100 new dwellings  For SCRC/H1 and site allocations; at least 55% of new development within the AAP on previously developed land  For SCRC/H2 20% of housing completions are affordable housing.
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### Economy

REF	INDICATOR	TYPE	REFERENCE	TARGET
IND1(EJ)	Total employment jobs created, analysed against the employment requirement and the area targets.	Objective	1, 4, 5	
		Policy	SCRC/SE1 SCRC/SE2 SCRC/SE3 SCRC/SE4	Contribute to annual delivery of 2879 jobs (District wide).
IND2(EJ)	Vitality and viability assessments of the hierarchy of centres.	Objective	4, 5	
		Policy	SCRC/SE5 SCRC/SE6 SCRC/ST7	To meet the retail and leisure needs of Shipley town Centre

### Transportation

REF	INDICATOR	TYPE	REFERENCE	TARGET
IND3(TM)	Modal split between different modes of transport.	Objective	9	
		Policy	SCRC/ST1 SCRC/ST3 SCRC/ST4 SCRC/ST5 SCRC/ST6 Site allocations	All new developments meet accessibility standards or provide mitigating measures.

IND4(TM)	Modal split between different modes of transport.  Accessibility of new housing, employment and retail schemes by public transport.	Objective	6, 9	
		Policy	SCRC/ST1 SCRC/ST3 SCRC/ST4 SCRC/ST5 SCRC/ST6 Site allocations	To increase the proportion of trips made by sustainable modes to 41% (WY LTP target).

## Environment

REF	INDICATOR	TYPE	REFERENCE	TARGET
IND8(EV)	The range of types of open space and recreational facilities for which an up to date assessment has been made.	Objective	7, 10	
		Policy	SCRC/NBE1 SCRC/HSC2	An assessment has been made of the extent to which provision of open space and recreational facilities meets the needs of existing and future needs of the AAPs population.  For SCRC/NBE1 40% of the AAP area is retained as greenspace
IND9(EV)	The number of types of open space and recreational facilities for which standards have been identified in a DPD.	Objective	7,10	
		Policy	SCRC/NBE1 SCRC/HSC2	Key deficiencies in quantity, quality and accessibility of the AAPs resource have been highlighted and actions identified to address these in AAP,

				<p>Action Plans and the Local Infrastructure Plan.</p> <p>For SCRC/NBE: 40% of the AAP area is retained as greenspace</p>
IND10(EV)	Number of sites identified of local nature conservation importance, and proportion of local sites where positive conservation has been or is being implemented.	Objective	7	
		Policy	SCRC/NBE4	<p>Net increase in the % of local sites where positive conservation management has been or is being implemented over each monitoring period.</p> <p>For SCRC/NBE4 net gain in biodiversity across AAP</p>
IND12(EV)	The condition of the key views to and from the Saltaire World Heritage Site.	Objective	6, 11	
		Policy	SCRC/NBE5	The condition of the key views to be maintained or improved over each monitoring period
IND13(EV)	Mega Watts (MW) of installed renewable energy and low carbon energy capacity, which required planning permission.	Objective	8	
		Policy	SCRC/CC2	A net increase in installed renewable and low carbon energy over each monitoring period.



IND14(EV)	Number of completed developments that met the requirements for surface water treatment.	Objective	8	
		Policy	SCRC/CC1	A net increase in the number of completed developments that met the requirements for surface water treatment over each monitoring period.
IND15(EV)	The fraction of mortality attributable to particulate air pollution over each monitoring period.	Objective	10	
		Policy	SCRC/NBE6	A reduction in exposure to particulate air pollution, resulting in a reduction in the fraction of mortality attributable to air pollution over each monitoring period.
IND17(EV)	Ecological status of rivers.	Objective	7, 8	
		Policy	SCRC/CC1 SCRC/NBE2 SCRC/NBE3	No deterioration in the ecological status of water bodies over each monitoring period.
IND21(EV)	Amount of recovery of municipal waste.	Objective	4	
		Policy	SCRC/SE8	Increasing the amount of recovery of municipal waste to 67% by 2015, 75% by 2020, 80% by 2025.
IND23(EV)	Building for Life assessments of major housing schemes	Objective	1, 3	
		Policy	SCRC/NBE6 SCRC/H2	For POLICY SCRC/H2;

				No planning permission for a major housing scheme should achieve a 'red' rating against Building for Life 12 assessment.
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# Appendices

## Appendix A: Glossary and Acronyms

**Accessibility:** This is a general term used to describe the degree to which a product, device, service, or environment is available to as many people as possible. It can be viewed as the “ability to access” and benefit from some system or entity. It is often used to focus on people with disabilities or special needs and their right of access to facilities and services within the environment.

**Affordable Housing:** This type of housing includes social rented, affordable rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.

**Allocation:** The use of land assigned to a parcel of land within the Development Plan.

**Appropriate Assessment:** A formal assessment by the Council of the impacts of the Local Plan on the integrity of a Natura 2000 Site (a Special Protection Area (SPA), Special Area for Conservation (SAC) or proposed SPAs or Ramsar sites).

**Air Quality Management Areas (AQMA):** Areas where levels of pollution and air quality may not meet national air quality objectives. If it does not, a plan is prepared to improve the air quality – a Local Air Quality Action Plan.

**Area Action Plan (AAP):** Area Action Plans are used to provide a planning framework for areas where significant change or conservation is proposed, in line with policies in the Core Strategy. The following Area Action Plans will form part of Bradford District’s Local Plan:

- Bradford City Centre Area Action Plan
- Shipley and Canal Road Corridor Area Action Plan

**Baseline Analysis Report:** This report comprises a concise and comprehensive analysis of a wide range of topics (e.g. housing, biodiversity and transport) relevant to the Corridor’s social, economic and environmental characteristics at the present time. This study forms part of the Local Plan evidence base.

**Biodiversity:** This refers to the variety of plants, animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value too.

**Bradford City Centre Area Action Plan (BCCAAP):** This document will provide the planning framework for Bradford City Centre, in line with policies contained within the Core Strategy DPD.

**Bradford Wildlife Area (BWA):** These are areas which have local wildlife value within the District.

**Brownfield Land/Site:** This is the common term for land which is categorised as previously developed, the technical definition of which was previously contained in the Appendices to PPS3.

**“Call for Sites”**: A process whereby any agent, landowner, developer, land user who may have interests in the District and who wish to promote particular sites for future development in the Local plan could submit their proposals to the Council for consideration.

**Climate Change**: According to the Met Office, ‘Climate change is the long-term change in climate and is usually used in the context of man-made climate change’.

**Community Infrastructure Levy (CIL)**: This is a new levy that local authorities can choose to charge on new developments in their area. The money collected can be used to support development by contributing towards the funding of infrastructure that the Council, local community and neighbourhoods want or need.

**Conservation**: The process of maintaining and managing change to a heritage asset in a way that sustains and where appropriate enhances its significance.

**Conservation Area**: This is an area of special architectural or historic interest designated by the Council under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Development is controlled more tightly in order to preserve or enhance their special character and qualities.

**Core Strategy**: This is a key development plan document (DPD) within the Local Plan which sets out the vision, objectives and strategic policies to guide the pattern and levels of development within the District over a 15-20 year period.

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

**Designated Heritage Asset**: A World Heritage Site, Scheduled Ancient Monument, Listed Building, Registered Park and Garden, Registered Battlefield or Conservation Area designated as such under the relevant legislation.

**Development**: The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change of use of any building or other land. (Section 55 Town and Country Planning Act 1990)

**Development Management**: The process of determining applications for planning permission. It is carried out by the Council in order to ensure appropriate use of land and buildings in the context of legislation, Government guidance and the Development Plan. Formally referred to as Development Control or DC.

**Development Plan**: Statutory document(s) produced by Local Planning Authority which set down policies and proposals for the development and other use of land in their area. The current development plan for the Bradford District is the Replacement Unitary Development Plan (RUDP). Once adopted, the Local Plan will become the development plan for the District.

**Development Plan Document (DPD)**: These documents will form part of the Bradford District Local Plan. They include the:

- Core Strategy DPD
- Allocations DPD

- Area Action Plan DPD
- Policies map DPD
- Waste Management DPD

**Equality Impact Assessment (EIA):** This is a process designed to ensure that a policy, project or scheme does not discriminate against any disadvantaged or vulnerable people within society.

**Employment Land Review:** An assessment of the total future need for, and the available supply of, land for employment use in the District.

**Employment Zone:** Parts of the built up area where existing employment uses predominate and which are protected for employment uses in the Development Plan.

**Evidence Base:** A collection of technical studies on various topics e.g. housing, transport, and environment which are produced either by the Council or on their behalf. These studies inform the preparation of the Local Plan and provide robust, transparent and justified evidence required within plan-making.

**Flood Risk Zone:** An area of land at risk from flooding.

**Green Belt:** An area of open land defined in the Plan in accordance with Government guidance where strict controls on development are applied in order to check the unrestricted sprawl of large built up areas, safeguard the countryside from encroachment, prevent neighbouring towns from merging into one another, preserve the special character of historic towns, and assist in urban regeneration.

**Greenfield Land or Site:** Land (or a defined site), that has not previously been developed.

**Green Infrastructure:** Green Infrastructure (GI) is a strategically planned and delivered network of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, allotments and private gardens.

**Habitats Regulations Assessment:** Refer to Appropriate Assessment.

**High Frequency Bus Route:** The accessibility to bus services which run along the same route six or more times per hour in peak times. Those bus services which run four times per hour are also considered to be high frequency.

**Historic Environment:** All aspects of the environment resulting from the interaction between people and places through time, including surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.

**Independent Examination:** All DPD's are subject to independent examination by an independent inspector supplied by the Planning Inspectorate (PINS). This

usually takes the form of formal hearing, presided over by an inspector or panel of inspectors appointed to consider the 'soundness' of the plan i.e. the robustness of the policies and proposals contained in the DPD. Persons who properly made representations on a DPD when it was submitted will have their views considered by the inspector when they examine it for its soundness.

**Infrastructure:** The basic facilities, services, and installations needed for the functioning of a community or society, such as transportation and communications systems, water and power lines, and public institutions including schools, post offices, and prisons.

**Inspectors Report:** A report issued by the inspector who conducted the independent examination, setting out their conclusions on the matters raised in terms of the soundness of the plan and suggesting changes for the local planning authority to make to the submitted DPD before it is adopted.

**Issues and Options:** This refers to the first stage in the preparation of a Development Plan Document (DPD), whereby the Council will ask the public what the key issues and options are for an area and the plan being produced.

**Joint Venture Company:** An Asset-Based Joint Venture Company between the Council and Urbo Regeneration Ltd.

**Key Diagram:** The diagrammatic representation of the spatial strategy as set out in the Core Strategy.

**Leeds City Region (LCR):** Refers to the area which covers West Yorkshire and parts of neighbouring North and South Yorkshire that is ten local authority Districts, including Bradford. The areas economic development is supported by the Leeds City Region Partnership, a sub-regional economic development partnership.

**Local Infrastructure Plan (LIP):** This study sets out the current position of infrastructure provision in the District, along with an identification of the key agencies/partners, their investment programmes and infrastructure commitments, along with any key issues for the Core Strategy. This study forms part of the Local Plan evidence base.

**Local Development Framework (LDF):** Term previously used to describe a range of statutory planning policy documents that will provide a framework for advising the particular community's economic, social and environmental aims, usually comprising a portfolio of development documents including a Core Strategy, Allocations, Area Action Plans (AAPs) and Supplementary Planning Documents (SPDs).

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

**Local Plan:** Replaces LDF as the term to describe the statutory development plan produced by the LPA, including DPDs and Neighbourhood Plans.

**Local Planning Authority (LPA):** The statutory authority, i.e. City of Bradford Metropolitan District Council, whose duty it is to carry out the planning function for its area.

**National Planning Policy Framework (NPPF):** This document sets out the Government's planning policies for England and how these are expected to be applied. The Framework consolidates previous Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs) into one single national planning document.

**Open Space:** All open spaces of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

**Planning Practice Guidance (PPS):** On 6 March 2014 the Government published the Planning Practice Guidance website. The website brings together many areas of English planning guidance into a new format, linked to the National Planning Policy Framework

**Previously Developed Land (PDL):** Land which is or was occupied by a permanent structure, including curtilage of the developed land and any associated fixed surface infrastructure.

**Primary Frontages:** These refer to the key shop frontages within a primary shopping area where retail development and uses are concentrated.

**Principal Town:** These are key towns within the District which are the main focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities.

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

**Regional City:** A city recognised as a key regional hub for economic development, housing, shopping, leisure, education, health and cultural activities and facilities. Bradford was designated as a regional city in the Regional Spatial Strategy (RSS) for Yorkshire and the Humber in 2008.

**Replacement Unitary Development Plan (RUDP):** This is the current development plan for the Bradford District which was adopted in October 2005.

**Retail and Leisure Study:** This study provides an up-to-date comprehensive picture of current and future capacity for retailing and leisure in the District, which will be used to accurately determine planning applications and to inform the emerging Local Plan. This study will also assess the existing network of larger and smaller centres in Bradford Metropolitan District and the function and effectiveness of the current retail hierarchy.



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

**Secondary Frontages:** These shop frontages provide greater opportunities for a diversity of uses within a primary shopping area.

**Settlement Hierarchy:** A hierarchy of settlements which will guide the proportion of development that will be located in each settlement over the Plan period. The level of facilities, access to public transport and environmental constraints will guide this.

**Settlement Study:** A baseline characteristics study of each of the District's settlements.

**Site of Ecological or Geological Importance (SEGI):** Areas identified by the Council as being important for their flora, fauna, geological or physiological features. They are of countywide importance.

**Site of Special Scientific Importance (SSSI):** Areas identified by English Nature as being of interest by reason of their flora, fauna, geological or physiological features. They are of national importance and have statutory protection.

**Special Protection Area (SPA):** Areas which have been identified by the European Commission as being of international importance for certain breeding, feeding, wintering or migration of rare and vulnerable species of bird populations found within the EU countries. They have statutory protection under the EC Directive for the Conservation of Wild Birds 79/409.

**Statement of Community Involvement (SCI):** A statement enabling communities to know when they will be involved in the preparation of planning applications and the Local Plan. It also outlines how the Local Planning Authority will engage communities in the planning process. The Bradford District SCI was adopted by the Council on the 8th July 2008.

**Strategic Environmental Assessment (SEA):** A statutory requirement of SEA Regulations 2004 to assess significant effects of all scales of statutory plans on the environment.

**Strategic Flood Risk Assessment (SFRA):** This is a study required to meet national and regional policy requirements in relation to flood risk in a local area.

**Strategic Housing Land Availability Assessment (SHLAA):** Part of the Local Plan Evidence Base which the Government requires the Council to produce. The primary role of this assessment is to provide an indication of the scale, nature and distribution of potential housing land across the district. This involves identifying sites with potential for housing; assessing their capacity to accommodate houses; and determining having collected information about land ownership, development constraints and economic viability, whether and when the could be developed.

**Strategic Housing Market Assessment (SHMA):** A key part of Local Plan the evidence base, as required by the Government. Provides an assessment of the

scale, range and type and tenure of homes – both market and affordable - that will be required based on analysis of demographic, social and housing market drivers. A key document for determining affordable housing requirement quotas.

**Sustainability Appraisal (SA):** The process of evaluating the environmental, social and economic effects of a policy, plan or programme.

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

**ShIPLEY and Canal Road Corridor Area Action Plan (AAP):** This document will provide the planning framework for ShIPLEY and Canal Road Corridor, in line with policies contained within the Core Strategy DPD.

**Sustainable modes of transport:** Any means of transport with low impact on the environment, including walking and cycling, green or low emission vehicles, car sharing and public transport.

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

**The Regulations:** The Town and Country Planning (Local Planning) (England) Regulations 2012.

**Urban Eco Settlement:** The Urban Eco Settlements Programme is the Leeds City Region's alternative to a freestanding Eco Town, which aims to deliver eco principles within the existing built urban environment on a number of major regeneration sites.

**West Yorkshire Local Transport Plan (WYLTP):** A statutory requirement of local transport authorities which aims to deliver more sustainable transport.

**Windfall Site:** A site which has not been specifically identified as available through the development plan process, but which unexpectedly becomes available for development. A windfall dwelling is a dwelling which is delivered from such a site.

**World Heritage Site:** A UNESCO designation which can be a site of cultural or natural heritage considered to be of outstanding universal value and worthy of special protection. Saltaire is a World Heritage Site within the Bradford District.

## **Appendix B:**

### **Evidence Base**

The AAP will provide the long term framework for development and change in Shipley and Canal Road Corridor. It includes policies proposals for the development of sites for residential, retail, employment, transport initiatives and environmental protection.

It is important that the policies and proposals in the AAP are based on an up-to-date, robust and reliable evidence base to ensure a thorough understanding of the needs, opportunities and any constraints of the area.

The following studies, technical reports and sources of data have informed the Publication Draft Report.

#### **District Wide Evidence**

- Bradford District Employment Land Review Study (2011)
- Bradford District Retail & Leisure Study (2013)
- Bradford District Strategic Housing Land Availability Assessment (2015)
- Bradford District Playing Pitch Strategy (2014)
- Bradford District Strategic Housing Market Assessment (2013)
- Bradford District Strategic Flood Risk Assessment Level 1 (2014)
- Leeds and Liverpool Conservation Area Assessment (2006)
- Saltaire World Heritage Site Management Plan (2014)

#### **Shipley and Canal Road Corridor AAP Evidence**

- Shipley and Canal Road Corridor Strategic Development Framework Report (2013)
- Shipley and Canal Road Corridor AAP Transport Study (2015)
- Shipley and Canal Road Corridor AAP Green Infrastructure Study (2014)
- Ecological Assessment for the Shipley and Canal Road Corridor & Bradford City Centre AAPs (2014)
- Shipley and Canal Road Corridor AAP Infrastructure Delivery Plan (2015)
- Shipley and Canal Road Corridor AAP Viability Assessment (2015)
- Strategic Flood Risk Assessment Level 2 (2015)
- Shipley and Canal Road Corridor AAP Heritage Impact Assessment (2015)

#### **List of other documents reviewed**

- Shipley Town Centre Strategy (2008)
- New Bolton Woods Masterplan (2013)
- Bradford Becks A New Lease of Life. Catchment Management Plan (2012)
- Bradford District Community Strategy (2011-14)
- Bradford District Local Infrastructure Plan (2013)

**Appendix C: Residential Sites and Residential Losses****Table 6: Shipley and Canal Road Corridor AAP: Residential Sites**

Area	Site	Ref	Area (ha)	no. of dwellings	Site type	Estimated Delivery		
						2015 -20	2020 -25	2025 -30
Shipley	Canalside Dock Lane,	DF1	2.01	114**	PDL	X	X	
	Land between Leeds Road and Dock Lane	DF3	0.6	60			x	
	Dockfield Road North/South	DF4 DF5	0.54 0.7	90	PDL		X	
	Regent House	DF6	0.69	93**	PDL	X		
	Junction of Dock Lane and Dockfield Road	DF7	0.05	6**	PDL	X		
	Dock Lane	DF8	0.15	15	PDL		x	
	Dockfield Road	DF9	0.13	10	PDL	X		
	Shipley East	SE1	8.9	101**	mix	X	X	
	Land around Crag Road Flats	SE2	0.29	30	GF		X	
	Shipley Indoor Market Hall	STC1	0.25	20	PDF		x	
	Land and buildings around Market Sq	STC2	1.1	25	PDL		X	
	Station Road	STC3	0.4	50	PDL	x		
	Shipley Gateway Site	STC4	0.8	50	PDL		X	
	Atkinson Street	STC5	0.02	8	PDL	X		
Buildings along Briggate	STC6	0.21	20	PDL		X		
<b>Shipley Total</b>				<b>692</b>				
Centre Section	New Bolton Woods	NBW 1	50	1100	Mix	X	X	X
	New Bolton Woods (phase1)*	NBW 1	2.22	50**	GF	x		
	Frizinghall Road	NBW 2	0.8	42	PDL	X		

	Thornhill Avenue	NBW 3	0.71	21**	GF	X		
	North Bolton Hall Road	NBW 4	0.83	35	PDL		X	
	Valley Road Flats	NBW 5	1.29	50	PDL		x	
	North Queens Road	NBW 6	0.8	30	PDL		X	
	Bolton woods Flats	NBW 7	1.4	70	PDL	x		
	Bolton Woods Quarry	BWQ	28.7	1000	PDL	x	X	X
<b>Centre Section Total</b>				<b>2398</b>				
City Centre fringe	Bolton Road Wapping*	CCF1	2.11	46**	GF	x		
	Bolton Road	CCF2	0.31	16	GF		X	
	Wapping Road, Bolton Road	CCF3	0.46	23	mix	X		
	Singleton Street	CCF4	0.39	60**	PDL	x		
<b>City Centre Fringe Total</b>				<b>145</b>				
<b>AAP Totals</b>				<b>3235</b>				

\* Sites under construction (post April 2013)

\*\* estimated capacity based on approved planning application

The above table illustrates projected numbers of residential units for residential sites in the AAP. Estimated site capacities have been informed by valid planning approvals, evidence from the SHLAA and the application of density targets. In some cases site capacities have been adjusted to reflect site specific circumstances and to acknowledge the most likely form of development, for example where sites are identified as mixed use.

It must be noted that dwelling targets and estimated timescale of development are indicative and may be subject to change following detailed site proposals.

The delivery rate on large scale housing sites (NWB1 and BWQ1) is estimated to be 70 units per annum based on two developers active at the same time, as indicated in the SCRC Strategic Development Framework.

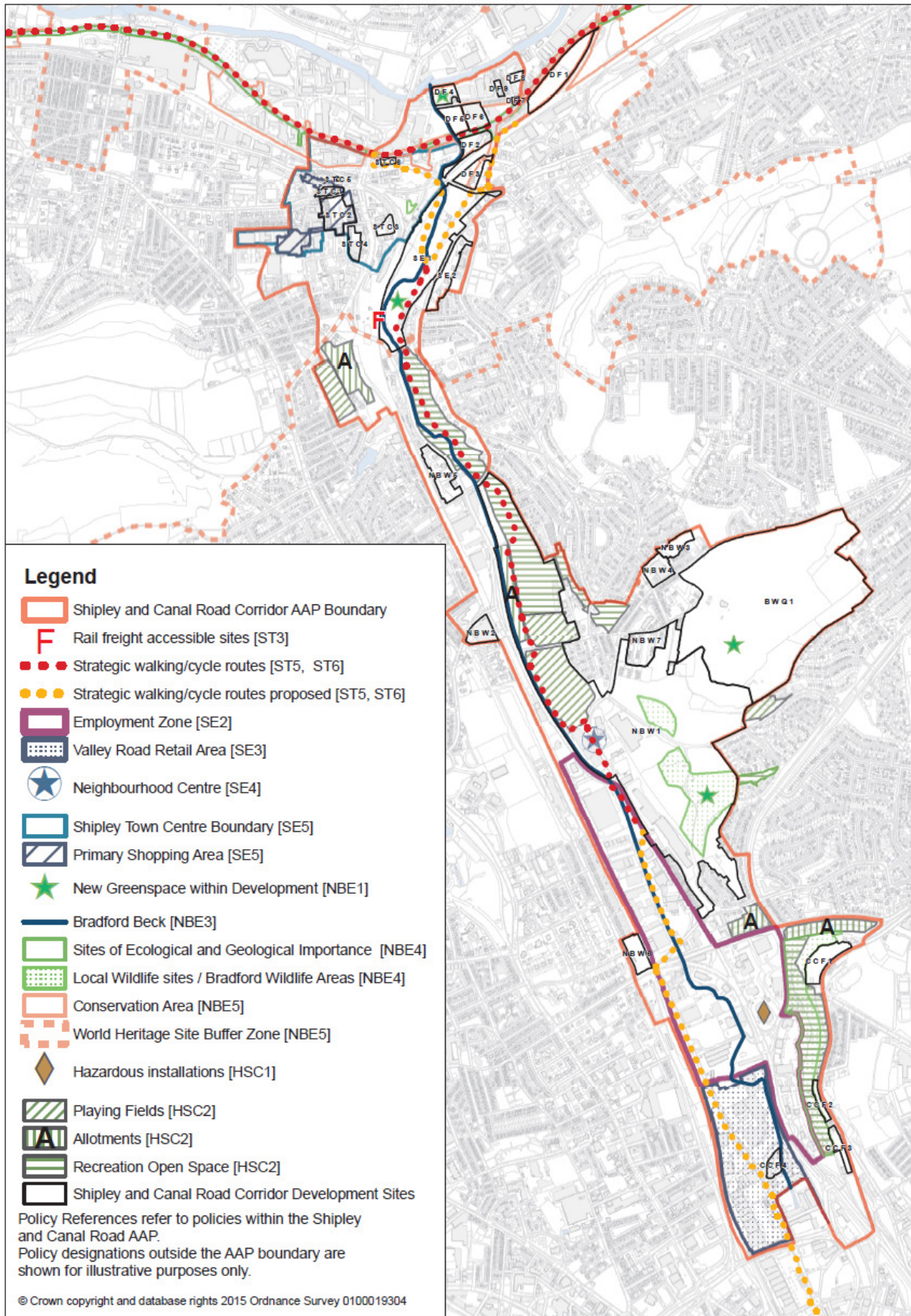
### Density Categories

- Low Density - 30-40 units per hectare  
Sites most appropriate for family homes, within and on the edge of the urban area.
- Medium Density - 41-50 units per hectare  
Sites within the urban area with good access to local facilities and transport, most suitable for mixed schemes which may include smaller family homes, elderly accommodation and some low rise apartments.
- Medium/High Density - 51-99 units per hectare  
Areas subject to master planning proposals or in particularly accessible locations within the urban areas, where a mix of densities would be most likely to include both apartments and other family housing as part of the mixed character of the area.
- High Density - 100-250 units per hectare  
Apartment style development predominantly in the city and town centres, but also on specific types of sites where this form of development has been promoted in masterplans or, the form of development is considered appropriate for the site.

**Table 7: Shipley and Canal Road Corridor AAP: Residential Losses**

<b>Stock Clearance (post April 2013)</b>	<b>number of dwellings</b>
Valley Road Flats (NBW5)	50
Bolton woods Flats (NBW7)	72
<b>Total losses</b>	<b>122</b>

**Appendix D Policies Map  
Figure 18 Policies Map**



**Appendix E: Urban Eco Settlement Principles**

The Eco Settlement Principles and Standards are based on previous standards set out in Planning Policy Statement (PPS) Eco Towns- A Supplement to PPS1. This PPS provided the standards any eco-town had to adhere to before it was cancelled for all areas (excluding north west Bicester) on 5th March 2015.

Eco Town Principle	Eco Town Standard	AAP Objective	AAP Policy	AAP Approach
Zero Carbon	Zero carbon in settlement as a whole	1. Deliver an Urban Eco Settlement of over 3100 new homes  8. Reduce the impact of climate change through mitigation and adaptation	SCRC/CC2: Sustainable Design and Construction	Major development schemes expected to achieve high standards of sustainable design and construction and reduce their environmental impact through the layout and design of development (SCRC/CC2)  Maximise opportunities for energy efficiency and on-site carbon reduction, where feasible and viable and meet Core Strategy sustainable design standards (or any subsequent national standards) (SCRC/CC2)  Support and encourage proposals which exceed minimum standards (SCRC/CC2)
Climate change adaptation	Deliver a high quality local environment and meet standards on water, flooding, green infrastructure and biodiversity	7. Protect and enhance biodiversity and green infrastructure  8. Reduce the impact of climate change through mitigation and adaptation	SCRC/CC1 Flood Risk and Water Management  SCRC/CC2: Sustainable Design and Construction  SCRC/NBE1 Green Infrastructure  SCRC/NBE2 Waterway	Major development schemes expected to achieve high standards of sustainable design and construction and reduce their environmental impact through the layout and design of development (SCRC/CC2)  Manage flood risk and ensure new development is safe from flooding and safeguards the functional flood plain in accordance with the SFRA Level 2 (SCRC/CC1).



			<p>Environments</p> <p>SCRC/NBE3 The Bradford Beck</p> <p>SCRC/NBE4 Biodiversity and Ecology</p>	<p>SUDs required within major developments and public realm improvements, where practicable (SCRC/CC1)</p> <p>Achieve a net gain in biodiversity and retain 40% of AAP as green space (SCRC/NBE4)</p> <p>Maintain and improve the ecological status of the Bradford Beck and other key waterways, in accordance with the aims of the EU Water Framework Directive (SCRC/NBE1, SCRC/NBE3)</p>
Homes	<p>Achieve Building for Life Silver Standard and Level 4 of the Code for Sustainable Homes</p> <p>Meet lifetime homes standards and space standards</p> <p>Provide for at least 30% affordable housing</p> <p>Demonstrate high levels of energy efficiency incorporated into the Building Regulations</p>	<p>1. Deliver an Urban Eco Settlement of over 3100 new homes</p> <p>3. Deliver a range of well designed high quality dwellings</p>	<p>SCRC/CC2: Sustainable Design and Construction</p> <p>SCRC/H2: Delivering new homes and sustainable neighbourhoods</p>	<p>Major residential developments expected to score well against all aspects of Building for Life 12. The Council will support and encourage proposals seeking to achieve 'Built for Life' approval. (Policy SCRC/H2)</p> <p>Major residential schemes to include a proportion of accessible and adaptable homes as part of overall housing mix and provide up to 20% affordable housing (SCRC/H2)</p> <p>Maximise opportunities for energy efficiency and on-site carbon reduction, where feasible and viable and meet Core Strategy sustainable design standards (or any subsequent national standards) (SCRC/CC2)</p>
Employment	<p>Ensure genuine mixed-use communities and minimise unsustainable commuter trips</p>	<p>4. Support sustainable economic growth</p> <p>5. Support the vitality</p>	<p>SCRC/SE1:Sustainable Economic Growth</p> <p>SCRC/SE2 Canal Road</p>	<p>Support mixed use development on development sites around Shipley town centre, Shipley East and Dockfield Road and within the New Bolton Woods site.</p>

	Provide access to employment opportunities that are easily reached by walking, cycling and/or public transport	and viability of Bradford city centre and Shipley town centre	<p>Employment Zone</p> <p>SCRC/SE3 Valley Road Retail Area</p> <p>SCRC/SE4 Strategy for retail development</p> <p>SCRC/SE5 Shipley Town Centre and Primary Shopping Area</p> <p>PSCRC/ST3 Maximising Sustainable Transport Options</p> <p>SCRC/ST4 Station Improvements</p> <p>SCRC/ST5 Pedestrian and Cycle Movements</p> <p>SCRC/ST6 Canal Road Greenway</p> <p>SCRC/NBE6 Ensuring high quality design</p>	<p>Canal Road employment zone and Valley Road Retail Area (SCRC/SE2, SCRC/SE3)</p> <p>Support the vitality and viability of Shipley town centre (SCRC/SE5)</p> <p>Support new employment uses and a new Neighbourhood Centre within the New Bolton Woods site (NBW1).</p> <p>Support station improvements at Shipley and Frizinghall railway stations (SCRC, ST4)</p> <p>Identify key strategic routes and important local pedestrian and cycle routes, including the Canal Road Greenway (SCRCST5, SCRC/ST6)</p> <p>New development required to make best use of the existing public transport links in the Corridor and contribute to and maximise the delivery of public transport improvements where necessary (SCRC/ST5)</p>
Transport	Homes should be within ten minutes walk of frequent public transport and neighbourhood services	6. Enhance Shipley and improve links between the town centre, Saltaire, Shipley Station and the	SCRC/H2: Delivering new homes and sustainable neighbourhoods	<p>Residential sites to meet accessibility standards or provide suitable mitigation (SCRC/ST3).</p> <p>Require a minimum density of 50 dwellings per hectare for residential sites well served by public</p>

	<p>Maximum walking distance of 800m from homes to the nearest school for children aged under 11</p> <p>Priority for sustainable transport options such as walking, cycling, and public transport</p> <p>50 percent of trips originating in settlement made by non-car means</p> <p>Good design principles, drawing from Manual for Streets and Building for Life</p>	<p>Leeds and Liverpool Canal</p> <p>9. Maintain and improve Canal Road as a key strategic transport route and maximise sustainable transport options</p>	<p>SCRC/HSC3: Community Infrastructure</p> <p>SCRC/ST1 Transport Improvements</p> <p>SCRC/ST3 Maximising Sustainable Transport Options</p> <p>SCRC/ST4 Station Improvements</p> <p>SCRC/ST5 Pedestrian and Cycle Movements</p> <p>SCRC/ST6 Canal Road Greenway</p> <p>SCRC/ST7 Parking</p>	<p>transport (SCRC/H2)</p> <p>New Neighbourhood Centre and primary school within the New Bolton Woods site, which is designed to be well served by public transport and easily accessible by safe and attractive pedestrian and cycle routes (NBW1, SCRC/HSC3)</p> <p>Enhance and protect key strategic routes and important local pedestrian and cycle routes, including the Canal Road Greenway (SCRC/ST5, SCRC/ST5)</p> <p>Support train station improvements at Shipley and Frizinghall train stations (SCRC/ST4)</p> <p>New development required to make best use of the existing public transport links in the Corridor and contribute to and maximise the delivery of public transport improvements where necessary (SCRC/ST3).</p> <p>New development required to demonstrate a high standard of design and respond to place-making opportunities (SCRC/NBE6).</p> <p>Major residential developments expected to score well against Building for Life 12 (SCRC/H2).</p> <p>Parking should be finished to a high standard of design (SCRC/ST7).</p>
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<p>Healthy Lifestyles</p>	<p>Support healthy and sustainable environments and enable residents to make healthy choices easily</p>	<p>10.Enhance resident’s health and education outcomes</p>	<p>SCRC/HSC1 Hazardous Installations</p> <p>SCRC/HSC2 Open Space, Sport and Recreation</p> <p>SCRC/HSC3 Community Infrastructure</p> <p>SCRC/ST5 Pedestrian and Cycle Movements</p> <p>SCRC/ST6 Canal Road Greenway</p> <p>SCRC/NBE1 Green Infrastructure</p> <p>SCRC/NBE4 Biodiversity and Ecology</p>	<p>Identify and protect important open space, including allotments, recreation open space and playing fields (SCRC/HSC2)</p> <p>Identify and have regard to the location of hazardous installations(SCRC/HSC1)</p> <p>Manage air quality and mitigating impacts of new development in accordance with Low Emissions Strategy</p> <p>Identify and protect key strategic routes and important local pedestrian and cycle routes, including the Canal Road Greenway (SCRC/ST5, SCRC/ST5)</p> <p>Require new and improved on site open space and sport provision on larger scale residential sites (NBW1, BWQ1)</p> <p>Support the delivery of ecological enhancement projects and the Green infrastructure Framework (SCRC/NBE1, SCRC/NBE4)</p>
<p>Local Services</p>	<p>Include a good level of provision of services that is proportionate to the size of the development.</p>	<p>1. Deliver an Urban Eco Settlement of over 3100 new homes</p> <p>10.Enhance resident’s health and education outcomes</p>	<p>SCRC/HSC3 Community Infrastructure</p> <p>SCRC/SE5 Shipley Town Centre and Primary Shopping Area</p> <p>SCRC/SE6: Market</p>	<p>New Neighbourhood centre including local retail and community facilities and primary school within the New Bolton Woods site (NBW1).</p> <p>Support the vitality and viability of Shipley town centre (SCRC/SE5).</p> <p>Support new and improved market provision within</p>

			provision	Shipley town centre (SCRC/SE6)
Green Infrastructure	40% of the total area should be allocated to green space, consisting of a network of well managed, high quality green/open spaces which are linked to the wider countryside	<p>7. Protect and enhance biodiversity and green infrastructure</p> <p>8. Reduce the impact of climate change through mitigation and adaptation</p> <p>10. Enhance resident's health and education outcomes</p>	<p>SCRC/NBE1 Green Infrastructure</p> <p>SCRC/NBE4 Biodiversity and Ecology</p> <p>SCRC Recreation Open Space and Playing Fields</p> <p>SCRC/NBE2 Waterway Environments</p> <p>SCRC/NBE3 The Bradford Beck</p> <p>SCRC/NBE4 Biodiversity and Ecology</p> <p>SCRC/CC1 Flood Risk and Water Management</p> <p>SCRC/CC2: Sustainable Design and Construction</p>	<p>Protect and enhance important green infrastructure and ecological networks (SCRC/NBE1, SCRC/NBE4)</p> <p>Support the delivery of ecological enhancement projects and the Green infrastructure Framework (SCRC/NBE1, SCRC/NBE4)</p> <p>Deliver a Linear Park alongside the revitalised Bradford Beck and Canal Road Greenway (SCRC/NBE1, SCRC/NBE3, SCRC/ST6)</p> <p>Identify key sites where new green space will be required within the development (SCRC/NBE1)</p> <p>Identify and protect important open space, including allotments, recreation open space and playing fields (SCRC/HSC2)</p> <p>Require inclusion of SUDs within in major developments where practicable (SCRC/CC1)</p> <p>Major development schemes expected to achieve high standards of sustainable design and construction and reduce their environmental impact through the layout and design of development (SCRC/CC2)</p>

<p>Landscape and Historic Environment</p>	<p>Adequately consider the implications for the local landscape and historic environment Set out measures to conserve and, where appropriate, enhance heritage assets and their settings</p>	<p>7. Protect and enhance biodiversity and green infrastructure  11. Protect and enhance the historic environment and setting of the Saltaire World Heritage Site</p>	<p>SCRC/NBE5 Heritage and Conservation  SCRC/NBE1 Green Infrastructure  SCRC/NBE2 Waterway Environments  SCRC/NBE3 The Bradford Beck  SCRC/NBE6 Ensuring high quality design</p>	<p>preserve and enhance the character of conservation areas and World Heritage site buffer Zone (SCRC/NBE5)  Protect and enhance the outstanding universal value of Saltaire World Heritage Site and its setting (SCRC/NBE5)  Development proposals expected to positively relate to and take advantage of, proximity to waterways and support their economic, recreational, environmental, historic and ecological value (SCRC/NBE2, SCRC/NBE6)  Deliver a Linear Park alongside the revitalised Bradford Beck (SCRC/NBE1, SCRC/NBE3)</p>
<p>Biodiversity</p>	<p>Demonstrate a net gain in local biodiversity  No adverse effects on the integrity of any European sites  A strategy for conserving and enhancing local biodiversity should be produced</p>	<p>7. Protect and enhance biodiversity and green infrastructure</p>	<p>SCRC/NBE1 Green Infrastructure  SCRC/NBE2 Waterway Environments  SCRC/NBE3 The Bradford Beck  SCRC/NBE4 Biodiversity and Ecology</p>	<p>Achieve a net gain in biodiversity and retain 40% of AAP as green space (SCRC/NBE1 , SCRC/NBE4)  Protect and enhance important habitats and sites designated as a SEGI, locally designated wildlife sites (SCRC/NBE4)  Require appropriate mitigation within the South Pennine Moors SPA zone of influence (SCRC/NBE4)  Protect and enhance important green infrastructure and ecological networks (SCRC/NBE1, SCRC/NBE4)</p>

				<p>Support the delivery of ecological enhancement projects and the Green infrastructure Framework (SCRC/NBE1, SCRC/NBE4)</p> <p>Maintain and improve the ecological status of the Bradford Beck and other key waterways, in accordance with the aims of the EU Water Framework Directive (SCRC/NBE1, SCRC/NBE3)</p> <p>Deliver a Linear Park alongside the revitalised Bradford Beck (SCRC/NBE1, SCRC/NBE3)</p>
Water	<p>Contribute to water efficiency and improving water quality in the locality</p> <p>Include a strategy for the long term maintenance, management and adoption of the SUDS</p>	<p>7. Protect and enhance biodiversity and green infrastructure</p> <p>8. Reduce the impact of climate change through mitigation and adaptation</p>	<p>SCRC/CC1 Flood Risk and Water Management</p> <p>SCRC/CC2: Sustainable Design and Construction</p> <p>SCRC/NBE2: Waterway Environments</p> <p>SCRC/NBE3: The Bradford Beck</p>	<p>Protect and enhance key waterways including River Aire, Leeds and Liverpool Canal and Bradford Beck (SCRC/NBE2)</p> <p>Maintain and improve the ecological status of the Bradford Beck and other key waterways, in accordance with the aims of the EU Water Framework Directive (SCRC/NBE1, SCRC/NBE3)</p> <p>Require inclusion of SUDs within in major developments, where practicable (SCRC/CC1)</p> <p>Major development schemes expected to achieve high standards of sustainable design and construction and reduce their environmental impact through the layout and design of development (SCRC/CC2)</p>
Flood Risk Management	The location, layout and construction of development should	7. Protect and enhance biodiversity and green infrastructure	SCRC/CC1: Flood Risk and Water Management	Mange flood risk and ensure new development is safe from flooding and safeguards the functional flood plain in accordance with the SFRA Level 2

	<p>reduce and avoid flood risk wherever practicable</p> <p>Flood Zone 2 should, as far as possible, be used for open spaces and informal recreational areas that can serve as multi-functional spaces, for example, those used for flood storage</p> <p>No built-up development in Flood Zone 3, with the exception of water-compatible development</p>	<p>8. Reduce the impact of climate change through mitigation and adaptation</p>	<p>SCRC/CC2: Sustainable Design and Construction</p> <p>SCRC/NBE2: Waterway Environments</p> <p>SCRC/NBE3: The Bradford Beck</p>	<p>(SCRC/CC1).</p> <p>Require inclusion of SUDs within in major developments, where practicable (SCRC/CC1)</p> <p>Develop a long term strategy for managing flood risk along the Corridor (SCRC/CC1)</p>
Waste	<p>Include a sustainable waste and resources plan</p>	<p>4. Support sustainable economic growth</p> <p>10. Enhance resident's health and education outcomes</p>	<p>Policy SCRC/SE8; Existing Waste Management Facilities</p>	<p>Identify existing Waste Management Facilities and support aims of the Waste Management DPD (SCRC/SE8)</p>
Master planning	<p>All planning applications should include an overall master plan and supporting documentation to demonstrate how the eco settlement standards will be achieved</p>		<p>SCRC/NBE6: Ensuring high quality design</p> <p>SCRC/CC2: Sustainable Design and Construction</p> <p>Policies Map and Policy Framework</p>	<p>Large scale residential schemes within Centre Section to be supported by Masterplans and submitted for Independent Design review (SCRC/NBE6, BW1, BWQ)</p> <p>Major Developments to be supported by Sustainability Statement (SCRC/CC2)</p> <p>Proposals map, sub area development frameworks and policies framework within the</p>



				AAP
Transitioning	set out: timetable of delivery of neighbourhoods, employment and community facilities and services and infrastructure		AAP Implementation and Delivery Section  SCRC AAP Infrastructure Delivery Plan	Implementation and Delivery section of AAP  Infrastructure Delivery Plan and Viability Assessment

## **Appendix 2**

### **BRADFORD DISTRICT LOCAL PLAN**

# **Shipley and Canal Road Corridor Area Action Plan**

## **Publication Draft Engagement Plan**

**October 2015**

## **Bradford District Local Plan**

### **FOREWORD**

This document sets out how City of Bradford Metropolitan District Council (CBMDC) will seek to engage the public in considering the Shipley and Canal Road Corridor Area Action Plan (AAP) which will guide the transformation of the Shipley and Canal Road Corridor area up to 2030. It sets out the aims and principles that will underpin the final public consultation on the Shipley and Canal Road Corridor AAP and will be referred to as the Engagement Plan.

The Shipley and Canal Road Corridor AAP will form part of a portfolio of Development Plan Documents (DPDs) that will guide future growth and development in the Bradford District in the period up to 2030. The Shipley and Canal Road Corridor is a priority regeneration area in the Bradford District and has been identified as one of four Urban Eco Settlement locations within the Leeds City Region.

The AAP will identify the location of new development and help make decisions on planning applications. It will also influence decisions about transport, infrastructure, community facilities and economic development. The Shipley and Canal Road Corridor AAP will be developed in collaboration with neighbourhoods, local organisations and businesses.

The AAP will support the Council's emerging plans and regeneration ambitions for the corridor. At a strategic level the emerging Core Strategy sets out broad proposals and targets for future development in the Shipley Canal Road Corridor up to 2030. At a site level there are regeneration areas in the Corridor, which are developing detailed development proposals, such as the Canal Road Urban Village Joint Venture Company site.

One of the key aims of the Planning system is to strengthen community involvement in the planning of the places in which people live and work. Importance is placed on community involvement throughout the preparation of the Development Plan Documents, in particular at the early stages. Local Planning Authorities are required to prepare a Statement of Community Involvement (SCI) which sets out how the Council intends to engage with the community when preparing its Development Plan and also how it engages with the community in dealing with planning applications. Bradford Council is committed to ensuring that everyone has an equal opportunity to play an active and positive role in considering the planning issues, which affect them and the District. The SCI for Bradford was adopted by Full Council on 8th July 2008.

This public consultation on the Publication Draft forms the last consultation stage in developing the AAP before being submitted to the Planning Inspectorate. It provides an opportunity for the community to consider the big issues facing the area, help shape the long-term vision and ultimately the strategic policies and proposals to deliver the vision.

## Bradford District Local Plan

This Engagement Plan has been developed based upon:

- The Planning & Compulsory Purchase Act (2004)
- Town and Country Planning (Local Planning) (England) Regulations 2012
- National Planning Policy Framework (NPPF March 2012)
- Planning Advisory Service (PAS) – Plan Making Manual
- CBMDC Statement of Community Involvement (SCI) (2008)
- CBMDC Local Development Scheme 2014 - 2017 (LDS) (July 2014)

This Engagement Plan is separated into three parts:

- **Part One** sets out the aims and principles that will underpin the public consultation on the Shipley and Canal Road Corridor AAP Publication Draft report.
- **Part Two** forms a consultation and participation plan which sets out how the Council will meet the aims and principles in Part 1 and comply with the adopted Statement of Community Involvement (SCI).
- **Part Three** sets out how the consultation and engagement will be recorded and how any comments received will be taken into consideration during the next stage of developing the Shipley and Canal Road Corridor AAP.

### Further information:

A 'Glossary of Terms' is available in Appendix A of this report.

For more information about the Development Plan for Bradford, please visit our website at

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

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**PART ONE: AIMS AND PRINCIPLES**

**BACKGROUND**

**The Replacement Unitary Development Plan (RUDP)**

- 1.1 The current Replacement Unitary Development Plan (RUDP) for Bradford was formally adopted on 15th October 2005. A number of policies within this plan were saved under a Secretary of State Direction and Schedule of Saved Policies on 30th September 2008.

**The Local Plan**

- 1.2 The Government introduced proposals for planning reform to speed up the planning system through the Planning and Compulsory Purchase Act 2004. This changed the current pattern of development plans from the old system which consisted of a single Unitary Development Plan (UDP) covering the whole District to a new planning system consisting of a development plan that is made up of a series of separate documents and known as the Local Development Plan (LDF). Following the Town and Country Planning (Local Planning) (England) Regulations coming into force on 6<sup>th</sup> April 2012 the Council will now produce the Bradford District Local Plan, formally known as the Local Development Framework.

**Local Development Documents (LDD)**

- 1.3 Documents that make up the Local Plan are called Local Development Documents; these have to have regard and conform to the policies and guidance put forward by Government in National Planning Policy Framework (NPPF). There are two compulsory types of Local Development Documents; these include Development Plan Documents (DPD's) and the Statement of Community Involvement (SCI).

**Development Plan Documents (DPD)**

- 1.4 These are documents that form part of the statutory development plan for the District, which will be known as the Bradford District Local Plan and are subject of a Public Examination by an independent Inspector. Table 1 lists the Development Plan Documents being prepared by Bradford Council:-

## Bradford District Local Plan

<b>Table 1 Development Plan Document</b>	
<b>DPD</b>	<b>DOCUMENT DESCRIPTION</b>
Core Strategy DPD	This document sets out the spatial vision for the District, the strategic policies for guiding development, the housing requirement, and a framework for monitoring and implementing the Strategy.
Waste Management DPD	This document sets out the spatial strategy and policies for dealing with waste streams within the district. It will also identify waste management sites for dealing with different stream of waste.
Allocations DPD	This document identifies sites for development including housing, employment as well as green space.
Area Action Plans DPD	These documents set out a local plan that is targeted at a specific area of change or conservation. Shipley and Canal Road Corridor AAP and Bradford City Centre AAP are the two regeneration areas being targeted by use of AAP's.
Proposals Map DPD	This document will show the proposals for the District on an OS Map base, and will be updated as individual documents are adopted.

1.5 Two Area Actions Plans are currently being prepared by the Council. These are the Shipley and Canal Road Corridor AAP and the Bradford City Centre AAP. The purpose of these AAP's is to provide a development plan to show how the Core Strategy will be delivered for these two specific regeneration areas within the District.

1.6 The AAPs will set out detailed land uses and direct future development and investment. They will allocate land for development, make proposals for supporting infrastructure and define the steps to be taken to ensure delivery.

### **The Publication Draft Report**

1.7 The process and stages in producing Development Plan Documents such as AAPs are laid down by the Government. They are designed to ensure that by the time the plan is finalised it has been tested through extensive consultation and involvement of the public and wider stakeholders and all reasonable options have been considered.

## Bradford District Local Plan

- 1.8 The Publication Draft Report is the final consultation version before submission of the AAP to the Planning Inspectorate and the last opportunity to comment on the content of the AAP before a public inquiry is organised. The Shipley and Canal Road Corridor AAP will go or has gone through the following stages as part of its preparation:

<b>Time Period</b>	<b>Stage</b>	
2010-2012	Evidence Gathering	Community/ Stakeholder Engagement and Sustainability Appraisal
January 2013	Identifying Issues and Options.	
October 2015	Publication Draft	
2016	Submission Document	
2017	Inspectors Report/Adoption	

### **Statement of Community Involvement (SCI)**

- 1.9 The Statement of Community Involvement sets out how the Council intends to engage the community in producing Local Development Documents that make up the Bradford District Local Plan, and in the consideration of planning applications. The SCI is itself a Local Development Document that is the subject of a Public Examination by an independent Inspector.
- 1.10 Bradford's SCI was adopted on 8th July 2008. All other Local Development Document's will have to comply with the requirements for community involvement as set out within the adopted SCI.
- 1.11 This Engagement Plan will set out how the Shipley and Canal Road Corridor AAP Publication Draft consultation will be in accordance with the adopted SCI through an identification of who will be consulted, by what means and when this will happen. Following this consultation, a Statement of Consultation will record exactly what took place and the outcomes of all the meetings, events and comments.

### **Local Plans and Legal Compliance**

- 1.12 The requirement for the Development Plan Document to undergo an Examination in Public is to establish whether it is 'legally compliant' as prescribed in the Act. The Plan should:
- Be within the current Local Development Scheme (LDS)
  - Ensure the process of community involvement is in accordance with the adopted Statement of Community Involvement (SCI)



## Bradford District Local Plan

- Comply with the requirements prescribed within the Town and County Planning (Local Planning) (England) (Amendment) Regulations 2012 with regards to publishing the DPD, advertising it in the press and notifying any persons requested to be notified.
- Be accompanied by a Sustainability Appraisal report
- Have regard to the Sustainable Community Strategy.

### Local Plans and Duty to Co-operate

- 1.13 The duty to co-operate came into force on 15th November 2011 and any plan submitted for examination will be examined for compliance. The duty requires cooperation between adjoining Local Planning Authorities (LPA) and other public bodies to maximise effectiveness of policies for strategic planning matters in the Local Plan. LPA are expected to provide evidence of how they have complied with any requirements arising from the duty.

### Local Plans and the Test of Soundness

- 1.14 The requirement for the Development Plan Document to undergo an Examination in Public is to establish whether it is 'sound' as prescribed in the Act. The Council is required to submit the Core Strategy, together with associated documents and representations made, for consideration by an independent inspector appointed by the Government. The examination of the DPD is an independent process for determining whether it is fundamentally sound. In assessing the issue of soundness the Inspector will have due regard to the evidence submitted alongside the plan and the representations made at the publication stage.
- 1.15 The Publication Draft is the final stage prior to submission to Government for independent examination. As such this is the stage when it becomes the plan that the Council wishes to see adopted. At this stage the Council needs to ensure that it will pass the key tests of soundness at independent examination.
- 1.16 The Local Plan will be examined by an independent inspector whose role it is to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it is sound. To this end, a LPA should submit a plan for examination which it considers is "sound" – namely that is:

1. **Positively Prepared:** the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
2. **Justified:** the plan should be the most appropriate strategy when considered against the reasonable alternatives, based on proportionate evidence;

## Bradford District Local Plan

3. **Effective:** the plan should be deliverable over the plan period and based on effective joint working on cross-boundary strategic priorities; and
4. **Consistent with national policy:** the plan should enable the delivery of sustainable development in accordance with the policies in the NPPF.

### Shipley and Canal Road Corridor Area Action Plan

- 1.17 The main purpose of the Area Action Plan (AAP) is to:
- inform communities, businesses and other organisations about the scope and preparation process of the AAP;
  - develop the vision and key objectives for the area;
  - identify the key priorities for delivering development;
  - and to prompt interested parties to put forward sites / proposals for consideration.
- 1.18 The AAP will support the Council's emerging plans and regeneration ambitions for the corridor. At a strategic level the Core Strategy sets out broad proposals and targets for future development in the Shipley and Canal Road Corridor up to 2030. At a site level there are regeneration areas in the Corridor, which are developing detailed development proposals, such as the Canal Road Urban Village Joint Venture Company site (Centre Section sites).

### Aims

- 1.19 This Engagement Plan has been drawn up to ensure that the Shipley and Canal Road Corridor AAP is in compliance with the Council's adopted SCI and associated statutory planning regulations and that as many different stakeholders and the wider community, as appropriate, are engaged in the process. This should ensure that as far as practicable the AAP:
- Reflects the needs of the District, its communities and stakeholders;
  - Is technically robust and based on sound information and evidence;
  - Enjoys broad consensus.

### Objectives

- 1.20 This Engagement Plan will:
- Identify the stakeholders that should be consulted on the content of the Shipley and Canal Road Corridor AAP;
  - Set out how these stakeholders and the local community will be able to inform and make comment on the Shipley and Canal Road Corridor AAP;

## Bradford District Local Plan

- Establish when there will be opportunities for stakeholders and communities to make representations on the content of the Shipley and Canal Road Corridor AAP;
- Set out how comments received will be recorded and taken into consideration as the Council works towards the Submission stage.

### Principles

- 1.21 The National Planning Policy Framework (NPPF) stresses the importance of public consultation in the production of the Local Plan. The NPPF states:

*“Early and meaningful engagement and collaboration with neighbourhoods, local organisations and businesses is essential. A wide section of the community should be proactively engaged, so that Local Plans, as far as possible, reflect a collective vision and a set of agreed priorities for the sustainable development of the area, including those contained in any neighbourhood plans that have been made.” – Paragraph 155*

- 1.22 There are several principles which will underpin the approach this engagement in support of the publication, namely:
- Identify and provide opportunities for stakeholders and interested parties to be informed of the publication of the Core Strategy
  - Provide good quality, accessible and relevant information
  - Meet the requirements as set out in the relevant planning Regulations and the Councils Statement of Community Involvement (SCI)
  - Meet the requirements of the Strategic Environmental Assessment (SEA) Directive with regards to consultation.

### Strategic Environmental Assessment (SEA)

- 1.23 In accordance with Section 19 (5) of the Planning and Compulsory Purchase Act 2004 the Sustainability Appraisal (SA) of the Development Plan Document will incorporate the requirements of the European Directive on Strategic Environmental Assessment (SEA) with regards to community consultation.

**Equality Impact Assessment (EqIA)**

- 1.24 The Shipley and Canal Road Corridor AAP will be subject to an Equal which, is a process designed to ensure that a policy, project or scheme does not discriminate against any disadvantaged or vulnerable people within society. The protected characteristics groups include:
- Age
  - Disability
  - Gender Reassignment
  - Race
  - Religion / Belief
  - Pregnancy and maternity
  - Sexual Orientation
  - Sex
- 1.25 The EqIA Scoping report is a background document which is to be published as part of this consultation for comment.
- 1.26 Consideration of equality issues will be given during the entire consultation exercise to ensure that a representative view of the Shipley and Canal Road Corridor AAP is sought.

## Bradford District Local Plan

### PART TWO: ENGAGEMENT PLAN

- 2.1 This Engagement Plan outlines out how the general public, key stakeholders, local organisations and groups will be notified of the issuing of the Publication Draft document for formal representations in line with Government regulations.
- 2.2 On the 20<sup>th</sup> October 2015, Full Council approved the Publication Draft and associated documents to be issued for a 6 week formal consultation in line with the regulations and Submission to Government for Examination.
- 2.3 Formal consultation on the Publication Draft is limited to inviting representations on the soundness of the Plan, its legal compliance and the duty to co-operate, as set out in paragraphs 1.12 - 1.16 of this report. These three elements will be considered by the examining Inspector appointed by the Government.
- 2.4 Engagement will involve the publication of the Shipley Canal Road Corridor Area Action Plan DPD and associated documents; raising awareness and understanding of the approach of the representation process; along with assisting those in making representations to the Council.

#### **Consultees and key mechanisms for consultation**

- 2.5 A range of stakeholders will be notified of the issuing of the Publication Draft for formal representations. Appendix B provides a list of all Local Plan consultees, including statutory bodies and key stakeholders, general consultees such as groups and organisations along with those who have requested to be notified on aspects relating to the Local Plan. All requests regarding this list, including being added or removed should be directed to:

Planning.Policy@bradford.gov.uk

- 2.6 In order to comply with the adopted Statement of Community Involvement (SCI) a range of consultation mechanisms have been proposed to meet the principles and objectives set out in Part 1.

## Bradford District Local Plan

### Mechanisms for Public Consultation

2.7 Table 3 sets out the key mechanisms which will be used during the consultation stage and who the target audience would be.

<b>TABLE 3: Mechanisms For Public Consultation</b>		
<b>Objective of this Consultation</b>	<b>Mechanisms for Engagement</b>	<b>Key Target Communities</b>
<p>To allow key stakeholders, organisations and members of local community to make formal representations on:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Soundness</li> <li><input type="checkbox"/> Legal compliance</li> <li><input type="checkbox"/> Duty to co-operate</li> </ul> <p>In relation to the Shipley Canal Road Corridor Area Action Plan Publication Draft.</p>	Local Plan Consultee	<ul style="list-style-type: none"> <li>• Statutory consultees</li> </ul>
	Correspondence (Letters & Emails)	<ul style="list-style-type: none"> <li>• Targeted bodies, stakeholders and organisations</li> </ul>
	Notification requests (Letters & Emails)	<ul style="list-style-type: none"> <li>• Individuals, stakeholders and organisations on Local Plan database</li> </ul>
	Media Releases e.g. Local press and radio	<ul style="list-style-type: none"> <li>• General public</li> <li>• Individuals, stakeholders and organisations</li> </ul>
	CBMDC Website – Local Plan Web Pages	<ul style="list-style-type: none"> <li>• General public</li> <li>• Stakeholders and organisations</li> <li>• Internal CBMDC staff</li> <li>• Statutory consultees</li> </ul>
	Local Plan Newsletter: <i>Plan-It Bradford</i>	<ul style="list-style-type: none"> <li>• Individuals and organisations on the Local Plan database</li> </ul>
Drop- in sessions	<ul style="list-style-type: none"> <li>• Local residents and businesses within neighbourhoods of Shipley &amp; Canal Road Corridor</li> </ul>	

**Engaging Different Groups**

2.8 Table 4 below outlines how individuals and groups will have the opportunity to find out information in order to make formal representations to the Shipley and Canal Road Corridor AAP Publication Draft throughout this consultation period.

<b>Table 4: How Different Groups Will be Engaged</b>		
<b>Type of Stakeholder</b>	<b>How they are most likely to Be involved in the Shipley and Canal Road Area Action Plan DPD</b>	<b>Though what means</b>
Individual members of the public	Sharing and accessing information	<ul style="list-style-type: none"> <li>• Attending 'drop-in' sessions</li> </ul>
	Responding to the consultation	<ul style="list-style-type: none"> <li>• Commenting on proposals at Consultation events.</li> <li>• Written representations</li> </ul>
Key stakeholders	Sharing and accessing information	<ul style="list-style-type: none"> <li>• Attending 'drop-in' sessions</li> </ul>
	Responding to consultation	<ul style="list-style-type: none"> <li>• Commenting on proposals at consultation events.</li> <li>• Written representations.</li> </ul>
Locally based networks and forums	Responding to consultation	<ul style="list-style-type: none"> <li>• Commenting on proposals at Consultation events.</li> </ul>
Members	Sharing and accessing information	<ul style="list-style-type: none"> <li>• Member briefing sessions.</li> <li>• Attending 'drop-in' session</li> <li>• Written representations.</li> </ul>
	Responding to consultation	<ul style="list-style-type: none"> <li>• Written representations.</li> </ul>

**Information provision during the process**

2.9 The following documents and supporting material will be subject of the consultation:-

- Shipley and Canal Road Corridor - Baseline Analysis Report or Evidence
- Shipley and Canal Road Corridor – Supporting Statement/Briefing Note
- Sustainability Appraisal
- Equalities Impact Assessment – Scoping Exercise
- Shipley and Canal Road Corridor AAP Publication Draft Report

**Availability of publication documentation**

2.10 The consultation documentation will be made available at the statutory deposit locations across the district, as listed in table 5 below:

<b>Table 5: Deposit Locations</b>	
<b>Council Planning Offices</b>	<p><b>Jacobs Well</b>, Manchester Road, Bradford, BD1 5RW</p> <ul style="list-style-type: none"> <li>• Mon – Thurs 9am to 5pm, Fri 9am to 4.30pm</li> </ul>
	<p><b>Keighley One Stop Shop</b>, Town Hall, Bow Street, Keighley BD21 3SX</p> <ul style="list-style-type: none"> <li>• Mon – Thurs 8.30am to 5pm, Fri 9am to 4.30pm</li> </ul>
<b>Main Council Libraries</b>	<p><b>City Library</b>, Centenary Square, Bradford BD1 1SD</p> <ul style="list-style-type: none"> <li>• Mon – Fri 9am to 7pm, Sat 9am to 5pm</li> </ul>
	<p><b>Shipley Library – Other appropriate venue if Library remains unavailable due to refurbishment</b></p>
	<p><b>Keighley Library</b>, North Street Keighley BD21 3SX</p> <ul style="list-style-type: none"> <li>• Mon – Fri 9am to 7pm, Sat 9am to 5pm</li> </ul>
	<p><b>Ilkley Library</b>, Station Road, Ilkley, LS29 8AH</p> <ul style="list-style-type: none"> <li>• Mon – Fri 9am to 7pm, Sat 9am to 5pm</li> </ul>
	<p><b>Bingley Library</b>, Myrtle Walk, Bingley, BD16 1AW</p> <ul style="list-style-type: none"> <li>• Mon – Fri 9am to 7pm, Sat 9am to 5pm</li> </ul>

2.11 The publication stage documents will be available to view and download on the Council’s website at: [www.bradford.gov.uk/planningpolicy](http://www.bradford.gov.uk/planningpolicy) The Council will limit the number of hard copies of the documentation that is produced in order to reduce the environmental impacts of printing and potential waste as well as minimise financial costs.



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2.12 In accordance with Regulation 36, (The Town & Country Planning (Local Planning) (England) Regulations 2012; Part 9; 36 (page 17) any requests made to the Council for a copy of the Publication documents (listed in 2.9 above), either electronic or hard copy, will be met as soon as reasonably practicable after receipt of the request. Electronic copies will be free of charge; however there will be a charge incurred for requests for a hard copy document. This charge will cover the Councils materials, printing and administration costs.

### **Targeted Consultees**

2.13 Statutory consultees, as set out in Section 1 of Appendix B, will be notified by either letter or E-mail of the issuing of these documents and their availability for formal comment.

2.14 The local authorities and public bodies which are subject to the Duty to Co-operate under the Town and Country Planning (Local Planning) (England) Regulations 2012 are included within the statutory consultee list as mentioned above.

2.15 The Council will notify, in writing either by letter or E-mail, all other consultees and those who have indicated they wish to be kept up-to-date with progress on the Local Plan for Bradford. These organisations and individuals are set out in Appendix B. These lists are updated as and when requests are made to the Local Plan Group.

### **Internal Consultations and Member Briefings**

2.16 The Local Plan Group will hold regular meetings with the Portfolio Holder for Housing, Planning & Transport.

2.17 All 90 Members of the Council and Members of Parliament (MPs) will be informed of the publication period and will be issued with a member briefing note for their information and guidance.

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### External Bodies – Adjoining Local Authorities & the Duty to Cooperate

2.18 It is important that the Shipley and Canal Road Corridor AAP aligns with other development plans in adjoining local authorities and the plan meets the new ‘Duty to Cooperate’ legal test. The Leeds City Region Partnership is one key mechanism which is used to consider cross boundary issues and seek to align different development plan approaches. The Council will, during plan preparation and prior to any formal submission, engage actively and positively with key adjoining Local Authorities, namely Leeds, Calderdale, Craven Kirklees, and North Yorkshire, as well as other bodies as listed in the Regulations, to discuss the preparation and content of the Publication Draft.

### Internal Council Services

2.19 The Local Plan Group will engage with internal services departments within the Council regarding the publication of the AAP documents. In addition, targeted contact will be made with key departments or officers through meetings, Email and telephone conversations to discuss elements of the AAP. The strategic services and Departments are highlighted in Table 6 below.

<b>Table 6 Internal Council Services</b>	
<b>STRATEGIC SERVICES</b>	<b>DEPARTMENTS</b>
<b>Corporate</b>	<ul style="list-style-type: none"> <li>• . Chief Executive</li> <li>• . City Solicitor</li> </ul>
<b>Adult and Community Services</b>	<ul style="list-style-type: none"> <li>• . Assessment and Support</li> <li>• . Access and Inclusion</li> <li>• . Community Care Services</li> <li>• . Residential &amp; Day Services</li> </ul>
<b>Children’s Services</b>	<ul style="list-style-type: none"> <li>• . Access and Inclusion</li> <li>• . Education &amp; School Improvement</li> <li>• . Specialist Services</li> <li>• . Strategic Projects</li> </ul>
<b>Environment and Sport</b>	<ul style="list-style-type: none"> <li>• . Environmental &amp; Regulatory Services</li> <li>• . Neighbourhood Services</li> <li>• . Sport, Culture and Leisure Services</li> <li>• . Waste and Collection Services</li> </ul>

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<b>Public Health</b>	<ul style="list-style-type: none"> <li>• . Children &amp; Young People</li> <li>• . Tobacco Control</li> <li>• . Obesity Team</li> <li>• . Public Health Analytical Team</li> <li>• . Drugs and Alcohol</li> <li>• . Infection Control</li> <li>• . Sexual Health</li> </ul>
<b>Regeneration</b>	<ul style="list-style-type: none"> <li>• . Economic Development and Property</li> <li>• . Housing, Employment and Skills</li> <li>• . Planning, Transportation &amp; Highways</li> </ul>
CBMDC Organisational Structure	

### Internal Consultation – Neighbourhood Services

- 2.20 The Local Plan Group will liaise with Neighbourhood Support Services to assess whether there is scope to use their networks to help raise awareness of the issuing of the AAP Publication Draft document and signpost members of the public to information sources for further information.

### Key Partnerships and Networks

- 2.21 The Council has previously engaged with the key partnerships within the Bradford District during the preparations of the AAP. At this stage the Council will notify the partnerships (as listed in Table 7) of the publication and invite them to make formal representations. The Strategic Partnerships are currently under review and any engagement will reflect the arrangements in place at the time of consultation.

<b>Table 7 Key Strategic Partnerships – Bradford District Partnership (BDP)</b>	
<b>Statutory Partnerships</b>	<ul style="list-style-type: none"> <li>• . Bradford Children’s Trust</li> <li>• . Community Safety Partnership</li> <li>• . Health &amp; Wellbeing Board</li> </ul>
<b>Local (Non-Statutory) Partnerships</b>	<ul style="list-style-type: none"> <li>• . Older People’s Partnership</li> <li>• . Stronger Communities Partnership</li> <li>• . Strategic Disability Partnership</li> <li>• . Prosperity &amp; Regeneration</li> <li>• . Learning Disability Partnership</li> <li>• . Airedale Partnership</li> </ul>

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2.22 There are several existing key organisations and networks which have previously utilised to some degree as part of the Local Plan process; these are set out in Table 8 below. These are not exhaustive and other networks may exist. The Council will notify these organisations and invite them to make formal representations on the Plan.

<b>Table 8 Key Organisations and Networks</b>			
<b>Organisation/Network</b>	<b>Role</b>	<b>Focus</b>	<b>Coverage</b>
<b>Bradford and Keighley Youth Parliament</b>	Public forum for involving young people in districts issues.	Young people	District wide
<b>CNET</b>	Promotes community representation and deal with issues surrounding social and economic planning in Bradford District.	Community groups	District wide
<b>Leeds Bradford Corridor Partnership</b>	Urban regeneration initiative focusing on the Leeds Bradford Corridor area.	Partnerships & stakeholders	District wide
<b>Mobility Planning Group</b>	Public forum looking at mobility, accessibility and design issues, within the District	Disabled people	District wide
<b>Neighbourhood Forums</b>	Public forums for considering local Issues	Public, locality planning	District wide

### **Parish & Town Councils**

2.23 Each of the 18 Parish and Town Councils within the District (as listed in Section 1 of Appendix B) will be notified of the issuing of the Publication Draft documentation for comment.

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### Press and Media Coverage

- 2.24 The Council will produce press releases and provide briefings at the launch of the Publication Draft document for all locally circulating newspapers, local radio networks and where appropriate local television networks. These include:

<b>Table 8 Key Local Press and Media Bodies</b>	
<b>LOCAL NEWSPAPERS</b>	<input type="checkbox"/> Telegraph and Argus <input type="checkbox"/> Keighley News <input type="checkbox"/> Ilkley & Wharfedale Gazette <input type="checkbox"/> Craven Herald & Pioneer
<b>NATIONAL NEWSPAPERS</b>	<input type="checkbox"/> Yorkshire Post
<b>LOCAL RADIO NETWORKS</b>	<input type="checkbox"/> Bradford Community Broadcasting (BCB) <input type="checkbox"/> The Pulse <input type="checkbox"/> Sunrise radio <input type="checkbox"/> Shipley Community Radio <input type="checkbox"/> BBC Radio Leeds
<b>TELEVISION</b>	<input type="checkbox"/> Calendar <input type="checkbox"/> Look North

### Local Plan Newsletter – *Plan-it Bradford*

- 2.25 The Council produces a quarterly electronic newsletter, known as Plan-it Bradford, to provide an update on the progress with the Local Plan and to provide notification of any forthcoming consultations. The newsletter is distributed via e-mail to contacts who have requested to receive it. It is also available to download on the Council’s website. Details of the Publication Draft and how to comment will be explained within this newsletter as an additional mechanism for informing stakeholders and members of the public.

### Social Media: CBMDC – Twitter Page

- 2.26 Bradford Council has an official Twitter page: ‘@bradfordmdc’ to promote the services and activities of the authority. The page is updated on a daily basis to alert members of the public (followers) of current local information.
- 2.27 The Council will consider the use of this social media method to promote the Publication Draft and any events to Bradford Council twitter followers.

Planning Aid England



2.28 Planning Aid England (PAE) (formally Yorkshire Planning Aid) is part of the Royal Town Planning Institute (RTPI), a Registered Charity. It provides free, independent and professional planning advice service to individuals and groups who cannot afford professional fees through a dedicated telephone service. They offer a number of services including a national Planning Advice service and a neighbourhood planning services which provided support in engaging with people and communities which are disadvantaged and marginalised in gaining knowledge about the planning system and how they can get involved. Local services operate through a Community Outreach Coordinator and a network of professionally qualified volunteers.

2.29 The Council will continue to publicise Planning Aid England's services on its corporate website. Planning Aid England may be able to assist members of the local community in making their representations.

**'Drop-in' Sessions**

2.30 A number of 'drop-in' sessions will be run which will specifically target local residents and businesses within the neighbourhoods of the Area Action Plan. These will be run throughout the day and early evening to ensure sufficient flexibility to accommodate the needs of local residents.

**PART THREE: NEXT STEPS**

**Record and Publication of Consultation Responses**

- 3.1 During this consultation, the Council will seek to promote the submission of formal representations by electronic communications by email. Formal written representations will also be accepted.
- 3.2 The Council will collate and record all representations made at the publication stage. If the consideration of the representations highlight an issue which would make the plan unsound, the regulations allow for further changes prior to submission to Government, although these will be an exception. A copy off the representations will be sent to the Planning Inspector.

**Submission to Government**

- 3.3 Following submission to Government an independent inspector will be appointed to undertake the examination of the Plan, examining specifically the soundness, legal compliance and the duty to co-operate. The examination will take the form of roundtable hearings into key matters determined by the Inspector taking into account the representations received. Those who made a representation can request to appear at the examination. The Inspector would normally review the plan and representations to be satisfied that the plan can proceed to examination.
- 3.4 Following examination the Inspector would provide a report setting out whether the plan is sound, legally compliant and meets the requirements of the duty to cooperate. The inspector can recommend non substantive changes to the plan as part of the report. If significant soundness issues are found they may result in the plan being found unsound and further work required and the plan being resubmitted for examination at a later date.
- 3.5 If the plan is found sound the inspectors report and recommendations would be brought back to the Council for consideration and a decision on formal adoption. Once adopted the Shipley and Canal Road Corridor AAP would be part of the statutory plan for the District and would replace certain policies of the currently saved policies of the RUDP.
- 3.6 Further work on more detailed development plan documents would then seek to ensure the supply of the detailed sites to meet future development needs in line with the policies of the Core Strategy.

## APPENDIX A: GLOSSARY OF TERMS

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### List of Acronyms:

AAP	Area Action Plan
BDLP	Bradford District Local Plan
DPD	Development Plan Document
EqIA	Equalities Impact Assessment
LDD	Local Development Document
LDF	Local Development Framework
LDS	Local Development Scheme
LPA	Local Planning Authority (District and Borough Councils)
LTP	Local Transport Plan
NPPF	National Planning Policy Framework
PAS	Planning Advisory Service
PPS	Planning Policy Statement
RUDP	Replacement Unitary Development Plan
SA	Sustainability Appraisal
SCI	Statement of Community Involvement
SCS	Sustainable Community Strategy
SEA	Strategic Environmental Assessment
UDP	Unitary Development Plan



## APPENDIX B: LIST OF STATUTORY CONSULTEES

### 1. LIST OF SPECIFIC STATUTORY CONSULTEES

#### **Statutory Consultees**

- English Heritage
- Environment Agency
- Natural England
- Natural England – West Yorkshire Team

#### **Specific Consultation Bodies and Infrastructure Organisations:**

- British Telecom
- Highways Agency – Yorkshire & Humber
- Homes & Communities Agency
- Local Government Yorkshire & Humber
- National Grid
- Network Rail
- NHS Airedale, Wharfedale and Craven Clinical Commissioning Group
- NHS Bradford City & Bradford District Clinical Commissioning Group
- Telewest Communications
- The Coal Authority
- Transco (North of England)
- West Yorkshire Police
- West Yorkshire Police & Crime Commissioner
- West Yorkshire Police Crime Prevention
- Yorkshire Electricity
- Yorkshire Water Services Ltd

#### **Adjoining Local Planning Authorities:**

- Calderdale Metropolitan District Council
- Craven District Council
- Harrogate District Council
- Kirklees Metropolitan District Council
- Lancashire County Council
- Leeds Metropolitan District Council
- North Yorkshire County Council
- Pendle Borough Council
- Wakefield Metropolitan District Council

#### **Town and Parish Councils in Bradford District:**

- Addingham Parish Council
- Baildon Parish Council
- Bradford Trident Community Council
- Burley Parish Council
- Clayton Parish Council
- Cullingworth Parish Council
- Denholme Town Council
- Harden Parish Council
- Haworth, Cross Roads & Stanbury

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### Parish Council

- Ilkley Parish Council
- Keighley Town Council
- Menston Parish Council
- Oxenhope Parish Council
- Sandy Lane Parish Council
- Silsden Town Council
- Steeton with Eastburn Parish Council
- Wilsden Parish Council
- Wrose Parish Council

### Town and Parish Councils in Neighbouring Local Authority Areas:

- Bradleys Both Parish Council
- Cononley Parish Council
- Cowling Parish Council
- Denton Parish Council
- Draughton Parish Council
- Drighlington Parish Council
- Farnhill Parish Council
- Gildersome Parish Council
- Glusburn Parish Council
- Laneshaw Bridge Parish Council
- Middleton Parish Council
- Nesfield with Langbar Parish Council
- Otley Town Council
- Sutton-in-Craven Parish Council
- Trawden Forest Parish Council
- Wadsworth Parish Council
- Weston Parish Council

### Bradford Metropolitan District Council - Elected Members 2012- 2013:

- 90 Councillors

### Members of Parliament (MPs)

- Bradford East – Imran Hussain MP
- Bradford South – Judith Cummins MP
- Bradford West - Naseem Shah MP
- Keighley – Kris Hopkins MP
- Shipley – Philip Davies MP

## Bradford District Local Plan

### 2. LIST OF GROUPS AND ORGANISATIONS THAT THE COUNCIL WILL NOTIFY OF THE PUBLICATION DRAFT CONSULTATION

The following is a list of the groups and organisations who will be notified of the consultation. It provides a list of all the consultees who are on the Local Plan database at the time of the Publication Draft consultation.

*(List last updated August 2015 - Any additions since this date will not be included on this list, but will still receive notice of the consultation).*

3rd Queensbury Guides	Baildon Residents Against Inappropriate Development
A A Planning Services	BANDAG
A Furness	Bangladeshi Community Association - Bradford
Able All	Bangladeshi Community Association - Keighley
Activity and Recreation Centre	Bankfoot Partnership
Addingham Civic Society	Banks Long & Co
Advocacy Peer Support Group for Disabled People	Banks Renewables
Age Concern	Barker & Jordan Architects
Aggregate Industries UK	Barrat Homes (Northern)
Ainscough Strategic Land	Barratt & David Wilson Homes Yorkshire West
Aire Rivers Trust	Barton Willmore
Aireborough Planning Services	Beckwith Design Associates
Airedale Enterprise Services	Bedale Centre
Airedale Partnership	Bellway
Aldersgate Parent / Toddler Group	Belmont Design Services
Al-Farouq Associates	Ben Rhydding Action Group / Save Us Pub
All Saints Landmark Centre	Ben Rhydding Green Belt Protection Group
Allerton Community Association	Bierley Community Centre
Allison & MacRae Ltd	Bierley Community Association & Bethel Community Church
Alyn Nicholls and Associates	Bilfinger GVA
Alzheimers Society	Bingley Branch Labour Party
Anand Milan Centre	Bingley Civic Trust
Anchor Housing Association	Bingley CVS
Ancient Monuments Society	Bingley Labour Party
Antony Aspbury Associates	Birks Royd Stone Ltd
Apperley Bridge Development Residents Association	BJ Design Services
Archi-Structure - A Al-Samarraie	Black Mountain Millennium Green/Brunel Community Association
Arrowsmith Associates	Black Women's Support Project
Arts Team	Blue Room Properties
ASHLAR stone products	Bolton Villas HUB Project
Asian Business Forum	Bolton Woods Community Association
Asian Trades Link	Bolton Woods Community Centre
Aspinall Verdi	Bowman Riley Partnership
Associated Waste Management Limited	Bracken Bank & District Community Association (Sue Belcher Centre)
Attock Community Association	Bradford & District Coalition of Disabled People
B K Designs	Bradford & Ilkley College
Baildon Civic Society	
Baildon Community Council	
Baildon Community Link	
Baildon Friends of the Earth	
Baildon Moravian Church	

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Bradford & Northern Housing Association  
Bradford Alliance on Community Care Limited  
Bradford and District Association of Deaf People  
Bradford Association of Visually Impaired People & Centre for Deaf People  
Bradford Botany Group  
Bradford Breakthrough Ltd  
Bradford Cathedral  
Bradford Chamber of Commerce & Industry  
Bradford City Centre Residents Association  
Bradford City Farm Association Ltd  
Bradford Civic Society  
Bradford Community Environment Project  
Bradford Community Health Trust  
Bradford CVS  
Bradford Disability Services  
Bradford District Chamber of Trade  
Bradford District Senior Power  
Bradford East Area Federation  
Bradford Friends of the Earth  
Bradford Joint Training Board  
Bradford Khalifa Muslim Society (Heaton Community Centre)  
Bradford Lesbian and Gay Youth  
Bradford Night Stop  
Bradford Older People's Alliance  
Bradford Ornithological Group  
Bradford Ramblers Association Group  
Bradford Retail Action Group  
Bradford South & West Live at Home Scheme  
Bradford Urban Wildlife Group  
Bradford Youth Africa  
Bradley Natural Stone Products  
Bradley Stankler Planning  
Braithwaite & North Dean Action Group  
Braithwaite People's Association  
Brewster Bye Architects  
Brooke Properties  
Brookhouse Group  
Brother Investments (Yorkshire) Ltd  
Brunel Support Works  
Burnett Planning  
Burnett Planning & Development  
Butterfield Signs Limited  
Buttershaw Christian Family Centre  
CABE  
Caddick Development  
Cafe West  
Cala Homes Yorkshire  
Calder Architectural Services Limited  
Campaign for Real Ale  
Canal River Trust  
Canterbury Youth and Community Centre  
Carlisle Business Centre  
Carter Jonas  
Cathedral Centre Project  
CBMDC - Environment Partnership  
CBMDC - Strategic Disability Partnership  
CEMEX UK Operations  
Chatsworth Settlement Trustees - Bolton Abbey  
Checkley Planning  
Checkpoint / Bradford West Indian Community Centre Association  
Chris Eyres Design  
Chris Thomas Ltd  
CJS Designs  
Claremont Community Trust  
Clarke Foley Centre  
Clayax Yorkstone Ltd  
Clays of Addingham  
Clayton Village Hall Community Centre  
Clear Designs  
CLR Architects  
CNet  
Colas Ltd  
Colin Appleyard  
Combined Masonry Supplies  
Commercial Developments Projects Limited  
Commercial Estates Group  
Community Service Volunteers  
Community Team Learning Disabilities  
Communityworks  
Contract Services  
Cottingley Community Association  
Cottingley Cornerstone  
Council for British Archaeology  
Council For Mosques  
Countryside Properties (Northern) Ltd  
CPRE Bradford District  
CPRE West Yorkshire  
Craven Design Partnership  
Crossflats Village Society  
Cunningham Planning  
Dacres  
Dacres Commercial  
Dales Design And Developments  
Darrington Quarries Ltd  
David Beighton Architects  
David Hill LLP  
David R Bamford & Associates  
DDA Task Team  
Delius Arts and Cultural Centre

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Deloitte  
Denholme Community Association  
Denholme Residents Action Group (DRAG)  
Depol Associates  
Design Council Cabe  
Design Studio North  
Dev Plan  
Dial Bradford  
Dickman Associates Ltd  
Diocesan Board of Finance  
Directions Planning Consultancy  
Disability Support (DS)  
Disabled Peoples Forum  
DJ Richards  
DLP Planning Consultants  
DLP Planning Consultants  
Dolmens  
DPDS Consulting Group  
DPP  
Dr H Salman  
Drivers Jonas  
Drovers Way Residents Group  
DTZ  
E&M Batley Chartered Architects & Surveyor  
East Bierley Village Association  
Eccleshill Youth And Community Association Ltd  
Eddisons Commercial  
Eldwick & Gilstead Horticultural Society  
Eldwick Memorial Hall Trust  
Eldwick Village Society  
EnergieKontor  
Ennstone Johnstone  
Equity Partnership - Bradford LGB Strategic Partnership  
Eric Breare Design  
Eye 4 Design  
F And W Drawing Services  
F M Lister & Son  
F S K Architectural Services  
Fagley Lane Action Committee  
Fagley Tenants & Residents Association  
Fagley Youth and Community Centre  
Fairhurst  
Farrell and Clark  
Firebird Homes  
First  
First Bradford  
Firstplan  
Forestry Commission  
Forsight Bradford  
Forster Community College  
Forward Planning & Design  
Four Square Drawing Services  
Fox Land & Property  
Friends of Buck Wood  
Friends of Ilkley Moor  
Friends of Pitty Beck  
Friends of The Gateway  
Frizinghall Community Centre  
G L Hearn Property Consultants  
G R Morris Town Planning Consultant  
G Sutton  
G W P Architects  
GA Sorsby - Graphic Architecture  
George E Wright  
George F White  
George Wimpey Northern Yorkshire Ltd  
George Wimpey West Yorkshire Ltd  
George Wright  
Gilstead Village Society  
Girlington Action Partnership  
Girlington Community Association  
GL Hearn  
Gladman Developments  
Goitside Regeneration Partnership  
Golden Cross House  
Goldfinch Estates Ltd  
GP Planning And Building Services  
Grange Interlink Community Centre  
Greenhill Action Group  
Greenwood Youth and Community Association  
Hackney Carriage Proprietors Association  
Hainworth Shaw Quarries  
Hainworth Wood Community Centre  
Hallam Land Management Limited  
Halliday Clark  
Halton Homes  
Ham Group  
Hanson UK  
Hard York Quarries Ltd  
Harden Village Society  
Harrom Homes  
Hartley Planning Consultants  
Haworth & Oxenhope District Bridleways Group  
Haworth Community Centre  
Haworth Village Trust  
Hazel Beck Action Group  
Healy Associates  
Heaton St Barnabas Village Hall  
Heaton Woods Trust  
Heritage Planning Design  
Highfield Community Centre

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Highfield Healthy Lifestyle  
Holdgate Consulting  
Holme Church / Holme Christian  
Community  
Holme Wood & Tong Partnership Board  
Home Builders Federation  
Hopes Centre  
How Planning  
Hurstwood Group  
Husband and Brown Limited  
Iain Bath Planning  
ID Planning  
Idle Cricket Field Company Ltd  
IHC Planning  
Ilkley Civic Society  
Ilkley CVS  
Ilkley Design Statement Group  
Ilkley Grammar School  
Incommunities  
Indigo Planning  
Indigo Planning  
Inland Waterways Association  
Inspired Neighbourhoods  
Islamic Relief  
lyss Localities West  
J C Redmile  
J G Nolan  
J O Steel Consulting  
J R Wharton Architect  
J S Wright  
J Slater  
Jacobs  
Jane Dickman Associates  
Janus Architecture  
Jeff McQuillan Consulting  
Jeff Redmile  
Jefferson Sheard Architects  
Jennings Nicholson Associates  
John Thornton Chartered Architect  
Johnson Brook Planning & Development  
Ltd  
Johnson Brook Planning & Development  
Ltd  
Jones Day  
Jones Lang LaSalle  
Joseph Rowntree Charitable Trust  
Just West Yorkshire  
JWPC Limited  
KADAL  
Karmand Community Centre  
Keighley & Worth Valley Railway  
Preservation Society  
Keighley Association Women's and  
Children's Centre  
Keighley College  
Keighley Community Transport  
Keighley Disabled People's Centre  
Keighley Voluntary Services  
Kelly Architectural Design  
KeyLand Developments  
Khawaja Planning Services  
Kirkland Community Centre  
Kirkwells - Town Planning & Sustainable  
Development Consultants  
Labrys Trust  
Lafarge Aggregates & Concrete UK  
Laisterdyke Trinity Community Centre  
Lambert Smith Hampton  
Leeds / Bradford International Airport  
Leeds Bradford 20-30's Ramblers Group  
Leeds Friends of the Earth  
Leeds Gypsy and Traveller Exchange  
Leith Planning Ltd  
Let Wyke Breathe  
Lidget Green Community Partnership  
Light of The World Community Centre  
Linden Homes  
Littman Robeson  
Long Lee Village Hall  
Low Moor Local History Group  
Lowerfields Primary School  
M & G Stone Ltd  
M & M Stone  
Malcolm Bayliss  
Malcolm Scott Consultants  
Manningham & Girdlington SRB  
Manningham Community Development  
Centre  
Manningham Mills Community  
Association  
Margaret McMillan Adventure Playground  
Association  
Mark Wogden Architect  
Marshfield Community Association  
Martin Smith Designs  
Martin Walsh Associates  
Martin Walsh Associates  
Masts  
McCarthy & Stone  
Menston Action Group  
Menston Cares  
Menston Community Association  
Metro  
Michael Beaumont  
Michael Hall Associates  
Michael Hudson  
Micklethwaite Village Society  
Midgeham Cliff End Quarry Ltd

## Bradford District Local Plan

Millan Centre  
Miller Homes Limited – Yorkshire  
Mobile Operators Association  
Mobility Planning Group  
Morley Borough Independents  
MSS Architectural Design Services  
Myers Group  
NAM Programme Manager  
Nathaniel Lichfield & Partners  
National Farmers Union  
National Farmers Union - North East  
National Federation of Gypsy Liason Groups  
National Media Museum  
National Trust  
Nature After Minerals (RSPB)  
Nature After Minerals Planning Adviser  
Naylor Hill Quarry  
New Close Farm  
New Horizons  
Newmason Properties  
Newton Street Day Centre  
Nexus Planning Ltd  
NFU North East  
Nook Cottage  
North Community Centre  
North Country Homes Group Ltd  
North East Windhill Community Association  
Northern Trust  
Npower Renewables  
Nuttal Yarwood and Partners  
Oakdale Residents Association  
Oakenshaw Residents' Association  
Oakworth Village Society  
Odsal Residents Association  
Oltergraft Planning Services  
Orion Homes  
Oxenhope Social Club  
P Casey (Enviro) Limited  
P J Draughting Services Ltd  
P M Coote  
P N Bakes Architectural Consultancy  
PACT  
Pakistan Community Neighbourhood Association  
Pan African Arts and Cultural Group  
Parkgate Design  
Parkinson Spencer Refractories Ltd  
Parkside Community Centre  
Patchett Homes Ltd  
PB Planning Ltd  
PDS  
Peacock and Smith  
Permission Homes  
Permission Homes  
Peter Brett Associates  
Phillip Summers Groundworks Ltd  
Planinfo  
Planning And Design  
Planning Bureau  
Planning Inspectorate  
Planning Matters  
Planning Potensial  
Planning Prospects Ltd  
Planware  
Plevna Area Resident's Association  
Plot of Gold Ltd  
Polish Community Centre - Friday Group  
Prince's Foundation  
Princeville Community Association  
Provizion First Architecture  
Purearth PLC  
Quarry Products Association  
Queensbury Community Centre  
Queensbury Community Programme  
Quod  
Ramblers - Lower Wharfedale  
Ramblers Association  
Ramblers Association, Bradford Group  
Rance Booth & Smith  
Randfield Associates  
Rapeleys LLP  
Ravenscliffe & Greengates Community Forum  
Ravenscliffe Community Association  
Ravenscliffe Youth Centre  
Renaissance Planning  
Rex, Procter & Partners  
Robinson Architects  
Rockwell Centre  
Rollinson Planning Consultancy  
Rone Design  
Rosedale Draughting Services  
Royal Mail Property Holdings  
Royal Town Planning Institute  
Royds Advice Service  
Royds Community Association  
RPS Planning  
RSPB  
RSPB North England Region  
Rural Action Yorkshire  
Rural Solutions Consulting  
Rural Yorkshire  
Russell Stone Merchants  
Ryecroft Community Centre  
S M Building Products  
S R Design

## Bradford District Local Plan

Safer City – Bradford & District  
Saltaire Village Society  
Salvation Army - Holmewood  
Sanderson Weatherall  
Sangat Community Association  
Save Us Pub  
Savills  
Schofield Sweeney Solicitors  
Scholemoor Beacon  
Scholemoor Community Association  
Scott Wilson  
SDS Consultancy  
SDS Land Ltd  
Sedbergh Youth & Community Centre  
Sense of Space  
Sensory Needs Services  
ShIPLEY and Bingley Voluntary Services -  
Bingley branch  
ShIPLEY College Library  
ShIPLEY Constituency Area Panel  
Advisory Group (SCAPAG)  
ShIPLEY CVS  
ShIPLEY Golf Club  
ShIPLEY Stone Sales  
Shop Mobility  
Shree Krishna Community Centre  
Sibelco UK  
Silsden Town Action Group  
Sleningford Area Residents Association  
Society for the Protection of Ancient  
Buildings  
South Bradford Community Network  
South Pennines Association  
South Pennines Packhorse Trail Trust  
South Square Centre  
Southmere Primary School  
Spawforth Planning Associates  
Spawforths  
Sport England  
Springfield Youth And Community Centre  
SSA Planning Limited  
St Christopher's Youth Project  
St Francis Village Hall / St Peters PCC  
St John the Evangelist Church  
St John's Luncheon Club  
St Mary's New Horizons Care in the  
Community  
St Oswald's West End Centre  
Stainton Planning  
Star Keys Estate Agents, Valuers &  
Surveyors  
Stephen F Walker  
Steve Hesmond Halgh & Associates  
Stockbridge Neighbourhood  
Development Group  
Stocksfield Construction Ltd  
Stone Federation Great Britain  
Strategic Services  
Stride Works Consultancy  
Strutt & Parker  
Sutton Community Association  
SWG Planning Services  
Taylor Wimpey UK Limited  
Tesco Stores Ltd  
The Abbeyfield Society  
The Arley Consulting Company Ltd  
The Bradford City Centre Project  
The British Aggregates Association  
The British Horse Society  
The Bronte Society  
The Courthouse Planning Consultancy  
The Craven Trust  
The Design Works  
The Diamond Community Cafe  
The Drawing Board (UK) Ltd  
The Emerson Group  
The Garden History Society  
The Georgian Group  
The Gírlington Centre  
The Green Mineral Company  
The Khidmat Centre  
The Kirkgate Centre  
The Kirkgate Centre  
The Lawn Tennis Association  
The Moravian Manse  
The Planning Bureau Ltd  
The Salvation Army  
The St Hugh's Centre  
The Theatres Trust  
The Twentieth Century Society  
The Victorian Society  
The Vine Trust  
The Woodlands Trust  
Thomas Eggar  
Thornbury Centre  
Thornbury Youth Association  
Thornton Community Partnership  
Thornton Moor Windfarm Action Group  
Thorpe Edge Community Forum & RCDP  
Thorpe Edge Community Project  
Throstle Nest RDA Group  
Tong & Fulneck Valley Association  
Tong & Holme Wood Parochial Church  
Council  
Tong Village Community Association  
Tony Plowman  
Touchstone Project  
Transport 2000  
Turley Associates



## Bradford District Local Plan

Turner Associates  
Univeristy of Bradford  
Urban Splash  
Vernon and Co  
Vincent and Gorbing Ltd  
Vista Environmental Limited  
Visual Disability Services  
VJ Associates  
W E Leach (Shipley) Ltd  
Walker Morris  
Waller and Partners  
Walton & Co  
Watson Batty  
Webb Seeger Moorhouse Partnership  
Limited  
West Central Area District Federation  
Tenants & Residents  
West Yorkshire Archaeology Advisory  
Service  
West Yorkshire Ecology  
West Yorkshire Passenger Transport  
Executive & Authority  
Westfield Shoppingtown Ltd  
Wharfedale & Airedale Review  
Development  
White Young Green  
WHP Wilkinson Helsby  
William Walker Partnership  
Wilsden Village Hall  
Windhill Community Centre  
Woodcrown Ltd  
Woodhall Planning & Conservation  
Woodhouse & Springbank NF  
Woodlands Cricket Club - Oakenshaw  
Woodside Action Group  
Working Architects Co-Op Limited  
Wyke Armature Rugby League Club  
Wyke Christian Fellowship  
Wyke Community And Children's Centre  
Ltd  
Wyke Manor Community Centre  
YMCA - City of Bradford  
Yorkshire Aggregates Ltd  
Yorkshire Gardens Trust  
Yorkshire Greenspace Alliance  
Yorkshire Riding Centre  
Yorkshire Union of Golf Clubs  
Yorkshire Wildlife Trust  
Zero Architecture Ltd



## Report of the City Solicitor to the meeting of Governance and Audit Committee to be held on 25 September 2015

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### Subject:

### REVIEW OF PROTOCOLS AND THE MEMBERS' CODE OF CONDUCT

### Summary statement:

At its meeting on 21 November 2014 Governance and Audit Committee considered a report on the Use of Council Resources for Election Purposes and resolved:

*That in light of the issues highlighted in the report (Document "X") the Protocols on Members Use of Council Resources, Member-Officer Relations and the Members Code of Conduct be revisited and submitted to this Committee for consideration.*

The Assistant City Solicitor submitted a report to the meeting of Governance and Audit Committee on 24 July 2015 and Committee resolved:

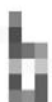
*That a revised report be submitted to the Committee which includes information on sanctions available when a Members' code is breached, protecting staff from bullying and rewording bullet point 4 of paragraph 3.3 to Document "L".*

This report is the revised report requested.

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Suzan Hemingway  
City Solicitor

Report Contact: Dermot Pearson  
Assistant City Solicitor  
Phone: (01274) 432496  
E-mail: [dermot.pearson@bradford.gov.uk](mailto:dermot.pearson@bradford.gov.uk)



## 1. Summary

1.1 On 21 November 2014 the Committee considered a report from the Assistant City Solicitor on the Use of Council Resources for Election Purposes. Members were informed that the Protocol on Members and officer relations did not directly deal with circumstances where officers were subject to matrix management, namely where officers work to the direction of an elected member but were also line-managed by a more senior officer.

1.2 The Committee resolved:

*That in light of the issues highlighted in the report (Document "X") the Protocols on Members Use of Council Resources, Member-Officer Relations and the Members Code of Conduct be revisited and submitted to this Committee for consideration.*

1.3 The Assistant City Solicitor submitted a report to the meeting of Governance and Audit Committee on 24 July 2015 as requested and Committee resolved:

*That a revised report be submitted to the Committee which includes information on sanctions available when a Members' code is breached, protecting staff from bullying and rewording bullet point 4 of paragraph 3.3 to Document "L".*

## 2. Background

### **The Protocol on Members' Use of Council Resources**

2.1 The use of Council resources by members is governed by "*The Protocol on Members' Use of Council Resources including use of e-mail and the internet*" which forms part 4E of the Constitution of the Council. The Protocol forms Appendix 1 to this report and the section relevant to the issue of the use of council resources for election purposes is section 14 which reads:

#### **14 Publication of Material Designed to Affect Support for a Political Party**

14.1 *Under section 2 of the Local Government Act 1986 the Council is prohibited from publishing or arranging for the publication of any material which, in whole or in part, appears to be designed to affect public support for a political party. This law applies to the use by members of Council equipment.*

14.2 *Section 2 provides that in determining whether material falls within the prohibition regard shall be had to the content and style of the material, the time and other circumstances of publication and the likely effect on those to whom it is directed and, in particular, to the following matters;*

14.2.1 *Whether the material refers to a political party or to persons identified with a political party or promotes or opposes a point of view on a question of political controversy which is identifiable as the view of one political party and not of another.*

14.2.2 *Where the material is part of a campaign, the effect which the campaign appears to be designed to achieve.*

14.3 *This rule is likely to apply to sending unsolicited e-mails or printed material with contents described in paragraph 14.2 to a wide number of people, particularly during an election or other political campaign.*

14.4 *This rule does not prevent:*

14.4.1 *Normal correspondence.*

14.4.2 *The receipt and retention of political material that relates to Council business.*

14.4.3 *Viewing websites of political parties and groups.*

14.4.4 *Using the equipment to discuss with other members the business of the Council including motions.*

14.4.5 *The inclusion in emails or website of factual information about a councillor provided it is not within the above meaning of political material'.*

2.2 Paragraphs 14.1 and 14.2 accurately set out the legal prohibition in section 2 of the 1986 Act. Paragraphs 14.3 and 14.4 set out further guidance. The conduct in relation to the use of Council resources for election purposes set out in the report of the Assistant City Solicitor to the meeting of Committee held on 21 November 2014 would clearly be in breach of section 14 of the Protocol.

### **Protocol on Member-Officer Relations**

2.3 Member-Officer relations are governed by "*The Protocol on Member-Officer Relations*" which forms part 4C of the Constitution of the Council. The Protocol forms Appendix 2 to this report and the section most relevant to the issue of management of staff by elected members is section 5 which reads:

#### **5 Support Services to Members**

5.1 *Members will, except where arrangements are otherwise approved, use support services and resources provided by the Council only for Council business. Support services shall not be used for political or campaigning activity, or for private purposes.*

5.2 *The Council provides support services to members (including stationery, typing, printing, photo-copying, personal computers, laptop computers, e-mail and internet facilities, travel, transport and parking arrangements, etc.) to assist members in discharging their role as members of the Council.*

5.3 *E-mail and internet facilities must not be used by members or officers on behalf of members to publish to the public at large or a section of the public any material which, in whole or part, appears designed to affect public support for a political party contrary to the Local Government Act 1986.*

- 5.4 *In using e-mail facilities for Council business, members should address communications only to appropriate named members, officers or other persons and should avoid the use of wider circulation lists, including those to Council employees, which may constitute a section of the public under the 1986 Act.*
- 5.5 *Members should seek guidance from the City Solicitor on any communication intended for wider circulation.*
- 5.6 *Support services are provided to the political group leaders by the Chief Executive's Office. Individual services may, in addition, provide support services to an executive member with portfolio, lead members and chairs of any committee or panel.*
- 2.4 This section deals clearly with the use of Council resources for political, campaigning or private purposes but does not specifically deal with the management of staff by elected members although the Protocol does set out the following rules:
- *Members and officers shall establish sound and effective working relations that seek to engender mutual respect and put aside any personal differences.*
  - *Members and officers will adopt reasonable standards of behaviour and courtesy towards each other and will not take or attempt to take unfair advantage of their position.*
  - *Members and officers will not allow a working relationship to become so close or appear to be so close as to bring into question the officer's ability to deal impartially with other members and political groups.*
  - *Members and officers must recognise the different roles and responsibilities of bodies established within the constitution and the potential for tension between them.*
  - *Members and officers must seek to manage any such tension so as not to compromise the integrity of each other and the bodies involved.*
  - *Members and officers shall not engage in open criticism of each other.*
  - *Members will not comment openly or through the media on the conduct of officers and officers will not comment openly or through the media on the conduct of members. This rule is particularly applicable to comment by a member or officer in relation to any pending or ongoing complaint or disciplinary process involving a member or officer.*
  - *Members and officers will seek to resolve any problems arising within their working relations.*

- *The relevant political group leader and the Chief Executive will seek to resolve by mediation and conciliation any unresolved problem or breakdown in working relationships between members and officers.*

2.5 Section 16 of the Protocol repeats the rules and guidance on publicity set out in the Protocol on Members' Use of Council Resources including use of e-mail and the internet.

### **The Members' Code of Conduct**

2.6 The Localism Act 2011 requires local authorities to promote and maintain high standards of conduct by members and co-opted members and in doing so they must, in particular, adopt a code dealing with the conduct that is expected of members and co-opted members of the authority when they are acting in that capacity. A local authority's code of conduct must, when viewed as a whole, be consistent with the following principles — selflessness, integrity, objectivity, accountability, openness, honesty and leadership. These are the seven principles of public life, as defined by the Committee on Standards in Public Life.

2.7 The Committee on Standards in Public Life defines the principles as follows:

2.8.1 Selflessness - Holders of public office should act solely in terms of the public interest.

2.8.2 Integrity - Holders of public office must avoid placing themselves under any obligation to people or organisations that might try inappropriately to influence them in their work. They should not act or take decisions in order to gain financial or other material benefits for themselves, their family, or their friends. They must declare and resolve any interests and relationships.

2.8.3 Objectivity - Holders of public office must act and take decisions impartially, fairly and on merit, using the best evidence and without discrimination or bias.

2.8.4 Accountability - Holders of public office are accountable to the public for their decisions and actions and must submit themselves to the scrutiny necessary to ensure this.

2.8.5 Openness - Holders of public office should act and take decisions in an open and transparent manner. Information should not be withheld from the public unless there are clear and lawful reasons for so doing.

2.8.6 Honesty - Holders of public office should be truthful.

2.8.7 Leadership - Holders of public office should exhibit these principles in their own behaviour. They should actively promote and robustly support the principles and be willing to challenge poor behaviour wherever it occurs.

2.8 A code of conduct must also include the provision the authority considers appropriate in respect of the registration in its register, and disclosure, of pecuniary and other interests. The legal requirements as to disclosable pecuniary interests are set out in the Act and in the Relevant Authorities (Disclosable Pecuniary

Interests) Regulations 2012. Provided that the code of conduct does not conflict with the Act or the Regulations it may contain any other provisions the authority wishes to include.

- 2.9 The purpose of the new standards regime set out in the Act, as set out in a press release dated 28 June 2012 from the Department for Communities and Local Government was:

*These new measures, outlined in the Localism Act, will replace the bureaucratic and controversial Standards Board regime, which ministers believe had become a system of nuisance complaints and petty, sometimes malicious, allegations of councillor misconduct that sapped public confidence in local democracy*

The Department for Communities and Local Government also produced an illustrative text for a code of conduct.

- 2.10 The Localism Act 2011 abolished the model national code of conduct which was more prescriptive. In particular the abolished model code of conduct set out general obligations in some detail which included obligations to:

- 2.10.1 Treat others with respect
- 2.10.2 Not cause the authority to breach equality enactments
- 2.10.3 Not bully anyone
- 2.10.4 Not intimidate people involved in standards complaints
- 2.10.5 Not compromise the impartiality of officers
- 2.10.6 Not disclose confidential information
- 2.10.7 Not bring the authority or the office of councillor into disrepute
- 2.10.8 Not use or attempt to use your position as a member improperly to confer on or secure for yourself or any other person, an advantage or disadvantage
- 2.10.9 Not use the resources of the authority except in accordance with the authority's reasonable requirements
- 2.10.10 Not use the resources of the authority for political purposes
- 2.10.11 Have regard to the advice of the authority's statutory officers
- 2.10.12 Give reasons for decisions

- 2.11 The Members' Code of Conduct forms part 4A of the Constitution of the Council and forms Appendix 3 to this report. Members' Code of Conduct is divided into two parts. Part 1 sets out the principles of public life, with commentary on the principles. Part 2 sets out the rules on the registration and declaration of disclosable pecuniary interests and sets out the rules on other interests.

- 2.12 The Members' Code of Conduct repeats some of the obligations from the abolished national model code by way of commentary to the principles of public life. In particular it includes obligations:

- 2.12.1 To serve only in the public interest, and to never improperly confer an advantage or disadvantage on any person, organisation or group, or any other third party.
- 2.12.2 To have regard to professional advice



- 2.12.3 To co-operate fully and honestly with any scrutiny appropriate to your office
- 2.12.4 To have due regard to the impartiality and integrity of the authority's statutory officers and its other employees.
- 2.13 The abolished national model code was more prescriptive on the use of Council resources and on the treatment of others.
- 2.14 When the provisions relating to member conduct set out in the Localism Act 2011 came into force the previous statutory sanctions which could be imposed where a member was found to be in breach of a code of conduct were abolished. In its 2012-2013 Annual Report the Committee on Standards in Public Life expressed the following concern:

*Under the previous arrangements local authorities and an independent tribunal had the power to suspend members for varying periods of time as a sanction against poor behaviour. The only sanctions now available, apart from through the use of a political party's internal discipline procedures are censure or criminal prosecution for deliberately withholding or misrepresenting a financial interest. We do not think these are sufficient. The last few years have seen a number of examples of inappropriate behaviour which would not pass the strict tests required to warrant a criminal prosecution, but which deserves a sanction stronger than simple censure. While censure may carry opprobrium in the political arena it is often considered unacceptably lenient by the public relative to other areas of their experience. Coercion of other members or officers is one category of offence with which it will be difficult to deal adequately under the new arrangements.*

There have been no legislative changes to the sanctions available since these concerns were expressed.

- 2.15 The Localism Act reforms to the standards regime were not applied in Wales. In a Welsh standards case heard in the High Court in 2014 the Judge had the following to say about the standards regime in England:

*It was uncontroversial before me that, there being no common law right for an authority to impose sanctions that interfere with local democracy, upon the abolition of these sanctions and outside the categories I have described above, a councillor in England can no longer be disqualified or suspended, sanctions being limited to (for example) a formal finding that he has breached the code, formal censure, press or other appropriate publicity, and removal by the authority from executive and committee roles (and then subject to statutory and constitutional requirements).*

- 2.16 The procedure for considering complaints alleging a failure to comply with the Members' Code of Conduct within the area of City of Bradford Metropolitan District Council adopted by Standards Committee has the following to say on sanctions:

*The recommendations available to the Sub-Committee are limited to:*

- a. *A formal letter to the subject Member from the Chair of the Standards Committee;*

- b. *Formal censure by a motion of full Council; or*
- c. *Removal by the authority of the Member from a relevant Committee(s) subject to statutory and constitutional requirements.*

And this reflects the legal position in that sanctions of suspension or partial suspension are no longer available. A longer extract from the procedure forms Appendix 4 to this report. Depending upon a member's role on a committee removal from a committee could result in the loss of a Special Responsibility Allowance.

### **3 Revisiting the Protocols and Members' Code of Conduct**

- 3.1 The two areas of concern arising from previous reports to Committee were firstly whether the current Protocols and Code of Conduct are sufficiently clear with regard to the use of Council resources by elected members and secondly whether they make adequate provision for circumstances in which officers of the Council work to the direction of elected members.
- 3.2 The Protocol on Members' Use of Council Resources sets out section 2 of the Local Government Act 1986 and the prohibition on the publication of material designed to affect support for a political party. The Protocol on Member-Officer Relations confirms that support services and resources provided by the Council should not be used for political or campaigning activity, or for private purposes. At its meeting on 21 October 2014 full Council resolved that specific advice be given to all members who are candidates or agents in a local election to remind them that Council resources must not be used to produce election publicity material.
- 3.3 The Protocol on Member-Officer Relations makes no specific provision for staff working to the direction of elected members but does set out general principles, which include the following
  - *Members and officers shall establish sound and effective working relations that seek to engender mutual respect and put aside any personal differences.*
  - *Members and officers will adopt reasonable standards of behaviour and courtesy towards each other and will not take or attempt to take unfair advantage of their position.*
  - *Members and officers will seek to resolve any problems arising within their working relations.*
  - *The relevant political group leader and the Chief Executive will seek to resolve by mediation and conciliation any unresolved problem or breakdown in working relationships between members and officers.*

Where an allegation is about the conduct of a political group leader it would not be appropriate for that group leader to have a role in determining how the allegation should be dealt with. Appropriate wording to replace the fourth bullet point, which is paragraph 19.2 of the Protocol, would be:

*The relevant political group leader and the Chief Executive will seek to resolve by mediation and conciliation any unresolved problem or breakdown in working relationships between members and officers. Where the problem or breakdown relates to the group leader's own relationships with officers the deputy group leader will work with the Chief Executive in place of the group leader.*

The now abolished national model code of conduct, as above at paragraph 2.10.3, included a specific prohibition on bullying. Committee may wish to consider recommending to Standards Committee that it consider whether such a provision should be included in the Members' Code of Conduct.

- 3.4 Where officers are managed by a combination of officers and members the Council's duty of care to those officers remains the same as it does to all Council staff. There need to be mechanisms by which officers can alert the Council to any concerns about inappropriate behaviour towards them by members. At present these mechanisms would be informally via officer line managers and if necessary formally via the Council's Grievance Procedure or Whistleblowing Code. There may be benefit in providing further training to members and officers on the Protocol on Member-Officer Relations so as to ensure that all parties are clear about what is and is not acceptable.
- 3.5 The Members' Code of Conduct does not explicitly incorporate the Protocol on Members' Use of Council Resources or the Protocol on Member-Officer Relations. Accordingly breaches of those protocols by members will not be breaches of the Members' Code of Conduct unless they are fall within the principles of public life and the commentary on them in the Code. The only specific reference to staff in the Code is the requirement, under the principle of Leadership, to have due regard to the impartiality and integrity of the authority's statutory officers and its other employees.
- 3.6 Committee may therefore wish to consider recommending to the Standards Committee that a requirement that members comply with the two protocols be incorporated into the Members' Code of Conduct. This would make any breach of either of those protocols a breach of the Code of Conduct.

#### **4. Financial and Resource Appraisal**

- 4.1 Not applicable.

#### **5. Risk Management**

- 5.1 Previous reports to Committee on the use of Council resources for election purposes of highlighted the risks of failure to comply with the requirements of Section 2 of the Local Government Act 1986 and this report is part of the process of managing the risk more effectively in the future.

#### **6. Legal Appraisal**

- 6.1 The legal requirements as to section 2 of the Local Government Act 1986 and the Members' Code of Conduct are set out in the body of the report.

## 7. Equality and Diversity

- 7.1 There are no equality and diversity, sustainability, green house gas, community safety, human rights, trade union or ward implications in relation to this report.

## 8. Recommendations

- 8.1 That the Committee consider the further information provided in this report and decide whether to recommend to Council any amendments to the Protocols on Member-Officer Relations and Member Use of Council Resources and whether to recommend to Standards Committee any amendments to the Members' Code of Conduct.

- 8.2 That the Committee recommend to Council that paragraph 19.2 of the Protocol on Member-Officer Relations be amended so as to read:

*The relevant political group leader and the Chief Executive will seek to resolve by mediation and conciliation any unresolved problem or breakdown in working relationships between members and officers. Where the problem or breakdown relates to the group leader's own relationships with officers the deputy group leader will work with the Chief Executive in place of the group leader.*

- 8.3 That the Committee instruct the City Solicitor and Director of Human Resources to arrange training for members and officers who work with members on the Protocol on Member-Officer Relations.

## 9. Appendices

- 9.1 Appendix 1 Protocol on Members' Use of Council Resources Including Use of E-mail and the Internet  
Appendix 2 Protocol on Member Officer Relations  
Appendix 3 Members' Code of Conduct  
Appendix 4 Extract from the Procedure for considering complaints alleging a failure to comply with the Members' Code of Conduct within the area of City of Bradford Metropolitan District Council

## 10 Background Documents

- 10.1 The Department for Communities and Local Government illustrative text for a code of conduct at:

<https://www.gov.uk/government/publications/illustrative-text-for-local-code-of-conduct--2>

- 10.2 The Committee on Standards in Public Life "Ethics in Practice: Promoting Ethical Conduct in Public Life" at:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/336976/2902536\\_CSPL\\_EthicsInPractice\\_acc.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/336976/2902536_CSPL_EthicsInPractice_acc.pdf)

10.3 The Committee on Standards in Public Life Annual Report 2012-2013 at:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/338902/Annual-report-Final-for-publication-190813.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/338902/Annual-report-Final-for-publication-190813.pdf)

10.4 Patrick Heesom v The Public Services Ombudsman for Wales v The Welsh Ministers [2014] EWHC 1504 (Admin)

## APPENDIX 1

### Protocol on Members' Use of Council Resources Including Use of E-mail and the Internet

#### 1 Introduction

- 1.1 The Council provides computers and IT facilities for use by members in the course of their work with the Council. For practical reasons the Council allows use of the equipment for other purposes. This Protocol sets out the requirements and limitations of use of the equipment.
- 1.2 'Equipment' means any computer hardware and software provided by the Council, including peripherals, telephones and other devices used for information management and communication.
- 1.3 This Protocol provides rules (set out in **bold** type) and guidance (in *italics*) for members of Council and independent and co-opted members (voting and non-voting).
- 1.4 The rules comprise requirements for use of Council resources under paragraph 1.7 of the Code of Conduct for Members and Co-opted Members. The rules do not apply to the use of your own personal equipment.

#### 2 Application

- 2.1 This Protocol applies to use by members of any Council equipment, whether in Council premises or elsewhere.

#### 3 Health and Safety

- 3.1 You must take all reasonable precautions to ensure the safe use of equipment.
- 3.2 *This responsibility applies to your own health and safety and that of other users.*

*Health and safety matters include computer layout and stability, electrical connections, visual affect, seating and comfort, extent of use and all other known risks.*

#### 4 Security

- 4.1 You must take all reasonable precautions to ensure the security of equipment provided for your use.
- 4.2 *This includes making reasonable arrangements (as if the equipment is your personal property) to prevent loss or damage. Members are not however obliged to effect their own insurance arrangements for the equipment.*

- 4.3 You must use access password arrangements to prevent unauthorised use by others and maintain secrecy of such arrangements.
- 4.4 *Arrangements must be adequate to prevent unauthorised access to information and services.*
- 4.5 You must make reasonable arrangements for the security of information stored on disc including prevention of unauthorised use and deletion of information no longer needed.

## **5 Personal Responsibility and Accountability**

- 5.1 You must report any defect or damage at the earliest opportunity and provide access to the equipment or return it to the Appropriate Officer for repair.
- 5.2 You must return the equipment promptly when required and at the end of your term of office.
- 5.3 *You are personally responsible for equipment provided for your use and you must be prepared to account for its use.*

## **6 Legal Obligations**

- 6.1 You must use equipment provided for your use lawfully.
- 6.2 *There are a wide variety of civil wrongs and criminal offences which can be committed by use of computers. A brief summary of the main legal obligations is contained at the end of this protocol.*

## **7 Private Use**

- 7.1 You may use equipment for private use but you must comply with this Protocol in so doing.
- 7.2 Your private use must not prejudice the use of the equipment for your Council use.
- 7.3 You must not use equipment for private business use.
- 7.4 You must not use network data storage applications for private use.
- 7.5 *Private use is permitted as a convenience only, and to help you develop your IT skills. Private use should not therefore become disproportionate to Council use.*
- 7.6 *You must take appropriate precautions to separate your private use from appearing to be Council use. For example, you must use different letter and memo styles, signatures, email addresses, websites and files.*

- 7.7 *You may use equipment in relation to other public or voluntary sector appointments to which you have been nominated or appointed by the Council or in respect of which your appointment arises by virtue of you being a councillor.*

*You may permit members of your household to use equipment for domestic purposes but you remain responsible for such use and their compliance with this Protocol.*

## **8 Monitoring**

- 8.1 You must co-operate with any reasonable arrangements made to monitor use of equipment in your control.
- 8.2 *The Council may monitor your use of equipment, whether for Council use or private use. The purpose of monitoring is to ensure effective use of Council equipment and compliance with the law and this protocol.*

## **9 Training**

- 9.1 You are responsible for developing your skills in using equipment through training courses and materials available to you, to ensure your proper and effective use of it.

## **10 E-mail Use**

- 10.1 Maintain your inbox to ensure effective use and carry out regular housekeeping.
- 10.2 *Delete mail containing obscene or racist or offensive material after forwarding to the ICT Consultant (Member and User Support and information Services).*
- 10.3 *Mark confidential e-mails clearly.*
- 10.4 *Include the following form of confidentiality warning in case of misdirection of e-mails.*

Note: The information contained in this e-mail is intended only for the individual or entity to whom it is addressed. It may contain privileged and confidential information and if you are not the intended recipient please notify the sender and delete the message from your system immediately.

- 10.5 *Use composite address lists ('all users') sparingly, particularly for bulky material as this puts heavy pressure on storage limits.*
- 10.6 **Do not use e-mail for unlawful or improper purpose.**

This includes:

- 10.6.1 *Using another person's identification without authority.*



10.6.2 *Reading another person's mail without authority.*

10.6.3 *Copying material which is subject to copyright without licence.*

10.6.4 *Private business use.*

10.6.5 *Sending abusive, obscene, racist, sexist, harassing, defamatory or offensive material as text or image.*

10.6.6 *Downloading .exe files without checking for viruses.*

10.6.7 *Sending personal data (within the meaning of the Data Protection Act 1998) without the authority of the data holder or the data subject.*

## **11 World Wide Web Use**

11.1 Do not download any information which is obscene, racist, sexist, pornographic or offensive. If you need to research information of this nature you must obtain written authority from your group whip.

11.2 Remember your visit to a site may be identifiable.

## **12 Printing and copying**

12.1 Do not print anything that comes within the meaning of 'unlawful or improper purpose' above.

## **13 Confidential Information**

13.1 Do not use equipment, or allow it to be used to communicate personal data (covered by the Data Protection Act) or confidential information to any person not authorised to receive it.

13.2 *You must take particular care with any personal data or confidential information you have on the equipment in order to avoid any unauthorised disclosure or breach of confidentiality. Delete such information when you no longer need it.*

## **14 Publication of Material Designed to Affect Support for a Political Party**

14.1 Under section 2 of the Local Government Act 1986 the Council is prohibited from publishing or arranging for the publication of any material which, in whole or in part, appears to be designed to affect public support for a political party. This law applies to the use by members of Council equipment.

- 14.2 Section 2 provides that in determining whether material falls within the prohibition regard shall be had to the content and style of the material, the time and other circumstances of publication and the likely effect on those to whom it is directed and, in particular, to the following matters;
- 14.2.1 Whether the material refers to a political party or to persons identified with a political party or promotes or opposes a point of view on a question of political controversy which is identifiable as the view of one political party and not of another.
- 14.2.2 Where the material is part of a campaign, the effect which the campaign appears to be designed to achieve.
- 14.3 *This rule is likely to apply to sending unsolicited e-mails or printed material with contents described in paragraph 14.2 to a wide number of people, particularly during an election or other political campaign.*
- 14.4 *This rule does not prevent:*
- 14.4.1 *Normal correspondence.*
- 14.4.2 *The receipt and retention of political material that relates to Council business.*
- 14.4.3 *Viewing websites of political parties and groups.*
- 14.4.4 *Using the equipment to discuss with other members the business of the Council including motions.*
- 14.4.5 *The inclusion in emails or website of factual information about a councillor provided it is not within the above meaning of political material'.*

## **15 Fax and telephone**

- 15.1 Apply these rules, where they are relevant, to your use of fax and telephones provided by the Council.

## **16 Enforcement**

- 16.1 The Standards Committee has responsibility for dealing with any breach of this protocol.
- 16.2 Allegations of any breach must be made in writing to the Monitoring Officer.
- 16.3 A breach of this protocol may also amount to a breach of the Members Code of Conduct.

## **Legal Obligations (paragraph 6.2)**

### **Computer Misuse Act 1990**

Creates criminal offences covering unauthorised accessing of computers, hacking, eavesdropping and causing virus attacks.

### **Copyright, Design and Patents Act 1998**

Enables enforcement of rights of authors and designers including those relating to software and electronically stored material.

### **Data Protection Act 1998**

Gives individuals a right of access to personal data about them held on a computer. Establishes principles for dealing with personal data and liability and offences for non compliance.

### **Defamation Law**

Defamation proceedings may be brought in relation to defamatory material published or communicated by electronic means including e-mail and websites.

### **Discrimination Law**

Use of email and websites may be evidence of discrimination.

### **Evidence**

A court or tribunal may order the production of material held electronically, including emails where relevant to legal proceedings.

### **Obscene Publications Act 1959**

The criminal offences under this legislation include the transmission electronically of obscene material.

### **Protection from Harassment Act 1997**

Provides for offences and civil remedies for harassment, evidence of which may be contained in emails and websites.

### **Protection of Children Act 1978**

Offences in relation to indecent photographs of children include those stored electronically.

### **Telecommunications Act 1984**

Use of a public communications system to transmit obscene or indecent images is an offence.

## APPENDIX 2

### PROTOCOL ON MEMBER-OFFICER RELATIONS

#### 1 Introduction

1.1 Effective local governance and community leadership depends on good working relationships between members and officers.

1.2 This Protocol provides rules (set out in **bold** type) and guidance (in *italics*) for members, co-opted members and officers in their working relations with each other.

The Protocol covers the more common working situations, but is not comprehensive. The principles underlying it may be applicable to other situations.

1.3 This Protocol applies only to working relations between members in their role as members and officers in their capacity as officers.

#### 2 Working Relations

2.1 Members and officers shall establish sound and effective working relations that seek to engender mutual respect and put aside any personal differences.

2.2 *Both councillors and officers are servants of the public and they are indispensable to one another. But their responsibilities are distinct. Councillors are responsible to the electorate and serve only so long as their term of office lasts. Officers are responsible to the Council. Their job is to give advice to councillors and the Council and to carry out the Council's work under the direction and control of the Council, their committees and sub-committees. Mutual respect between councillors and officers is essential to good local government. Close personal familiarity between individual councillors and officers can damage this relationship and prove embarrassing to other councillors and officers. Close personal familiarity must be avoided in the course of Council business.*

2.3 *The National Conditions of Service for Staff in Local Government provide:*

*“The public is entitled to demand, of a local government officer, conduct of the highest standard.”*

2.4 *Members and officers must recognise their different roles, needs and objectives. They must be ready to discuss positively how working relations between each other can most effectively be developed. Members and officers must set aside any personal differences in the interests of maintaining effective working relations.*

2.5 *It is important that officers develop political awareness of issues that are sensitive to the individual political groups represented on the Council.*

### **3 Courtesy**

- 3.1 Members and officers will adopt reasonable standards of behaviour and courtesy towards each other and will not take or attempt to take unfair advantage of their position.
- 3.2 *The use of more extreme forms of behaviour and emotion is rarely conducive to establishing mutual respect and is not a basis for constructive discussion. On the other hand, over familiarity can be misconstrued and give rise to unhelpful tensions.*
- 3.3 *Members and officers should have regard to the formality of the occasion as to the mode of address they choose to adopt. In particular, in formally convened meetings and/or meetings open to the public a formal mode of address should be adopted. In all other cases members and officers will respect preferred modes of address.*

### **4 Officers Giving Advice and Information to Political Groups**

- 4.1 Advice and information given by officers to political groups will only relate to Council business. Officers will not advise on political business.
- 4.2 Members will organise political group meetings to distinguish between Council and business. Officers will not attend political meetings whilst political business is being discussed.
- 4.3 Officers will be even handed in giving advice and information when briefing a political group or members individually.
- 4.4 Officers will respect the confidentiality of any political group discussion at which they are present or with individual members and will not relate the content of any discussion to another political group or member.
- 4.5 *The existence of political groups is recognised by legislation. It is common practice for political groups to consider matters of Council business, whether collectively within the political group as a whole or at pre-meeting briefings involving the members of the political group on the decision making body. Officer advice and information may legitimately be sought by political groups to enable them to consider the options for dealing with Council business.*
- 4.6 *Council decisions can only be made by the Council, the Executive or a delegated decision making body of the Council and not by political groups.*
- 4.7 *Officers shall tender their advice impartially and, where advice is sought from more than one political group, officers must offer the same advice to each political group. Officers may be asked questions at a briefing but these rules do not require an officer to inform other political group briefings of the questions and answers given.*
- 4.8 *Officers should be mindful that their responsibility in giving advice and information is to the relevant decision making body and that giving advice to pre-meeting briefings is no substitute.*

- 4.9 *Where officers have given advice and information in briefings to all political groups represented on the committee, it may be appropriate, with the agreement of the chair, to indicate this fact at the decision-making meeting. Officers may then state that they have no further additional advice or comment to make on their reports.*
- 4.10 *Both members and officers should be mindful that the presence of persons who are not members of the Council at political group meetings or pre-meeting briefings may limit any advice and information an officer may provide. Persons who are not members or co-opted members of the Council are not bound by the Members' Code of Conduct.*

## **5 Support Services to Members**

- 5.1 Members will, except where arrangements are otherwise approved, use support services and resources provided by the Council only for Council business. Support services shall not be used for political or campaigning activity, or for private purposes.
- 5.2 *The Council provides support services to members (including stationery, typing, printing, photo-copying, personal computers, laptop computers, e-mail and internet facilities, travel, transport and parking arrangements, etc.) to assist members in discharging their role as members of the Council.*
- 5.3 *E-mail and internet facilities must not be used by members or officers on behalf of members to publish to the public at large or a section of the public any material which, in whole or part, appears designed to affect public support for a political party contrary to the Local Government Act 1986.*
- 5.4 *In using e-mail facilities for Council business, members should address communications only to appropriate named members, officers or other persons and should avoid the use of wider circulation lists, including those to Council employees, which may constitute a section of the public under the 1986 Act.*
- 5.5 *Members should seek guidance from the City Solicitor on any communication intended for wider circulation.*
- 5.6 *Support services are provided to the political group leaders by the Chief Executive's Office. Individual services may, in addition, provide support services to an executive member with portfolio, lead members and chairs of any committee or panel.*

## **6 Communications**

- 6.1 Officers will not, without the agreement of the author, copy a letter marked as 'private' or 'confidential' or both from a member to another member.
- 6.2 Members shall not, within their communications, purport to make decisions on behalf of the Council.

- 6.3 *Most correspondence will be open and may be copied as a part of the normal arrangements for dealing with the matter within it. Members may, from time to time, raise matters confidentially with officers and such confidences shall be respected.*
- 6.4 *It may be necessary or appropriate for an officer to discuss the content of a confidential letter with another member, particularly where political consultation is required before action is taken under officer delegated powers. In these circumstances, the letter should not be copied or shown to another member or the identity of the author revealed.*
- 6.5 *Individual members (other than duly delegated executive members) have no power to make decisions on behalf of the Council. Members shall avoid suggesting or implying within their correspondence that they have made Council decisions. Members wishing to write correspondence relating to recent decisions should liaise with relevant officers in order to avoid any confusion.*
- 6.6 *Official communications letters and decision documents on behalf of the Council in relation to the Council's functions should be made by the relevant officer. In exceptional circumstances it may be appropriate for an official communication to be made by a member and this should only be undertaken in liaison with the relevant officer.*

## **7 Electronic Communications**

- 7.1 Members and officers must not use to their advantage information that has been communicated to them in error.
- 7.2 *The use of e-mail and other electronic facilities is encouraged. Whilst electronic communications will tend to involve less formality than written communication, members and officers should avoid in e-mail and other electronic communication between them a level of informality that may be perceived as close personal familiarity.*
- 7.3 *Members and officers should only circulate e-mail communications to intended recipients and wide or general circulation should be avoided.*
- 7.4 *Members and officers are advised to include a caveat within e-mails on the following lines:*
- 7.4.1 *The information contained in this e-mail is intended for the individual or entity to whom it is addressed. It may contain privileged and confidential information and if you are not the intended recipient, please notify the sender and delete the message from your system immediately.*

## **8 Specific Member/Officer Working Relations**

- 8.1 Members and officers will not allow a working relationship to become so close or appear to be so close as to bring into question the officer's ability to deal impartially with other members and political groups.

- 8.2 *There should be close working relations between, on the one hand, executive members with portfolio, executive committee and other committee and panel chairs and other members designated as having a lead, link or shadow responsibility, and on the other hand relevant members of Top Management, and other senior officers.*
- 8.3 *Executive members with portfolio, executive committee and other committee and panel chairs may routinely be consulted by officers prior to them making decisions under delegated powers. The law only allows for decisions relating to the discharge of any of the Council's functions to be taken by full Council, the Executive, a committee or member of the Executive or a committee, sub-committee or an officer. It is important that it is clear who made a decision.*
- 8.4 *The City Solicitor is responsible for determining the agenda for a formally convened meeting of a committee or panel. The chair of the committee or panel will be consulted as a part of the agenda preparation for meetings.*
- 8.5 *Officers having delegated decision-making authority are entitled, where considered expedient, to refer a matter to the Executive, Executive Committee, Governance and Audit Committee, Health and Well-Being Board, the Regulatory and Appeals Committee, Licensing Committee or appropriate sub-committee for decision. Top Management are responsible for the contents of all reports submitted in their name.*
- 8.6 *Members must acknowledge that officers within a department are accountable to their superior officer. Officers should always be prepared to assist members, but they cannot go beyond the bounds of the authority given to them by their superior officer and they should not be asked to do so.*

## **9 Overview and Scrutiny Committees**

- 9.1 *When discharging their roles of overview and scrutiny and holding the executive to account, Overview and Scrutiny Committees may request or require executive members to attend meetings and answer questions. Executive members may require briefings from officers to assist them in responding to such questioning. In responding, officers must seek to ensure that the information provided is factually correct and complete. Officers must be mindful in providing support to executive members that such support does not undermine the integrity of the member or their own impartiality as an officer. Overview and Scrutiny committee members may question officers at committee meetings and when conducting a scrutiny. Whist questions may be challenging, members should seek to question officers in a positive and constructive way and should avoid any emotive or aggressive approach.*
- 9.2 *In responding officers should be open, constructive and helpful and should seek to provide full answers.*



## **10 Involvement of Ward Councillors**

- 10.1 Ward Members will be invited to attend any public meeting organised by the Council which relates to issues within their ward.
- 10.2 *Ward Members must be appraised of local issues within their ward and involved in any public meeting or consultation exercise. They must be notified, at the outset, of any consultation on a local issue in their ward.*

## **11 Involvement on Other Bodies**

- 11.1 Members and officers are occasionally appointed as the Council's representative or nominee to another body. Members and officers may be members of other bodies other than by reason of their position in the Council. Where members or officers are in the capacity of company Director or Trustee they must, in making decisions for that body, have regard to the interests of that body. There is the potential therefore for a conflict of interest between that of the Council and the other body to occur (for example, the provision of confidential information).
- 11.2 Where members and officers are involved with other bodies, they must in their working relations with each other be mindful as to the possibility of a conflict of interest. In the case of any conflict, members and officers should seek advice from the City Solicitor.

## **12 Members Access to Information and to Council Documents**

- 12.1 Officers will provide relevant information, access to documents, advice and explanation that members may reasonably request and is necessary for them to fulfil their responsibilities as a councillor. A request will only be refused for reasons clearly stated in accordance with the law.
- 12.2 Members will use any information provided only for the purposes of properly performing their duties as councillors and shall treat as confidential all information received unless made public by law or with the express or implied consent of the Council.
- 12.3 Members will not disclose or use confidential information for personal advantage or to the disadvantage or discredit of the Council or anyone else.
- 12.4 Members are free to approach any Council department for information. A request may relate to one or more of the following:
  - 12.4.1 Information which is recorded or readily ascertainable.
  - 12.4.2 Access to a specific document or documents.
  - 12.4.3 Information which is not readily available without research.

- 12.5 A request should be made to the Appropriate Officer in the first instance, normally the responsible manager. It is for the Appropriate Officer to determine what information ought reasonably to be provided in response to the request. A response should be provided within 5 working days, but if this proves not possible, the delay must be explained and a clear indication should be given when a substantive response will be provided.
- 12.6 A 'document' includes any document or recorded information produced with Council resources whether in electronic or physical form, but does not include any document that forms a part of the internal workings of a political group.
- 12.7 Members shall, on request, be provided with a copy of any document unless it contains exempt information within the meaning of Schedule 12A of the Local Government Act 1972.
- 12.8 Members who do not sit on the Executive, a relevant committee, sub-committee or panel may only see documents which contain exempt information within the meaning of Schedule 12A of the 1972 Act if they can demonstrate a clear 'need to know'.
- 12.9 Members should, before requesting information, consider whether the information is necessary for them to discharge their duties as a councillor. Members may be asked to demonstrate their 'need to know' where this is not clear to the Appropriate Officer by virtue of their membership of the Executive, committee or panel or their representational role. Information should not be sought simply because members are curious about a matter.
- 12.10 In the event of a refusal, the Executive, the relevant committee or panel may determine the question of access to documents.
- 12.11 Members will necessarily acquire much information that has not yet been made public and is still confidential. It is a betrayal of trust to breach such confidences. Members should never disclose or use confidential information for the personal advantage of themselves or of anyone known to them, or to the disadvantage or the discredit of the council or anyone else.

### **13 Member Briefings**

- 13.1 Officers will make arrangements for briefing the Political Group leaders, executive members with portfolio and committee and panel chairs and other members designated as having a lead, link or shadow responsibility, about business within their remit.
- 13.2 *The Appropriate Officer will, except in the case of the Overview and Scrutiny Committees, the Regulatory and Appeals Committee (including panels appointed by the Committee), area committees and the Standards Committee, arrange briefings having first consulted the Leader of Council, the appropriate executive member with portfolio or their nominee as may be appropriate.*

- 13.3 *In the interests of efficiency, briefings will normally be all-group with members meeting together. There shall be a facility for breaks to take place at the request of any political group to have consultations. At the request of a political group, briefings may take place separately with each political group making the request. When undertaken separately, the Appropriate Officer will provide the same information to each political group.*

## **14 Managing Tension Between Different Roles**

- 14.1 Members and officers must recognise the different roles and responsibilities of bodies established within the constitution and the potential for tension between them.
- 14.2 Members and officers must seek to manage any such tension so as not to compromise the integrity of each other and the bodies involved.
- 14.3 *Members of bodies making requirements of officers, such as the production of a report, must acknowledge the need of officers to balance resources between competing demands of all bodies.*

## **15 Personal Interests**

- 15.1 Officers must not through their relationships with members seek to advance their personal interests or to improperly influence decisions.
- 15.2 Members must not seek to use their position as members to advance the personal interests of officers.
- 15.3 A member must not give a reference on behalf of an officer if the member is in any way involved in the recruitment process.

## **16 Publicity**

- 16.1 *The law prohibits the Council from publishing any material which, in whole or in part, appears to be designed to affect public support for a political party.*
- 16.2 *In determining whether material falls within the prohibition regard shall be had to the content and style of the material, the time and other circumstances of publication and the likely effect on those to whom it is directed and, in particular, to the following matters:*
- 16.2.1 *Whether the material refers to a political party or to persons identified with a political party or promotes or opposes a point of view on a question of political controversy which is identifiable as the view of one political party and not of another*

16.2.2 *Where the material is part of a campaign, the effect which the campaign appears to be designed to achieve*

16.2.3 *The Council may not give financial or other assistance to a person for publication of material which the Council is prohibited from publishing itself.*

16.3 Members must not use or seek to use council money or resources including officer time, office facilities and I.T. equipment for the production or issue of any material that may contravene these requirements.

## **17 Criticism of Members and Officers**

17.1 *Members and officers shall not engage in open criticism of each other.*

17.2 *Members will not comment openly or through the media on the conduct of officers and officers will not comment openly or through the media on the conduct of members. This rule is particularly applicable to comment by a member or officer in relation to any pending or ongoing complaint or disciplinary process involving a member or officer.*

17.3 Members and officers may consider that criticism is from time to time justified. However, it is generally neither possible nor appropriate for officers or members to defend themselves in a public forum. Furthermore, open criticism may prejudice the bringing of disciplinary proceedings in circumstances where this might otherwise be appropriate. Open criticism is unlikely to be conducive to good member/officer working relations and may be damaging to morale within the Council.

17.4 Comment in relation to ongoing disciplinary proceedings may be used in the proceedings and prejudice their outcome.

17.5 Officer concern about the behaviour of members may be dealt with by reference to the appropriate provisions of this Code or under the Standards Committee Procedure Rules.

## **18 Political Group Leaders and the Chief Executive**

18.1 The political group leaders and the Chief Executive will seek to develop appropriate working relations.

18.2 Regular briefing arrangements between the political group leaders and the Chief Executive are an essential part of the democratic machinery of the Council. It is important that the Chief Executive, as Head of the Paid Service, is accessible by all political groups represented on the Council through their respective leaders.

## **19 Problems with Working Relations between Members and Officers**

- 19.1 Members and officers will seek to resolve any problems arising within their working relations.
- 19.2 The relevant political group leader and the Chief Executive will seek to resolve by mediation and conciliation any unresolved problem or breakdown in working relationships between members and officers.
- 19.3 *It is the responsibility of both members and officers to tackle and resolve problems arising within their working relationship. If this is not possible, the member and officer concerned must inform their political group leader and Chief Executive respectively. The political group leader and Chief Executive will endeavour to establish arrangements whereby any breakdown can be resolved.*

## **20 Enforcement**

- 20.1 The Standards Committee has responsibility for dealing with any breach of this Protocol.
- 20.2 Allegations of any breach must be made in writing to the Monitoring Officer.
- 20.3 The rules in this Protocol relating to officers are equivalent to disciplinary rules in respect of which the relevant disciplinary procedures may be applied, subject to the approval of the Chief Executive.
- 20.4 In the event that a problem in working relations between a member and an officer cannot be resolved under paragraph 19 above, the relevant political group leader will refer it to the Standards Committee and the Chief Executive will refer it to the appropriate disciplining officer of Senior Management.

## APPENDIX 3

### Members' Code of Conduct

This Code applies to elected Members and voting co-opted Members of City of Bradford Metropolitan District Council in all aspects of their public life. This means that the Council expects Members to follow this Code when they are conducting the work of the Council, representing the Council on any external organisation, and otherwise acting in their official capacity. The Code of Conduct does not apply to what Members do in their purely private and personal lives.

#### Part One – Standards of Conduct

You must have regard to, and act in accordance with, the following standards of conduct:

1. **Selflessness**

You should serve only in the public interest, and should never improperly confer an advantage or disadvantage on any person, organisation or group, or any other third party.

2. **Honesty and Integrity**

You should not place yourself in situations where your honesty and integrity may reasonably be questioned, you should not behave improperly and should avoid the appearance of such behaviour.

3. **Objectivity**

You must make decisions based on the information before you, having had regard to any professional advice provided to you and in accordance with your view of the public interest.

You should make decisions on merit, this includes when making appointments, awarding contracts, or recommending individuals for awards or other recognition.

4. **Accountability**

You are accountable to the public for your decisions and actions and the manner in which you carry out your duties. You must co-operate fully and honestly with any scrutiny appropriate to your office.

You should not undertake any action which would bring the Council, your position, or the position of Members generally, into disrepute.

5. **Openness**

You must be as open as possible about your actions and those of the authority, and should be prepared to give reasons for those actions.

6. **Leadership**

You must promote and maintain high standards of conduct by supporting these principles by leadership and by example, and should act in a way that secures or preserves the confidence of others.

You must have due regard to the impartiality and integrity of the authority's statutory officers and its other employees.

## Part Two – Registration and Disclosure of Interests

### Registration of Interests

7. Within 28 days of your election or co-option, you must notify the Monitoring Officer of any 'disclosable pecuniary interests' which you have at that time
8. Where you are re-elected or re-appointed, notification is only required of any new disclosable pecuniary interests within 28 days of your election or co-option.
9. You must keep your Register of Interests entry up to date by notifying the Monitoring Officer of any changes to your disclosable pecuniary interests within 28 days of the change occurring, or you becoming aware of the change.
10. A 'disclosable pecuniary interest' is an interest defined in the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012 set out in the table below.

<b>Subject</b>	<b>Prescribed description</b>
Employment, office, trade, profession or vacation	Any employment, office, trade, profession or vocation carried on for profit or gain.
Sponsorship	Any payment or provision of any other financial benefit (other than from the relevant authority) made or provided within the relevant period in respect of any expenses incurred by a member of a relevant authority in carrying out duties as a member, or towards the election expenses of a member of a relevant authority. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992 <sup>(1)</sup> .
Contracts	Any contract which is made between the relevant person (or a body in which the relevant person has a beneficial interest) and the relevant authority— (a) under which goods or services are to be provided or works are to be executed; and (b) which has not been fully discharged.

<sup>(1)</sup> 1992 c. 52.

Land	Any beneficial interest in land which is within the area of the relevant authority.
Licences	Any licence (alone or jointly with others) to occupy land in the area of the relevant authority for a month or longer.
Corporate tenancies	Any tenancy where (to the member of the relevant authority's knowledge)— (a) the landlord is the relevant authority; and (b) the tenant is a body in which the relevant person has a beneficial interest.
Securities	Any beneficial interest in securities of a body where— (a) that body (to the member of the relevant authority's knowledge) has a place of business or land in the area of the relevant authority; and (b) either—  (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or  (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the relevant person has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

11. A pecuniary interest is a 'disclosable pecuniary interest' in relation to you if it is of a type described above, and either:

- (a) it is an interest of yourself, or
- (b) it is an interest of –

- (i) your spouse or civil partner,
- (ii) a person with whom your are living as husband and wife, or
- (iii) a person with whom you are living as if they were civil partners, and you are aware that that other person has the interest.



12. You are also required to notify the Monitoring Officer of any gifts or hospitality with an estimated value of at least £50 which you receive in your role as a member of Council. You must inform the Monitoring Office of any such gifts of hospitality within 28 days of receiving them so that the details can be entered into the Register of Interests.

### **Sensitive Interests**

- 13 If the nature of an interest is such that you and the Monitoring Officer consider that disclosure of the details of the interest could lead to you, or a person connected with you, being subject to violence or intimidation, the interest must not be included in any published version of the Register of Interests, or be entered into any copy of the register that is made available for public inspection.

### **Disclosure of Disclosable Pecuniary Interests at Meetings**

- 14 The following provisions apply if you are present at a meeting of the authority or of any committee, sub-committee, joint committee or joint sub-committee of the authority, and you are aware that you have a disclosable pecuniary interest in a matter to be considered, or being considered, at the meeting.
- 15 If the interest is not entered in the authority's Register of Interests, you must disclose the interest to the meeting (unless the interest is a sensitive interest).
- 16 If the interest is not entered in the authority's Register of Interests and is not the subject of a pending notification, you must notify the Monitoring Officer of the interest before the end of 28 days beginning with the date of the disclosure.
- 17 Where the interest does appear in the Register of Interests, you must bring the interest to the attention of the meeting (unless the interest is a sensitive interest).
- 18 You may not:
  - (a) participate, or participate further, in any discussion of the matter at the meeting,
  - (b) participate in any vote, or further vote, taken on the matter at the meeting (unless the Member has requested and been granted a relevant dispensation by the Standards and Conduct Committee), or
  - (c) remain in the room during the discussion or vote on the matter.
- 19 Where you have a disclosable pecuniary interest in a matter to be considered at a meeting, you may attend the meeting but only for the purposes of making representations, answering questions or giving evidence relating to the matter, provided that the public are also allowed to attend the meeting for the same purpose, whether under a statutory right or otherwise. Once you have finished, or the meeting decides you have finished, you must leave the room and may not remain in the room during the discussion or vote on the matter.

### **Disclosure of other Interests at Meetings**

- 20 Where you are present at a meeting of the authority, or any committee, sub-committee, joint committee or joint sub-committee of the authority, and identify any other interests which you feel should be declared in the public interest, such interests may be declared to the meeting.
- 21 In such circumstances you must consider whether your continued participation in the matter relating to your interest would be reasonable in the circumstances, particularly if the interest may give rise to a perception of a conflict of interests in the matter under discussion.

### **Allegations of a Failure to Comply with Code of Conduct**

- 22 All complaints alleging a failure to comply with this Code will be considered in accordance with a procedure agreed by full Council.

## APPENDIX 4

### **Extract from the procedure for considering complaints alleging a failure to comply with the Members' Code of Conduct within the area of City of Bradford Metropolitan District Council**

36. If the complaint relates to a Parish or Town Councillor the Sub-Committee will only make a decision regarding whether the subject Member has failed to comply with the relevant Members' Code of Conduct. This decision, and the reasons for it, will be communicated to the relevant Parish or Town Council in order for it to make a decision as to whether further action is warranted and what form of action would be appropriate.
37. In all other cases, if the Sub-Committee concludes that, on the balance of probabilities, the subject Member did not fail to comply with the Members' Code of Conduct, this will conclude the complaints process. In such cases no further action will be taken in respect of the complaint, although the Sub-Committee may still wish to consider making a recommendation to the authority with a view to promoting and maintaining high standards of conduct in general. Such recommendations may include proposed changes to internal procedures and practices or training for Members in general.
38. If the Sub-Committee concludes that, on the balance of probabilities, the subject Member has failed to comply with the Members' Code of Conduct, the Sub-Committee must go on to consider whether action should be recommended in respect of the subject Member, and what form of action might be appropriate.
39. The recommendations available to the Sub-Committee are limited to:
  - a. A formal letter to the subject Member from the Chair of the Standards Committee;
  - b. Formal censure by a motion of full Council; or
  - c. Removal by the authority of the Member from a relevant Committee(s) subject to statutory and constitutional requirements.

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## **Report of the City Solicitor to the meeting of Council on Tuesday 20 October 2015.**

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### **Subject:**

**Community Governance Review for a new Local Council in the Bingley area**

### **Summary statement:**

**At its meeting on 25 September 2015 Governance and Audit Committee considered the Community Governance Review regarding a new Local Council in the Bingley area. This report presents to full Council the recommendations from Governance and Audit Committee in relation to the Community Governance Review and recommends that Council approve the Reorganisation Order appended to the report.**

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Suzan Hemingway  
City Solicitor

**Portfolio:**

**Corporate**

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E-mail: [k.jones@bradford.gov.uk](mailto:k.jones@bradford.gov.uk)

**Overview & Scrutiny Area:**

**Corporate**

## 1. SUMMARY

At its meeting on 25 September 2015 Governance and Audit Committee considered the Community Governance Review regarding a new Local Council in the Bingley area. This report presents to full Council the recommendations from Governance and Audit Committee in relation to the Community Governance Review and recommends that Council approve the Reorganisation Order appended to the report.

## 2. BACKGROUND

2.1 A Local Council is a tier of local government. It can be known as a parish, town, community or village council. It has members (councillors) elected by the people who live in its area. It has a clerk, who is an employee of the Local Council and who looks after the administration of its activities. A Local Council is an independent organisation and its decisions, assets and liabilities are solely its own responsibility.

2.2 In Bradford there are currently 18 Local Councils. They are supported by regional and national associations – Yorkshire Local Councils Association, and National Association for Local Councils. Funding is sometimes available from these bodies to support people in the set up of a new Local Council.

2.3 Local Councils are responsible for setting their own precept with Bradford Council acting only as the billing authority. The precept charged by the Local Councils in the Bradford District vary for Band D households from £7.50 per year in Wrose, to £42.69 per year in Keighley. Appendix 3 lists the breakdown of precepts charged for all Bradford's Local Councils for the year 2015/16.

### **Bradford Council working with Local Councils**

2.4 To help manage relations and outline how Bradford Council and Local Councils aim to work together, a Charter was first produced and approved by Executive in 2006 and has most recently been updated in May 2015.

2.5 The Charter includes agreements on general communications, liaison activity, elections, financial arrangements, town planning and relevant parts of the Localism Act 2011 such as neighbourhood planning and standards committee arrangements. For example:

- Bradford Council must respond to enquiries from Local Councils within five working days.
- Bradford Council arranges liaison meetings with Local Council representatives to discuss shared issues.
- Local Councils are consultees on planning applications that affect the people who live in their area, giving them direct communications from Bradford Council and the opportunity to provide views on relevant planning matters.
- An explanation is provided on financial arrangements around precepting, options available should a service be transferred from Bradford council to Local Councils, as well as routine administration matters.
- Bradford Council should ensure that Local Councils are included in any consultation activity taking place which impacts on their geographical area.



- Arrangements and responsibilities for elections are also included.

### **Community petition**

- 2.6 Should the people of an area wish to have a new Local Council set up they can petition their Local Authority to run a Community Governance Review. If the petition area has more than 2,500 local government electors, as is the case in Bingley, the petition must be signed by at least 10% of the electors.
- 2.7 In 2014 a group of residents from the Bingley area formed a group called Bingley Community Council Group (BCCG) - [www.bingleyccg.org.uk](http://www.bingleyccg.org.uk) - with the purpose of raising interest in a new Local Council for Bingley, Cottingley, Crossflatts, Eldwick, Gilstead, Micklethwaite.
- 2.8 The proposed area has 18,430 local government electors and as such any petition would need to be signed by at least 1,843 of those electors in order to be valid. BCCG collected the required amount of signatures and submitted this as a petition to Bradford Council in January 2015. Out of the 2,100+ local government electors who signed the petition, 1,978 were valid and within the petition area. With the petition verified, Bradford Council had a duty to carry out a Community Governance Review. The proposed area is defined on the map at appendix 1 (this includes proposed parish ward boundaries, see point 3.18 and 3.19).

### **Community Governance Review**

- 2.9 A community governance review provides an opportunity for Bradford Council to review and make changes to local governance within an area. The aim of the review is to ensure that local governance continues to be effective and convenient and that it reflects the people and interests of local communities.
- 2.10 In undertaking the review, the Council must have due regard to the relevant parts of the Local Government Public Involvement in Health Act 2007, the relevant parts of the Local Government Act 1972 and Guidance on Community Governance Reviews issued by the Department of Communities and Local Government and the Electoral Commission.
- 2.11 The first requirement of the community governance review is to set out a Terms of Reference outlining how that review will be run. The Terms of Reference were agreed by the Interim Chief Executive in consultation with the Leader of the Council and were published in May 2015 ahead of the consultation period. It is available on the Bradford Council web site.

### **Consultation process**

- 2.12 In order to determine the interest of local people in a new Local Council, a consultation was run by Bradford Council to support the community governance review. The following opportunities were made available for people to make their representations.
- a) A letter and fact sheet were sent to all households in the area (see appendix 2 and background documents).
  - b) Email communications were sent to stakeholders in the area (including businesses, community organisations, public agencies).



- c) Four public drop in sessions were run in June covering each of the villages/towns in the proposed area – two of these were weekday day time sessions, one was an evening, and the fourth was on a Saturday afternoon.
- d) Promotional leaflets were distributed public areas.
- e) Information has been available on the Bradford Council web site including an online survey.
- f) The opportunity has been given to write to the Council using a freepost address or emailing a managed inbox.

### 3. OTHER CONSIDERATIONS

#### Consultation considerations

- 3.1 During the course of the consultation the issue has been raised as to whether some form of referendum should form part of the consultation process. The difficulty with a referendum in this context is that whilst it might help to establish the level of public interest in the proposals, it would not provide the evidence necessary to weigh against the statutory criteria set out at paragraph 3.4 below. What is clear is that a referendum cannot be a substitute for the consultation process required for a community governance review. The Council was obliged by law to conduct a community governance review once a valid petition was received, and as part of that review the recommendations made by the petitioners had to be addressed, including the boundaries of the proposed parish and the name of the proposed parish council, namely Bingley Town Council. Having carried out the community governance review, the Council must take into account any representations received in connection with the review in deciding what recommendations to make, and must publish its recommendations as soon as practicable after making any recommendations. In addition the DCLG guidance requires the Council to take into consideration the views of not only those who live in the area but those who work or have an interest in the area, whose views could not be captured in the referendum process.
- 3.2 Throughout the consultation Council officers sought the views of individuals, answering questions and providing standard information, but as the decision making body deliberately did not seek to influence or support any particular view. The consultation was open for anyone to respond to, though its promotion was kept local with contact made with residents, community groups, and other establishments operating in the area. People were asked to provide their views on the proposal as a means of providing elected members, as decision makers, with reasons for and against.
- 3.3 As the community governance review undertook a qualitative consultation and was not a referendum, the numbers responding for or against cannot statistically be taken into consideration, as individuals could have responded on more than one occasion. This report therefore focuses on providing an analysis of views provided, to enable decision makers to balance the views against the legal guidance from the Local Government Public Involvement in Health Act 2007.
- 3.4 “The Act places a duty on principal authorities to have regard to the need to secure that any community governance for the area under review **reflects the identities**





**and interests of the local community** in that area, and that it is **effective and convenient**; relevant considerations which influence judgements against these two principal criteria include the impact on **community cohesion, and the size, population and boundaries** of the proposed area.” *Guidance on Community Governance Reviews – Department of Communities and Local Government (DCLG), and The Local Government Boundary Commission for England.*

### **Level of responses**

3.5 Over the two month period of consultation 770 representations were made, with the numbers of responses to the different consultation formats as follows.

- Web survey – 572
- Email – 69
- Letter – 36
- Event feedback – 93

The full range of comments received can be viewed as a background document. There were generally more responses in favour (63%) of a new Local Council than there were against (37%) – though as already outlined a numeric count does not provide an accurate picture.

### **Summary of comments in support of a new Local Council**

3.6 There were many reasons given in support of the proposed new Local Council which have been grouped and summarised as:

- Help with economic development
- Improved maintenance of green spaces
- Local people have a better understanding of local issues
- Issues would be resolved more efficiently
- The community would be brought together
- The town and surrounding area would have a stronger voice
- Will give Bingley its own budget which it can control
- Perception of a lack of focus on Bingley by Bradford Council

3.7 One of the predominant supporting comments was around local people having a **better understanding of local issues**. It was suggested that local representation in the current climate of austerity and cuts was important. More funding for local groups to combat issues such as any community tensions was also felt to be a priority. Some respondents felt that issues are better managed on a micro level as they are easily lost when the whole district is considered. It was thought that a Local Council would be better able to focus limited resources on what matters most for the area and therefore realise the area’s potential. Other comments in support include the idea that with a Local Council greater pride in the area would be provided led by people who care directly for Bingley and surrounds. This would consequently lead to greater motivation to make things happen. It was felt to be important that local issues are funded locally by local people.

3.8 Another popular view was that it was felt that a Local Council would give the town and surrounding areas **more of a voice** through determining and securing its own future. Comments in support of this suggestion were that a Local Council would provide more opportunity for individuals in the area to have their say and have it heard, with a formal body speaking up for the town and its surrounds. It was felt



that to have an independent body run on democratic principles would give a greater voice. The suggestion was also made that it would improve local governance and potentially take the politics out of local decision making. It was suggested that a positive role for a Local Council would be in having a voice on local developments through neighbourhood planning and through potential access to community infrastructure levy funds. The role of a Local Council's voice on local planning applications was seen as important and useful, as a reliable means of sharing community views with Bradford Council. It was felt the area would have a stronger identity with the opportunity to work with district councillors to keep a focus on the parished area.

- 3.9 Further comments to take into consideration included a request to consider fairness with 18 other areas in the district being parished already. It was also felt that in light of the cuts that Bradford Council has already had to make, and is still required to make, that a Local Council would be in a strong position to take on services that the local authority might no longer be able to provide. It was suggested that more responsibility could be given to communities through a Local Council which would give a greater feeling of ownership and involvement. It was also felt that more facilities were likely to remain in the area should a Local Council be established.

#### **Summary of comments against a new Local Council**

- 3.10 There were many reasons given for not supporting the proposed new Local Council which have been grouped and summarised as:
- The extra cost from the precept
  - Not needing another layer/level of bureaucracy
  - General feeling of a Local Council not being needed and not being a good use of money
  - The area being too large, with each area having its own identity and funds likely to be spread too thinly
  - Not enough interest from the electorate
- 3.11 One of the views which came up most frequently was the concern over having to **pay additional money** through the precept. Concern was raised over the inability of the electorate to be able to directly influence the level at which the precept is set. There was also concern over 'double taxation' with council tax already being paid to Bradford Council. Further comment was made from those who felt they or others could not afford to pay the additional tax however small that might be. There was also concern over the capability of Local Councils to manage their finances. It was suggested that the precept would not deliver value for money, with too much of it being spent on administration costs.
- 3.12 Another popular view was the concern about introducing **another level of bureaucracy** which many feel isn't necessary. Some thought that the existing representation through Bradford Council elected members is sufficient. It was suggested that additional Councillors, District or Local Council, would lead to too many people representing the area with the accompanying costs. There might also be confusion for local people as to who they should raise concerns and resolve issues with. It was felt by some that the suggested additional bureaucracy might create a body which was not truly representative of the views or the range of people



of the whole area. There was also a suggestion of bias from any political affiliations. There was concern that not all local councillors would necessarily have the capabilities and skills to take on the necessary responsibilities. It was also felt that scrutiny and accountability of the Local Council would be difficult to manage with potential difficulty to dissolve the council should it not be working in the future.

- 3.13 Further comments to take into consideration included sustainability and succession issues should the early enthusiasm of volunteers reduce over time. Co-option may become more frequent with a consequent reduction in democracy. It was suggested that a more effective route might be individual projects being run by volunteers rather than a more formalised Local Council. Concern was raised by some that a new Local Council might not benefit the whole area equally. There was a view that it was the apathy of the electorate that was the issue. If there are low levels of turn out at elections then the Local Council could not be representative.

#### **Proposed boundary**

- 3.14 The consultation identified no difference in the range of views collated from the different areas of the proposed Local Council. There were however a very limited number of comments suggesting that Cottingley did not have a 'natural' fit with the proposed area and should therefore not be included in the wider proposed Bingley Local Council.
- 3.15 Any neighbourhood or village may in the future put together its own petition to set up their own Local Council to separate from the proposed larger Bingley council – this has previously taken place in the District with Ilkley Parish Council splitting to enable Burley Parish Council to be set up.

#### **Local Council ward boundaries and numbers of local councillors**

- 3.16 Guidance recommends that a Local Council which encompasses a number of villages with separate identities, as the Bingley proposal does, be warded in order to ensure fair representation. Therefore should the proposal for a new Bingley Local Council be accepted, the area should be broken up into wards, as outlined at point 3.19.
- 3.17 In arriving at the proposed boundaries and level of representation, planning assumptions and likely growth within the area over the next five years in relation to the change in the number, or distribution of people, have been taken into consideration. Comparisons have been made to the size and representation of other existing parishes within the Bradford Council district area. The guidance provided by the Department for Communities and Local Government has also been applied to the number of electors and level of local councillor representation, to ensure that the proposals fall within the tolerance levels provided.
- 3.18 In reaching conclusions on the boundaries, community identity and interests in the area have been taken into account. Parish warding has been put in place to reflect this and the current district ward structure and polling district boundaries. This is in the interests of effective and convenient local government and in line with recommendations within the guidance on community governance reviews, issued by the Department for Communities and Local Government.



3.19 The table below outlines the suggested wards along with the identification of electorate number and consequent recommendation of numbers of local councillors for each Local Council ward.

<b>Proposed Local Council ward name</b>	<b>Area covered by the ward</b>	<b>Polling district reference</b>	<b>Number of electors</b>	<b>Proposed number of local councillors</b>
Bingley Central & Myrtle Park	Bingley Centre, Poplar House & Myrtle Park	2A, 2G & 2J	2532	2
Crossflatts & Micklethwaite	Crossflatts	2B	2623	2
Eldwick	Eldwick	2C	2492	2
Lady Lane & Oakwood	Lady Lane	2D	1265	1
Crow Nest	Crow Nest	2E	2044	2
Priestthorpe	Priestthorpe	2F	1621	2
Gilstead	Gilstead	2H	2174	2
Cottingley	Cottingley & Cottingley Bar	3C & 3D	4100	3
<b>Total</b>	<b>n/a</b>	<b>n/a</b>	<b>18851</b>	<b>16</b>

#### **Ordinary Year of Elections**

3.20 Ordinary parish elections are held once every four years, with all councillors being elected at the same time. New parish electoral arrangements usually come into force at ordinary parish elections. The standard electoral cycle is for elections in 2015 and every four years after 2015.

3.21 Where the next set of ordinary Local Council elections are not due to be held for some time (and in this case it would be 2019), elections for new Local Councils can come into force sooner, providing that the terms of office of sitting local councillors are cut, so that the new local council elections fall back in line with the standard electoral cycle.

3.22 In the case of a new Bingley Local Council, if approved, it is recommended, in line with the Communities and Local Government guidance, that elections be held in May 2016 alongside the District Council and Police and Crime Commissioner Elections and that the term of office of the local councillors elected is 3 years. The Local Council elections would therefore, fall back in line with the standard electoral cycle in 2019.

#### **Recommendation from Governance and Audit Committee**

3.23 The Committee met on 25 September 2015 and resolved that it be recommended to Council:



- a. That Members give their support to the establishment of a new Local Council in the Bingley area – as a consequence of meeting the Public Involvement in Health Act 2007, as outlined in point 3.4. of Document “T”.
- b. That with no significant opinion for a smaller boundary, it is also recommended that the Local Council follow the boundary as proposed and set out in the community governance review Terms of Reference.
- c. That Members give their support to the new Local Council being named Bingley Town Council, as set out in the petition received in January 2015.
- d. That Members give their support to the Local Council area being split into wards as outlined at point 3.19 of Document “T”, along with the suggested numbers of local councillors per Local Council ward.
- e. That it should be noted that it is a requirement of the 2007 Act that the Council must make available a document setting out the reasons for the decisions it has taken at the conclusion

### **Reorganisation Order**

- 3.24 A proposed reorganisation order is attached as appendix 4. This Order deals with matters prescribed by law, including the area, name, calculation of budget requirement, parish council, elections, number of parish councillors, wards, annual meeting, and transfer of property (allotments).

### **Bingley Town Council Proposed Precept 2016/17**

- 3.25 Local Town and Parish Councils normally set their own precepts to cover their annual expenditure. This is then collected on their behalf by Bradford Council as part of the annual Council Tax bill. However because, if the order for its establishment is approved, Bingley Town Council (BTC) will have no elected members until after elections in May 2016, the new town council will be unable to set its own precept for 2016-17. Therefore, should full council approve the order it will, at the same time, set a budget for the first year of the new town council.

Appendix 5 sets out the details of the proposed budget for BTC in its first year along with a number of key considerations that have been applied in compiling a budget for the proposed new town council.

## **4. FINANCIAL & RESOURCE APPRAISAL**

- 4.1 As previously stated Local Councils are independent bodies who run their own affairs. However Bradford Council acts as the billing authority for any precept charged by Local Councils. The Bradford Council and Local Council Charter sets out all other arrangements on mutual financial arrangements.
- 4.2 The Localism Act 2011 imposed the need for local authorities, fire authorities, and Police and Crime Commissioners wishing to raise their Council Tax by more than 2% to hold a referendum. This cap has to date not been imposed on Local Councils but may be reconsidered as part of this year’s Spending Review.



- 4.3 The costs of running the community governance review have involved substantial officer time from across the Authority, the cost of sending a letter to householders in the area (£3,784), and the venues from which the drop in sessions were run (£175).
- 4.4 As a new Local Council would only be formally constituted after the first elections are held in (May 2016), should a new Local Council be formed, Bradford Council will set a 2016-17 local precept on its behalf at the Council Budget Meeting in February 2016, based on the budget requirement as presented in appendix 5 to this report. The estimate of the budget requirement mirrors other existing Local Councils but does not pre-determine how the proposed Council's budget should be spent. Its members would need to have regard to the balance of its spending between administrative overheads and expenditure on its programmes in order to secure value for money.
- 4.5 The ongoing costs to Bradford Council in relation to Local Councils are through the costs of running elections and Standards Committees which covers issues raised through Local Councils. Full details of the election cost arrangements are held within appendix 3 of the Bradford Council and Local Council Charter - <http://www.bradford.gov.uk/NR/rdonlyres/E793B05F-8B6F-403A-9976-80BA360A3D02/0/BradfordCouncilandLocalCouncilsCharter2015.pdf> . In summary Bradford Council will meet the full cost of the first election of a new Local Council and subsequently 100% of the costs of polling stations and count stations of elections held on the same day as Council elections. Local Councils will pay for 50% of shared costs (excluding the costs of polling stations and counting stations) and 100% of wholly attributable costs. Local Councils will pay 100% of the costs of stand alone elections.

## **5. RISK MANAGEMENT AND GOVERNANCE ISSUES**

Decisions on the recommendations of community governance reviews are required to be taken by full Council.

## **6. LEGAL APPRAISAL**

- 6.1 The power to take decisions about the creation of Local Councils and their electoral arrangements is delegated to local government and local communities under part 4 of the Local Government and Public Involvement in Health Act 2007. Council are required to have regard to statutory guidance issued by the Secretary of State (see under Background Documents).
- 6.2 Following the undertaking of a community governance review, a principal council must make recommendations as to whether a new Local Council should be constituted. In deciding what recommendations to make the principal council must have regard to the need to secure that community governance reflects the identities and interests of the community in that area, and is effective and convenient. The Act also provides that it must also take into account any other arrangements that have already been made (apart from those relating to parishes and their institutions) or that could be made, for the purpose of community representation or community



engagement.

- 6.3 Guidance provides that the recommendations must take account of any representations received and should be supported by evidence which demonstrates that the recommended community governance arrangements would meet the criteria set out in the 2007 Act.
- 6.4 The review must also make recommendations as to the name of the new parish, and whether or not the new parish should have a parish council. However, where a new parish has 1000 or more local government electors (as here), the review must recommend that the parish should have a council.
- 6.5 Following the recommendations of Governance and Audit Committee on 25 September 2015, the next step in the process is for Council to consider giving formal approval for the Reorganisation Order attached as appendix 4 to this report.

## **7. OTHER IMPLICATIONS**

### **7.1 EQUALITY & DIVERSITY**

One of the fundamental considerations that Bradford Council has had to give through the Community Governance Review process, was to ensure that community cohesion was not impacted as a consequence of the Review and any decision from it, with no impacts found.

In line with the Public Sector Equality Duty, any disproportionate impacts on protected characteristic groups were also considered. No impacts were identified except for potentially the low income/low wage protected characteristic set by the Council's Executive in 2010 (i.e. not part of the Equality Act). With the likely introduction of a Local Council precept, those on lower incomes are more likely to be adversely affected. Until council tax rates are specified for the proposed new Local Council (end 2015), figures for numbers of householders in each of the tax bandings cannot however be identified.

### **7.2 SUSTAINABILITY IMPLICATIONS**

There are no sustainability implications from the options to either implement or refuse the set up of a new Local Council.

### **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

There are no gas emission impacts from the options to either implement or refuse the set up of a new Local Council.

### **7.4 COMMUNITY SAFETY IMPLICATIONS**

There are no community safety implications from the options to either implement or refuse the set up of a new Local Council.

### **7.5 HUMAN RIGHTS ACT**

There are no human rights implications from the options to either implement or refuse the set up of a new Local Council.



## **7.6 TRADE UNION**

None

## **7.7 WARD IMPLICATIONS**

There would be direct impact on both Bingley ward and some parts of the Bingley Rural ward, as should the proposition for a new Local Council be supported, there would be an additional layer of governance in these areas. This would create a new body for Bradford Council and Shipley Area Committee in particular to consult with on local issues.

## **8. NOT FOR PUBLICATION DOCUMENTS**

None

## **9. OPTIONS**

9.1 Option 1 – approve the Reorganisation Order attached as appendix 4 to this Report.

9.2 Option 2 – refuse to approve the Reorganisation Order attached as appendix 4 to this report.

## **10. RECOMMENDATIONS**

10.1 That the Council approve the Reorganisation Order attached as appendix 4 to this report and that the City Solicitor be authorised to affix the Council's seal to the Order to bring it into effect

## **11. APPENDICES**

- Appendix 1 – Map referred to in the Bingley Town Council (Reorganisation of Community Governance) Order 2015
- Appendix 2 – Letter to householders with consultation details
- Appendix 3 – Bradford District Local Councils Precepts 2015/16
- Appendix 4 – Reorganisation Order
- Appendix 5 – Financial Statement (Bingley Town Council precept and estimated budget for 2016/17)

## **12. BACKGROUND DOCUMENTS**

- Consultation responses - document available on the following page:  
[http://www.bradford.gov.uk/bmdc/government\\_politics\\_and\\_public\\_administratio/n/about\\_bradford\\_council/councillor\\_information/proposed\\_parish\\_bingley.htm](http://www.bradford.gov.uk/bmdc/government_politics_and_public_administratio/n/about_bradford_council/councillor_information/proposed_parish_bingley.htm)
- Petition submitted by residents from Bingley in January 2015 (available for viewing through Electoral Services, City Hall, Bradford.)
- Fact sheet provided through the consultation  
<http://www.bradford.gov.uk/NR/rdonlyres/57C1C62A-734B-4CA5-8DFE-E883791F520A/0/FactsheetNewparishcouncil.pdf>
- Community Governance Review Guidance – Department for Communities and Local Government, and The Local Government Boundary Commission





## Appendix 2 – Letter to householders

### Legal and Democratic Services

c/o Electoral Services  
City Hall  
Bradford, BD1 1HY

Tel: 01274 432285

Email: [bingley.parish@bradford.gov.uk](mailto:bingley.parish@bradford.gov.uk)

Date: May 2015

Dear resident

### **HAVE YOUR SAY** **Proposal for a New Parish Council for** **Bingley, Cottingley, Crossflatts, Eldwick, Gilstead, Micklethwaite**

From 1 June 2015 Bradford Council will be undertaking a consultation to establish whether the people of Bingley, Cottingley, Crossflatts, Eldwick, Gilstead, Micklethwaite are interested in having their own parish council.

This consultation (known as a Community Governance Review) is taking place because Bradford Council received a formal petition from a group of residents from the Bingley area, requesting that a parish council be set up.

A parish council is a statutory body that is democratically elected. It can serve an area ranging from a small rural community to towns and small cities. It is independently run and raises a precept (a form of council tax) from the local community to spend on local priorities.

A fact sheet providing more information on parish councils, what they are and what they can do is included with this letter. A copy of the formal Community Governance Review terms of reference is available in libraries and on the Council's website - [http://www.bradford.gov.uk/bmdc/Consultations/proposed\\_parish\\_bingley.htm](http://www.bradford.gov.uk/bmdc/Consultations/proposed_parish_bingley.htm)

#### **Your View Counts**

To help Bradford Council reach a decision on whether the parish council should be established, we need to hear the views of local people. We encourage you therefore to get in touch. You can do this in a number of ways.

- Online through our survey – available on our webpages.
- Writing to us using the following address details:  
On the front of the envelope please write only **FREEPOST BRADFORD COUNCIL**  
(New Royal Mail system requires no further address details)  
On the back of your envelope please write **Bingley – New Parish**
- Emailing us at [bingley.parish@bradford.gov.uk](mailto:bingley.parish@bradford.gov.uk)



- Attending any one of our drop in sessions where you can meet Bradford Council officers

Venue	Date	Time
<b>Crossflatts &amp; Micklethwaite</b> St Aiden's Church, Canal Road, Crossflatts, Bingley, BD16 2SR	Monday 15 June	2.00pm – 4.00pm
<b>Eldwick &amp; Gilstead</b> St Wilfrid's Church, Gilstead Lane, Bingley, BD16 3NP	Tuesday 16 June	7.00pm – 9.00pm
<b>Cottingley</b> Cornerstones Centre, Littlelands, Cottingley, BD16 1AL	Thursday 18 June	3.00pm – 5.00pm
<b>Bingley Central</b> Bingley Methodist Church, Herbert Street, Bingley, BD16 4JU	Saturday 27 June	2.00pm – 4.00pm

The consultation will last until 31 July 2015, after which a decision will be made.

We very much hope you will take the opportunity of sharing your views with us, so that you can help us decide whether a new parish council should be set up and whether your neighbourhood, village or town should be included in it.

Kind regards



Dermot Pearson  
Acting City Solicitor

### Appendix 3 – Local Council Precepts 2015/16 (Annual Charge)

Local Council	Band A (£)	Band B (£)	Band C (£)	Band D (£)	Band E (£)	Band F (£)	Band G (£)	Band H (£)
Addingham	16.67	19.44	22.22	<b>25.00</b>	30.56	36.11	41.67	50.00
Baildon	11.28	13.16	15.04	<b>16.92</b>	20.68	24.44	28.20	33.84
Burley	9.64	11.23	12.84	<b>14.45</b>	17.67	20.87	24.09	28.90
Clayton	8.62	10.04	11.48	<b>12.92</b>	15.80	18.66	21.54	25.84
Cullingworth	9.36	10.91	12.47	<b>14.03</b>	17.15	20.26	23.39	28.06
Denholme	12.22	14.25	16.29	<b>18.33</b>	22.41	26.48	30.55	36.66
Harden	10.00	11.66	13.33	<b>15.00</b>	18.34	21.67	25.00	30.00
Haworth, Crossroads & Stanbury	13.67	15.94	18.22	<b>20.50</b>	25.06	29.61	34.17	41.00
Ilkley	16.07	18.74	21.42	<b>24.10</b>	29.46	34.81	40.17	48.20
Keighley	28.46	33.20	37.94	<b>42.69</b>	52.18	61.66	71.15	85.38
Menston	10.00	11.66	13.33	<b>15.00</b>	18.34	21.67	25.00	30.00
Oxenhope	9.74	11.35	12.98	<b>14.60</b>	17.85	21.09	24.34	29.20
Sandy Lane	12.00	14.00	16.00	<b>18.00</b>	22.00	26.00	30.00	36.00
Silsden	11.43	13.33	15.23	<b>17.14</b>	20.95	24.76	28.57	34.28
Steeton with Eastburn	19.17	22.36	25.55	<b>28.75</b>	35.14	41.53	47.92	57.50
Trident Community Council	No precept charged							
Wilsden	16.09	18.76	21.45	<b>24.13</b>	29.50	34.85	40.22	48.26
Wrose	5.00	5.83	6.66	<b>7.50</b>	9.17	10.83	12.50	15.00
<b>AVERAGE</b>	12.19	14.21	16.25	<b>18.28</b>	22.35	26.41	30.47	36.56



## Appendix 4 – Reorganisation Order

### LOCAL GOVERNMENT AND PUBLIC INVOLVEMENT IN HEALTH ACT 2007

#### **Bingley Town Council (Reorganisation of Community Governance) Order 2015**

Made 20 October 2015

Coming into force in accordance with article 1

The City of Bradford Metropolitan District Council (“the Council”) in accordance with Section 82 of the Local Government and Public Involvement in Health Act 2007 (“the 2007 Act”) has undertaken a community governance review and made recommendations dated 25 September 2015.

The Council has decided to give effect to those recommendations and, in accordance with Section 93 of the 2007 Act, has consulted with the local government electors and other interested persons and has had regard to the need to secure that community governance reflects the identities and interests of the community and is effective and convenient.

The Council has had regard to the Guidance on Community Governance Reviews issued under Section 100 of the 2007 Act.

The Council makes the following Order in exercise of the powers conferred by Sections 86, 98 and 240(10) of the 2007 Act.

#### **Citation and Commencement**

1. (1) This Order may be cited as the Bingley Town Council (Reorganisation of Community Governance) Order 2015.  
  
(2) It shall come into force on 1 April 2016.  
  
(3) Article 9 shall come into force on the ordinary day of election of councillors in 2016.

#### **Interpretation**

2. In this Order “map” means the map marked “Map referred to in the Bingley Town Council (Reorganisation of Community Governance) Order 2015” and deposited in accordance with Section 96(4) of the 2007 Act and any reference to a numbered sheet is a reference to the sheet of the map which bears that number;

“new parish” means the parish constituted by article 4

“ordinary day of election of councillors” has the meaning given by Section 37 of the Representation of People Act 1983; and



“registration officer” means an officer appointed for the purpose of, and in accordance with, Section 8 of the Representation of the People Act 1983.

### **Effect of Order**

3. This Order has effect subject to any agreement under Section 99 (agreement about incidental matters) of the 2007 Act relevant to any provision of this Order.

### **Constitution of a New Parish**

4. (1) A new parish, comprising the area outlined with a black line on the map, shall be constituted within the Bradford District.  
  
(2) The name of the new parish shall be Bingley.

### **Calculation of Budget Requirement**

5. For the purposes of regulation 3 of the Local Government Finance (New Parishes) (England) Regulations 2008 there is specified in relation to the parish of Bingley the sum of £130,000.

### **Parish Council for the Parish of Bingley**

6. (1) There shall be a parish Council for the parish of Bingley.  
  
(2) The name of that Council shall be “Bingley Town Council”.

### **Elections for the Parish of Bingley**

7. The election of all parish councillors for the parish of Bingley shall be held simultaneously on the ordinary day of election of councillors in 2016.

### **Number of Parish Councillors for the Parish of Bingley**

8. The number of councillors to be elected for the parish of Bingley shall be 16.

### **Wards of the Parish of Bingley and Numbers of Parish Councillors**

9. (1) The parish of Bingley shall be divided into 8 wards which shall be named Bingley Central & Myrtle Park, Crossflatts & Micklethwaite, Eldwick, Lady Lane & Oakwood, Crow Nest, Priestthorpe, Gilstead and Cottingley.  
  
(2) Each ward shall comprise the area designated on the map by reference to the name of the ward and demarcated by red lines.  
  
(3) The number of councillors to be elected for each parish ward shall be Bingley Central & Myrtle Park – 2, Crossflatts & Micklethwaite – 2, Eldwick – 2, Lady Lane & Oakwood – 1,



Crow Nest – 2, Priestthorpe – 2, Gilstead – 2, Cottingley – 3.

### **Annual meeting of Parish Council**

10. The annual meeting of the new parish council in 2016 shall be convened by the City Solicitor of the Council. The meeting shall take place no later than 14 days after the day on which the councillors elected to the new parish council take office.

### **Electoral Register**

11. The registration officer for the Council shall make such rearrangement of, or adaptation of, the register of local government electors as may be necessary for the purposes of, and in consequence of this Order.

### **Transfer of Property, Rights and Liabilities**

12. The land, property, rights and liabilities described in Schedule 1 shall transfer from the Council to the Parish Council of Bingley on 1 April 2016.

### **Order Date**

13. 1 April 2016 is the order date for the purposes of the Local Government (Parishes and Parish Councils) (England) Regulations 2008.

Sealed with the common seal of the Council this                      day of 2015



**Schedule 1**

**LAND AND PROPERTY TO BE TRANSFERRED**

<b>Property Description</b>	<b>No</b>	<b>Street</b>	<b>Locality</b>	<b>Town/City</b>	<b>Post Code</b>
Beck Lane Allotments		Beck Lane		Bingley	BD16
Stanley Street Bingley Allotments		Stanley Street		Bingley	BD16
Warren Lane Allotments		Warren Lane	Gilstead	Bingley	BD16
Gilstead Allotments		Sparable Lane	Gilstead	Bingley	BD16



## **Appendix 5 – Bingley Town Council Precept and estimated budget for 2016/17**

Listed below are a number of key considerations that have been given in compiling an estimated budget for the proposed new Bingley Town Council. The budget is also presented alongside the consequent precept.

### **1. Set-up costs**

It is expected that some tasks will need to be carried out before the new town council formally comes into being and these will be borne initially by Bradford Council. The costs of consultation in respect of the Community Governance Review have already been defrayed by Bradford Council.

It is proposed that the estimated costs to Bradford Council in setting up BTC should be recharged to the town council once established. These are principally once-only costs.

Set-up costs are estimated at £20,400.

### **2. Operating costs**

These are the costs of being in business, estimated for 2016-17. They consist primarily of salary costs for a clerk – this is likely to be a full time equivalent post. Costs are estimated with reference to the National Association of Local Councils' terms and conditions and job profile guidance.

Many of the ordinary day to day running costs of being in business are unknown and can only be estimated, including the cost of renting office accommodation (although there are many alternatives available on the high street). These costs have been estimated using figures published by Ilkley Parish Council as a guide.

As this is the first year there will be no reserves brought forward. Therefore, provision for a revenue reserve is also included to allow for unexpected events or opportunities since the initial precept will be the town council's only source of income (excluding a small income from allotments) and it will not be able to raise additional revenue during the year. This reserve would also be used to provide, for example, for the costs of any stand alone by-elections which must be funded by the town council.

Operating costs are estimated at £61,300.

### **3. Services**

Bradford Council cannot impose services on BTC. The new town council will determine what services and community support it wishes to provide and how they should be resourced. However, if the first precept for 2016-17 does not include a budget for services the new BTC will have no funds for the support and services it intends to deliver. A figure of £50,000 has been included here for illustrative purposes only – Members may substitute





a different figure if they think it more appropriate.

The cost of services is provided at £50,000

#### **4. Other income**

It is a statutory requirement that Bradford Council transfers its allotments, within the identified boundaries, to the new town council – these currently provide rental income of approximately £1,700.

#### **5. Other considerations**

At present unitary councils are unable to raise Council Tax by more than 2% without a referendum. At the current time town and parish councils are not constrained by this requirement but there has been much debate over recent years and it is not yet certain that town and parish councils will continue to be excluded from this regime for 2016-17.

There is a risk that if a precept was set to cover only the minimum level of set-up and operating costs and did not anticipate a level of service provision the proposed new town council would not be able to raise further funds in future periods without a referendum. Setting a precept at a level to be expected when it is fully operational enables any surplus from the first year and any operational savings available to be added to reserves and utilised in later periods. The town council also has the discretion to reduce the precept in future years.

The total proposed budget requirement for 2016-17 outlined above amounts to £130,000.

Provisional estimates of the tax base for the new town council, based on the polling districts identified in the Community Governance Review, indicate 8469 band D equivalents. A budget requirement of £130,000 would equate to an indicative charge of £15.35 per band D property. This is for illustration purposes only as the tax base for 2016-17 has not yet been calculated.

A break down of the figures are shown overleaf.



## BINGLEY TOWN COUNCIL PROPOSED BUDGET REQUIREMENT 2016-17

	£
<b>Set-up costs</b>	
Consultation letters	3,800
Drop-in venues	200
Furniture	2,000
IT equipment	3,000
Website design	1,500
Telephone	300
Recruitment	500
Interim accommodation costs – up to 3 months prior to first election	1,500
Interim clerk's salary – up to 3 months prior to first election	7,600
	<u>20,400</u>
<b>Operating costs</b>	
Accommodation and room hire	6,800
Salaries - including National Insurance and pension contributions	30,300
Training (councillors and clerk)	2,500
Telephone	600
Insurance	1,300
Audit	600
Newsletter, Publicity, advertising and website maintenance	5,000
Postage and stationery	2,000
Allowances	1,600
Repairs	600
Contingency / revenue reserve	10,000
	<u>61,300</u>
<b>Services costs</b>	
Such as projects, Christmas lights, awards, grants	50,000
<b>Other income</b>	
Allotments	-1,700
<b>Total estimated budget</b>	<u><b>130,000</b></u>
Provisional Band D equivalent properties	8,469
Band D precept	15.35 *

*\* for illustrative purposes only*



## **Report of the Director of Human Resources to the meeting of Council to be held on 20 October 2015**

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### **Subject:**

Appointment to the post of City Solicitor

### **Summary statement:**

Council is asked to approve the proposal to appoint Dermot Pearson, Assistant City Solicitor, to the post of Interim City Solicitor on a salary package in accordance with the Council's Pay Policy Statement.

Council is also asked to formally agree to fill the post of City Solicitor and delegate responsibility to appoint to the City Solicitor position to an Appointments Panel.

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Sue Dunkley  
Director of Human Resources

### **Portfolio:**

Report Contact: Sue Dunkley  
Phone: (01274) 433710  
E-mail: [sue.dunkley@bradford.gov.uk](mailto:sue.dunkley@bradford.gov.uk)

### **Overview & Scrutiny Area:**



## **1. SUMMARY**

Council is asked to approve the proposal to appoint Dermot Pearson, Assistant City Solicitor, to the post of Interim City Solicitor on a salary package in accordance with the Council's Pay Policy Statement.

Council is also asked to formally agree to fill the post of City Solicitor and delegate responsibility to appoint to the City Solicitor position to an Appointments Panel.

## **2. BACKGROUND**

- 2.1 In May 2015, Suzan Hemingway, City Solicitor, resigned from her position. Ms Hemingway's resignation takes effect on 31 October 2015 and her last working day is 22 October 2015.
- 2.2 In accordance with Section 5 of the Local Government and Housing Act 1989 every Authority must designate one of their officers as the Monitoring Officer. Under Article 14 of the Council's Constitution, the Council designates the post of City Solicitor as Monitoring Officer. In addition, the City Solicitor is also appointed as the Proper Officer for fulfilling the role of the Deputy Returning Officer.
- 2.3 In appointing an Interim City Solicitor the Proper Officer functions in the Constitution and the role of Deputy Returning Officer will be undertaken by the Interim City Solicitor for up to 6 months or until such time as an appointment is made to the vacant position of City Solicitor whichever is the earlier.
- 2.4 The officer employment procedure rules in the Council's Constitution, paragraphs 4.1 to 4.9 set out the steps to be followed for appointing to the post of City Solicitor. The rules make it clear at paragraph 4.10, that these provisions do not apply where an interim appointment is to be made exclusively from among the Council's existing officers and where the interim appointment is for a period not exceeding 6 months. In addition if the decision is taken by Full Council to appoint Dermot Pearson as Interim City Solicitor paragraphs 4.5 and 4.7 of the rules (notifying the proper officer and Executive of the appointment) do not apply.
- 2.5 The officer employment procedure rules in the Council's Constitution require a Staffing Committee to determine whether to fill a vacancy in the City Solicitor post and, if so, to establish an Appointments Panel or delegate the power to make the appointment to the Chief Executive or her nominee. Staffing Committee is a sub-committee of Full Council; it is therefore possible for Full Council to determine these matters itself.

## **3. OTHER CONSIDERATIONS**

None.

#### **4. FINANCIAL AND RESOURCE APPRAISAL**

- 4.1 The Council's agreed Pay Policy Statement 2015/16 sets out the salary of the City Solicitor. It is proposed that the Interim City Solicitor be appointed on the salary as set out in the Pay Policy Statement to recognise the responsibilities that this post carries during this interim period. The payment of the Interim City Solicitor can be met from the Legal Services' budget.

#### **5. RISK MANAGEMENT AND GOVERNANCE ISSUES**

- 5.1 It is important that the Council meets its statutory obligations at all times, both in terms of having a designated Monitoring Officer and a City Solicitor with overall responsibility for legal compliance. Whilst the City Solicitor post is vacant, the Interim City Solicitor can undertake these responsibilities.

#### **6. LEGAL APPRAISAL**

- 6.1 The appointment of an Interim City Solicitor as the Council's Monitoring Officer ensures that the Council is compliant with Section 5 of the Local Government and Housing Act 1989.

#### **7. OTHER IMPLICATIONS**

- 7.1 There are no equality and diversity, sustainability, greenhouse gas emission impacts, community safety, Human Rights Act, Trade Union, Ward and Area Committee Action Plan implications.

#### **8. NOT FOR PUBLICATION DOCUMENTS**

None.

#### **9. RECOMMENDATIONS**

- 9.1 That the Council approves the appointment of Dermot Pearson as Interim City Solicitor for up to 6 months or until such time as an appointment is made to the vacant position of City Solicitor whichever is the earlier.
- 9.2 That the Council confirms that they are in agreement with the proposal to appoint to the position of Interim City Solicitor on the salary package as detailed and set out in the Council's Pay Policy Statement 2015/16.
- 9.3 That the Council approves the appointment to the vacant City Solicitor post.
- 9.4 That the Council delegates the responsibility to appoint to the position of City Solicitor to an Appointments Panel. The Panel should comprise 3 Elected

Members, 2 Labour and 1 Conservative, with the memberships to be on the nomination of the Leader of Council and the Leader of the Conservative Group and shall include at least one member of Executive.

**10. APPENDICES**

The Council's Pay Policy Statement 2015/16

**11. BACKGROUND DOCUMENTS**

None.

# **PAY POLICY STATEMENT**

## **FOR THE FINANCIAL YEAR**

### **2015/2016**



### Statement of Pay Policy for the year 1 April 2015 to 31 March 2016

#### 1. Introduction

Sections 38 – 43 of the Localism Act 2011 require the Authority to produce a policy statement that covers a number of matters concerning the pay of the Authority's staff, principally its Chief Officers and the Authority's lowest paid employees. This pay policy statement meets the requirements of the Localism Act 2011 and takes account of the guidance issued by the Secretary of State for Communities and Local Government in February 2012 and the supplementary guidance issued in February 2013 both entitled "Openness and accountability in local pay: Guidance under section 40 of the Localism Act" together with the Local Government Transparency Code 2014 where applicable.

This pay policy statement does not apply to employees of schools maintained by the Authority and is not required to do so.

In accordance with the provisions of the Localism Act 2011 this pay policy statement is required to be approved by a resolution of the Authority before it comes into force.

Once approved by the full Council, this policy statement will come into immediate effect, superseding the 2014/2015 pay policy statement, and will be reviewed annually.

#### 2. Definitions used in this Pay Policy Statement

All the posts below are collectively referred to as **Chief Officer**.

- **Head of the Paid Service**, which in this Authority is the post of Chief Executive
- **Statutory Chief Officers**, which in this Authority are:-
  - Strategic Director Children's Services
  - Strategic Director Adult & Community Services
  - Director of Finance who is the Authority's Chief Finance Officer under section 151 Local Government and Housing Act 1989
  - City Solicitor who is the Authority's Monitoring Officer under section 5 Local Government and Housing Act 1989\*
  - Director of Public Health
- \* The City Solicitor has been temporarily appointed to the post of Interim Chief Executive. As a consequence the post of Assistant City Solicitor has been designated as Monitoring Officer and Deputy Returning Officer for the term of office of the Interim Chief Executive.
- **Non-statutory Chief Officers and Deputy Chief Officers**, which in this Authority are:-
  - All other Strategic Directors, Directors, Deputy Director and Assistant Directors.

The **Lowest Paid Employees** are defined as employees paid on Spinal Column Point 5 of the National Joint Council (NJC) for Local Government Services pay scales. This definition has been adopted as it is the lowest level of remuneration attached to a post in this Authority (see section 5 below).

#### 3. The Overall Approach to Pay and Remuneration

The Authority's overall approach to pay and remuneration for its employees is based on:



## Pay Policy Statement

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- Ensuring that the overall remuneration aligns with:-
  - The responsibilities and accountabilities of particular posts
  - Market norms for the local government and public sectors
  - Pay levels in the local area, including neighbouring public sector employers.

The Authority seeks to maintain this overall approach by carefully monitoring pay data provided by the Joint National Councils (JNCs) for Chief Officers and Chief Executives of Local Authorities, Local Government Association/Employers and other pay surveys.

### 4. Policy on Remunerating Chief Officers

#### **Policy on Remunerating the Chief Executive**

The Chief Executive is employed pursuant to the terms and conditions of employment of the Joint Negotiating Committee (JNC) for Chief Executives of Local Authorities as amended and supplemented by local agreements and decisions.

The Authority recognises that the role of Chief Executive is to lead the Authority's workforce, has the greatest level of accountability and so warrants the highest pay level in the Authority.

When setting the remuneration for the Chief Executive the Authority will compare the current salary of the post with comparable salaries for Chief Executives at councils of a similar size, type and location. Specialist advice will normally be sought on an appropriate starting salary.

The Chief Executive is employed on a defined salary (not a grade range) and this salary is increased in accordance with any nationally agreed pay awards as determined by the national Joint Negotiating Committee for Chief Executives of Local Authorities.

Salary of the Chief Executive is £178,476 p.a.

#### **Policy on Remunerating other Chief Officers**

Chief Officers are employed pursuant to the terms and conditions of employment of the Joint Negotiating Committee (JNC) for Chief Officers as amended and supplemented by local agreements and decisions.

Grades for Chief Officer posts are determined through the recognised 'Hay' job evaluation system. Job evaluation is a systematic way of determining the value of a job in relation to other jobs in the organisation. The 'Hay' system provides an analytical approach to evaluating the job value through allocating points to different factors (responsibilities and duties) of the job role, the total score of which equates to a grade range within the Authority's pay and grading structure for Chief Officers. These grade ranges are set out below.

A grade range consists of a number of incremental salary points through which employees may progress until the top of the grade is reached. Progression within each grade range will normally be by annual increment at 1 April each year until the top of the grade range is reached.

## Pay Policy Statement

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The grade ranges and salary levels are:

Strategic Director 1	£130,181 - £136,480 (SD1)
Strategic Director 2	£107,086 - £117,583 (SD2)
Director 1	£100,000 - £110,000 (Dir 1)
Assistant Director 1	£ 91,023 - £ 96,378 (AD1)
Assistant Director 2	£ 80,314 - £ 91,023 (AD2)
Assistant Director 3	£ 69,606 - £ 80,314 (AD3)

The Assistant City Solicitor whilst Monitoring Officer, Deputy Returning Officer and whilst undertaking the other duties of the City Solicitor post for the term of office of the Interim Chief Executive is paid on Grade AD1. The other terms and conditions of service remain as set out in the Assistant City Solicitor contract of employment.

### Other Aspects of Chief Officer Remuneration

Other aspects of Chief Officer remuneration covered by this pay policy statement include the policies in respect of recruitment, pay increases, performance related pay, earn back (withholding an element of base salary related to performance), bonuses, ex gratia payments, honoraria (payment for increased duties and responsibilities), termination payments and re-employment when in receipt of a Local Government Pension Scheme (LGPS) pension or a redundancy/severance payment. These matters are addressed in the schedule that is attached to this pay policy statement at **Appendix A**.

### Public Health

Following the transfer of responsibility for public health to local authorities on 1 April 2013, those employees of the NHS assigned to the area transferring, including the Director of Public Health, transferred to the employment of the Authority on their current terms and conditions of employment including salary and membership of the NHS pension scheme. The Director of Public Health is a statutory appointment. The salary for the post remains within the Primary Care Trust Band 4 which is a fixed salary of £99,910 p.a.

In addition a number of the Public Health Consultants who report to the Director of Public Health transferred to the Authority on 1 April 2013 on their NHS pay rates which fall within the pay ranges assigned to NJC Chief Officers within the Council. Their salaries range between £70,631 p.a. and £83,829 p.a. As such officers transferred to the Authority on their current terms and conditions of employment, some or all of this pay policy statement may not apply to them.

### Tax Avoidance Measures

All chief officers are remunerated via monthly salary payments through PAYE. Appropriate tax and national insurance deductions are made in accordance with HMRC regulations and there are no arrangements in place for the purpose of minimising tax payments.

## 5. Policy on Remunerating the Lowest Paid Employees in the Workforce

Pay levels for specific posts are determined through a job evaluation system. Job Evaluation is a systematic way of determining the value of a job in relation to other jobs in the organisation. The job evaluation scheme provides an analytical approach to evaluating the job value through allocating points to different factors (responsibilities and duties) of

## Pay Policy Statement

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the job role, the total score of which equates to a grade within the Authority's pay and grading structure. The Authority uses the National Joint Council Local Government Services Job Evaluation Scheme (the NJC Scheme) to evaluate all posts on Bands 1 to 8 (this covers spinal column point 5 to 28 of the NJC pay spine).

The pay levels are increased in accordance with any nationally agreed pay awards as determined by the National Joint Council (NJC) for Local Government Services.

### Remuneration of Lowest Paid Employees

- a. The lowest pay point in this Authority is spinal column point 5 which relates to an annual full time salary of £13,500 p.a. and can be expressed as an hourly rate of pay of £7.00. This pay point and salary is the lowest pay point routinely used by the Authority for its substantive roles determined by the Authority as part of its pay and grading structure for employees employed on Local Government Services Terms and Conditions as at 1 January 2015 and has been applied since that date. This is the definition of the "lowest paid employees" adopted by the Authority for the purposes of this Pay Policy Statement, and is only increased in accordance with any nationally agreed pay awards as determined by the NJC for Local Government Services.
- b. There is no bonus pay.
- c. Additional allowances or other payments are made in connection with an employee's pattern of hours e.g. shift work, but these are only paid in accordance with the terms and conditions of employment that have been negotiated and agreed through appropriate collective bargaining mechanisms (national or local) or as a consequence of Authority decisions.
- d. There are no benefits in kind.
- e. Redundancy payments are paid in accordance with the Authority's Discretionary Compensation Policy. Discretionary Compensation Policy .
- f. Based on the application of the job evaluation process, the Council uses the nationally negotiated, National Joint Council (NJC) pay spine as the basis for its local grading structure for all posts graded up to and including Band 8 (this covers spinal column points 5 to 28 of the NJC pay spine.)

### 6. Policy on the Relationship between Chief Officer Remuneration and that of Other Staff

This section sets out the Authority's overall approach to ensuring pay levels are fairly and appropriately dispersed across the organisation, including the current pay multiple which applies within the Authority.

The Authority believes that the principle of fair pay is important to the provision of high quality and well-managed services and is committed to ensuring fairness and equity in its remuneration practices. The Authority's pay policies, processes and procedures are designed to ensure that pay levels are appropriately aligned with, and properly reflect, the relative demands and responsibilities of each post and the knowledge, skills and capabilities necessary to ensure that the post's duties are undertaken to the required standard, as well as taking account of relevant market considerations, if necessary. This includes ensuring that there is an appropriate relationship between the pay levels of its senior managers and of all other employees.

## **Pay Policy Statement**

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The Local Government Transparency Code 2014 (dated October 2014) requires the Authority to publish its 'pay multiple', i.e. the ratio between the highest paid salary and the median average salary of the whole of the Authority's workforce. Guidance issued under the Localism Act 2011 recommends that the 'pay multiple' is included in the Authority's pay policy statement.

The highest paid salary in this Authority is £178,476 p.a. which is paid to the Chief Executive. The average median salary in this Authority (not including employees in schools maintained by the Authority) is £19,742 p.a. The ratio between the two salaries, the 'pay multiple' is 9.0:1. This Authority does not have a policy on maintaining or reaching a specific 'pay multiple', however the Authority is conscious of the need to ensure that the salary of the highest paid employee is not excessive and is consistent with the needs of the Authority as expressed in this pay policy statement.

### **7. Approval of Salary Packages of £100,000 p.a. or more**

The Authority will ensure that full Council must approve any salary package of £100,000 p.a. or more before it is offered in respect of a new appointment. This does not apply to offers of appointment made to employees employed in schools maintained by the Authority. The salary package will be defined as base salary, routinely payable allowances and any benefits in kind that are due under the contract.

### **8. Severance Payments for Chief Officers**

If the Council is considering making a severance payment to a Chief Officer the decision as to whether such a payment should be made will be taken by Staffing Committee or a sub-committee of Staffing Committee both of which are sub-committees of full Council provided that if the proposed severance payment is £100,000 or more, (excluding accrued pension rights) then the decision as to whether the payment should be made will be taken by full Council.

### **9. Flexibility to Address Recruitment Issues for Vacant Posts**

In the vast majority of circumstances the provisions of this pay policy statement will enable the Authority to ensure that it can recruit effectively to any vacant post. There may be exceptional circumstances when there are recruitment difficulties for a particular post and where there is evidence that an element of the overall remuneration is not sufficient to secure an effective appointment. This pay policy statement recognises that this situation may arise in exceptional circumstances and therefore a departure from this policy can be implemented without having to seek full Council approval for a change of the pay policy statement. Such a departure from this pay policy statement will be expressly justified in each case and will be approved through an appropriate Authority decision making process.

### **10. Amendments to the Policy**

If a change to this pay policy statement is considered to be appropriate during the year, then a revised draft pay policy statement will be presented to full Council for consideration.

### **11. Policy for Future Years**

This pay policy statement will be reviewed each year and will be presented to full Council each year for consideration in order to ensure that a policy is in place for the Authority prior to the start of each financial year.

### 12. Publication

The Authority will publish this pay policy statement on its website ([www.bradford.gov.uk](http://www.bradford.gov.uk)) as soon as is reasonably practicable after it has been approved by Council. Any subsequent amendments to this pay policy statement made during the financial year to which it relates will also be similarly published. The Authority currently publishes information on Chief Officer Remuneration in its Annual Statement of Accounts in accordance with the requirements of the Accounts and Audit (England) Regulations 2011 [Statement of Accounts 2013 14.pdf](#) and the Local Government Transparency Code 2014 [Bradford Metropolitan District Council | Data Protection, Open Data and Freedom of Information | What is Open Data?](#)

## Pay Policy Statement

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### Appendix A - Other Aspects of Chief Officer Remuneration

Aspect of Chief Officer Remuneration	Authority Policy
Recruitment	The post will be advertised and appointed to at the appropriate approved salary grade and pay range for the post in question (as set out in Section 4) unless there is good evidence that a successful appointment of a person with the required skills, knowledge, experience, abilities and qualities cannot be made without varying the overall remuneration. In such circumstances a variation to the remuneration package may be appropriate under the Authority's pay policy statement and any variation will be approved through the appropriate decision making process. The Authority has a relocation scheme that provides assistance to all new employees including Chief Officers meeting the relocation criteria up to a maximum of £5,750.
Pay Increases	The Authority will apply any pay increases that are determined by relevant national negotiating bodies.
Performance Related Pay	The terms of the contract of employment do not provide for performance related pay.
Earn-Back (Withholding an element of base salary related to performance)	The terms of the contract of employment do not provide for an element of base salary to be withheld related to performance. Any areas of underperformance are addressed in accordance with relevant Authority procedure.
Bonuses	The terms of the contract of employment do not provide for the payment of bonuses.
Ex-Gratia Payments	The Authority does not make ex gratia payments.
Honoraria	Honoraria payments are additional payments paid to employees for increased duties and responsibilities. Honoraria will only be considered where employees take on additional duties and responsibilities beyond the remit of their substantive role and would be subject to approval through the appropriate decision making process.
Expenses	The Authority pays reasonable out-of-pocket expenses actually incurred.
Local Government Pension Scheme (LGPS)	<p>The Authority provides access to the Local Government Pension Scheme for Chief Officers in accordance with the statutory provisions of the scheme.</p> <p>The employer's contribution rate for all Authority employees who are members of the LGPS is currently 14.2% (1 April 2014) of salary and is set by actuarial valuation of the West Yorkshire Pension Fund every 3 years. How much employees pay themselves in pension scheme contributions depends on how much they earn. The contribution rates from 1 April 2015 are:</p> <p>Employees earning between £60,701 and £86,000 contribute 9.9%.            Employees earning between £86,001 and £101,200 contribute 10.5%.            Employees earning between £101,201 and £151,800 contribute 11.4%.            Employees earning more than £151,801 contribute 12.5%.</p>

## Pay Policy Statement

Aspect of Chief Officer Remuneration	Authority Policy
Termination Payments and payment of pension benefits on termination	<p>There are no separate provisions for termination payments for Chief Officers. Redundancy payments will be paid in accordance with the Authority's <a href="#">Discretionary Compensation Policy.doc</a></p> <p>The Authority has agreed written policies on how it will apply any discretionary powers it has under the LGPS regulations. The Authority's policies are provided at <a href="#">LGPS Pension Discretion Policy Statements</a>. There are no separate policies for Chief Officers.</p> <p>Other than payments referred to above the Authority's policy is not to make any other termination payments, other than where it has received specific legal advice to the effect that a payment may be necessary in appropriate cases to eliminate risk of successful legal claims or to settle legal proceedings against the Authority.</p>
Election Fees	<p>The Chief Executive receives fee payments pursuant to his/her appointment as Returning Officer at elections. The fees paid in respect of district elections vary according to the size of the electorate and number of postal voters and are calculated in accordance with the allowance set by the Authority. Fee payments for national and European elections are set by central government and are, in effect, not paid by the Authority, as the fees are reclaimed.</p> <p>Separate payments set by the Authority are made to the City Solicitor* as Deputy Returning Officer, in accordance with the same principles for the Returning Officer as described above.</p> <p>*The City Solicitor has been temporarily appointed to the post of Interim Chief Executive. As a consequence the post of Assistant City Solicitor has been designated as Deputy Returning Officer for the term of office of the Interim Chief Executive.</p> <p>The amounts paid are published on the Authority's website in the Annual Statement of Accounts in accordance with the requirements of the Accounts and Audit (England) Regulations 2011.</p> <p><a href="#">StatementofAccounts201314.pdf</a></p>
Re-employment of Chief Officers in receipt of a LGPS Pension or a redundancy/severance payment	<p>The Authority is under a statutory duty to appoint on merit (section 7 Local Government and Housing Act 1989) and has to ensure that it complies with all appropriate employment and equalities legislation. The Authority will always seek to appoint the best available candidate who has the skills, knowledge, experience, abilities and qualities needed for the post. The Authority will therefore consider all applications from candidates to try to ensure the best available candidate is appointed. If a candidate is a former employee in receipt of a LGPS pension or a redundancy payment this will not rule a candidate out from being re-employed by the Authority. If a former employee leaves the Authority by reason of redundancy the individual cannot be reappointed to their old post as it will not exist. The Authority will apply the provisions of the Redundancy Payments (Continuity of Employment in Local Government, etc) (Modification) Order 1999 regarding the recovery of redundancy payments where appropriate. Pension Regulations also contain provisions to reduce pension payments in certain circumstances to those in receipt of a pension who return to work within the local government service.</p>
Car allowance payment	Chief Officers will be paid Car Allowances in accordance with HMRC rates.

## Pay Policy Statement

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<b>Aspect of Chief Officer Remuneration</b>	<b>Authority Policy</b>
Provision of Mobile Telephones/Communication device	Where appropriate a mobile communications device will be provided for business use and work related costs will be met by the Authority.
Professional subscriptions	The Authority pays the annual subscription to one relevant professional body.
Provision of ICT equipment	As part of the Authority's approach to flexible working the Authority will make a contributory payment towards set up, rental costs and ongoing work related costs of ICT equipment to be used at home, upon production of appropriate invoices.



## Report of the City Solicitor to the meeting of Council on 20 October 2015

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**Subject:**

**Recommendations of the Independent Remuneration Panel in relation to Special Responsibility Allowances for Executive Assistants**

**Summary statement:**

The Leader of the Council has appointed 6 Executive Assistants to work with the Executive Members with portfolios.

The Council's Independent Remuneration Panel met on 24 September 2015 to consider whether a Special Responsibility Allowance should be paid to Executive Assistants and if so what the appropriate SRA should be. The Independent Remuneration Panel has now submitted its report and its recommendations.

This report appends the report of the Independent Remuneration and seeks a decision from Council on the recommendations.

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Suzan Hemingway  
City Solicitor

**Portfolio:**

Corporate

Report Contact: Dermot Pearson  
Phone: (01274) 432496  
E-mail: [dermot.pearson@bradford.gov.uk](mailto:dermot.pearson@bradford.gov.uk)

**Improvement Area:**



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## **1. Summary**

- 1.1 The Council's Members' Allowances Scheme is set out at Part 5 of the Council's Constitution. Before the Council makes or amends a Scheme it must have regard to the recommendations made by an independent remuneration panel. The duties of the independent remuneration panel include producing reports making recommendations as to the responsibilities or duties in respect of which special responsibility allowances [SRAs] should be available. There are legal requirements in relation to publicising the recommendations of independent remuneration panels and the decisions of councils in making or amending Schemes. No payments can be made to councillors other than in accordance with the Scheme.
- 1.2 The Leader of the Council has appointed six Executive Assistants to work with the Executive Members with portfolios during the 2015/16 municipal year and at its meeting on 24 September 2015 the Council's Independent Remuneration panel considered whether SRAs should be available to Executive Assistants.
- 1.3 The Independent Remuneration Panel's report and recommendations form the Appendix to this report.

## **2. Recommendations of the Independent Remuneration Panel**

2.1 The Independent Remuneration Panel has made the following recommendations:

- 2.1.1 The Special Responsibility Allowance payable to the Executive Assistants should be 12½% of the Special Responsibility Allowance payable to the Leader of the Council with effect from the 2015 Annual General Meeting of the Council.
- 2.1.2 The Special Responsibility Allowance payable to the Executive Assistants should be 15% of the Special Responsibility Allowance payable to the Leader of the Council with effect from the 2016 Annual General Meeting of the Council.
- 2.1.3 The level of the Special Responsibility Allowances payable to the Executive Assistants should be kept under review as their responsibilities and workload develop.

## **3. Financial and Resource Appraisal**

- 3.1 The report of the Independent Remuneration Panel appended to this report considers the financial implications of their recommendations.

## **4. Legal Appraisal**

- 4.1 As set out above and in the Independent Remuneration Panel's report appended to this report.

## **5. Other Implications**

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5.1 There are no equal rights, sustainability, community safety, Human Rights Act or trade union implications of this report.

## **6. Options**

Council has the following options:

6.1 To adopt the recommendations of the Independent Remuneration Panel and to amend the Members' Allowances Scheme to give effect to those recommendations; or

6.2 To have regard to the recommendations of the Independent Remuneration Panel but to set a Special Responsibility Allowance available to Executive Assistants at a different level to that recommended by the Independent Remuneration Panel and to amend the Members' Allowances Scheme to give effect to that decision; or

6.3 To have regard to the recommendations of the Independent Remuneration Panel but to not amend the Members' Allowances Scheme.

## **7. Recommendations**

7.1 That Council consider the recommendations of the Independent Remuneration Panel.

## **8. Appendices**

8.1 Report of the Independent Remuneration Panel dated [ ] October 2015.

## **9. Not for Publication Documents**

9.1 None

## **10. Background Papers**

10.1 Members' Allowances Scheme [Part 5 of the Constitution] at:

<http://www.bradford.gov.uk/NR/rdonlyres/1AC7A905-A2C8-47A9-847F-69B0AE65B4B9/0/CBMDCCConstitution.pdf>

# CITY OF BRADFORD METROPOLITAN COUNCIL

## Report of Panel on Members' Allowances

September 2015

### Introduction

1.1 The Local Authorities (Members' Allowances) (England) Regulations 2003 require each local authority to establish an Independent Review Panel to advise the Council on its scheme of members' allowances, having regard to the Regulations and the Government's statutory guidance. Before making or amending a scheme the Council must have regard to the advice of the Panel. No payment may be made to Council members otherwise than in accordance with the Council's Scheme.

1.2 In accordance with the Regulations the Council has appointed an Independent Review Panel. In making (and subsequently amending) its scheme of members' allowances the Council has had regard to the advice of the Panel. The Panel now consists of Sir Rodney Brooke CBE DL (Chair), Lorraine Clarke and Christopher Ing. The Panel last reported to the Council in June 2012, making recommendations within a budget reduction in the cost of members' allowances of £100,000.

1.3 Since the Panel last reported, the Council has reduced from seven to six the number of Executive Members with portfolios. This will allow a consequential reduction in the number of Opposition Shadow Executive Members. Simultaneously the Council created the posts of six Executive Assistants to work with the Executive Members with portfolios. The Council has asked the Panel to consider an appropriate level of Special Responsibility Allowance for these six posts.

1.4 In considering the issue the Panel met Councillor David Green (Leader of the Council), Councillor Mohammed Shafiq (an Executive Assistant) and Councillor Mike Ellis (Conservative Chief Whip) together with Mr Dermot Pearson (Interim City Solicitor). The conclusions of the Panel are nevertheless entirely its own.

### Background

2.1 For the 2015-16 municipal year the Council's Executive consists of the Leader of the Council, the Deputy Leader of the Council and four Portfolio Holders. Their respective portfolios are:

Leader (Corporate Matters and Strategic Regeneration)

Deputy Leader (Housing, Planning & Transport)

Portfolio Holder for Education, Skills & Culture

Portfolio Holder for Health & Social Care

Portfolio Holder for Environment, Sport & Sustainability

## Portfolio Holder for Neighbourhoods & Community Safety

2.2 The six Executive Assistants each have an area of responsibility which corresponds to one of the six Portfolios. They are not members of the Executive. They cannot vote at meetings of the Executive but may speak at the discretion of the Leader. They will not have responsibilities for the media. The position of Executive Assistant is a developmental role providing members with direct experience of working with the Executive and assisting Portfolio Holders in developing and delivering strategic policy, informing decision making and the political management of the Authority. Their specific responsibilities are:

(a) supporting Portfolio Holders actively to review performance and resources and develop policy in specific areas identified by the Portfolio Holder.

(b) attending policy briefings in their areas of responsibility.

(c) deputising for the Portfolio Holder at meetings relating to the Assistant's areas of responsibility and/or participating in meetings with the Portfolio Holder.

(d) attending meetings of Executive members and the Council's Joint Political and Managerial Leadership as determined to be appropriate, in consultation with the Portfolio Holder.

(d) attending meetings and developing relationships with relevant local and regional partners as determined to be appropriate through consultation with the Portfolio Holder.

(e) attending public meetings as appropriate.

(f) developing knowledge in areas related to their responsibilities as Executive Assistants and keeping abreast of local and national developments in those areas.

### **Consideration**

3.1 While appreciating that the cost of members' allowances is by no means excessive in relation to the responsibilities of the Council and its members, both the Panel and the Council recognise the severe financial climate currently affecting local authorities. The Panel wish to avoid any significant increase in the overall cost of members' allowances. However, the reduction within the current financial year of the number of Portfolio Holders and the potential reduction in the number of Shadow Portfolio Holders reduce the cost of members' allowances by £29,618.

3.2 The workload on councillors continues to increase: budgetary reductions increase the pressure on them. Their constituents are more demanding. Specifically the prospect of the devolution of powers from central government and the creation of a combined West Yorkshire authority greatly increases the pressures on and workload

of the Leader, Deputy Leader and Portfolio Holders. While the Panel appreciates the developmental role of the Executive Assistants, it can see that their presence and involvement in the work of their respective portfolios will be significant and continue to grow as they gain experience. They can be asked to present issues to the Executive and to Overview and Scrutiny Committees and to represent the Portfolio Holder at meetings with outside bodies. The creation of such posts is not uncommon in other local authorities. The Panel readily accepts that the work of the Executive Assistants justifies a Special Responsibility Allowance.

3.4 A straightforward apportionment of the savings resulting from the reductions in the number of current recipients of Special Responsibility Allowances would result in a Special Responsibility Allowance for each Executive Assistant of £4,936. The Shadow Executive Members receive Special Responsibility Allowances of £4,488. This is 12½% of the Leader's Special Responsibility Allowance. [Special Responsibility Allowances in the Bradford Members' Allowances Scheme are largely based on a percentage of the Leader's Special Responsibility Allowance.] Both the Leader and the Opposition Chief Whip believe that the Executive Assistants carry greater responsibilities than the Shadow Executive members. A Special Responsibility Allowance of 15% of the Leader's Special Responsibility Allowance would yield a Special Responsibility Allowance of £5,385; 17½% would yield £6,283. These figures are, of course, completely insignificant in the context of the Council's overall budget. They are, however, significant in terms of public opinion at a time of financial restraint.

3.5 Bearing in mind that the roles are in the early stages of development, the Panel believes that an appropriate Special Responsibility Allowance for the posts would currently be £4,488, ie 12½% of the Leader's Special Responsibility Allowance. However, it is clear that the roles of Executive Assistants will evolve and develop. With that in mind, the Panel recommends that, from the date of the 2016 Annual Council Meeting, the Special Responsibility Allowance for the Executive Assistants be increased to £5,385, ie 15% of the Leader's Special Responsibility Allowance. Their Special Responsibility Allowances should be kept under review, bearing in mind the evolving nature of the role, especially in the context of devolution and the development of a combined West Yorkshire Authority

## **RECOMMENDATION**

**4.1 The Special Responsibility Allowance payable to the Executive Assistants should be 12½% of the Special Responsibility Allowance payable to the Leader of the Council with effect from the 2015 Annual General Meeting of the Council.**

**4.2 The Special Responsibility Allowance payable to the Executive Assistants should be 15% of the Special Responsibility Allowance payable to the Leader of the Council with effect from the 2016 Annual General Meeting of the Council.**

**4.3 The level of the Special Responsibility Allowances payable to the Executive Assistants should be kept under review as their responsibilities and workload develop.**

**Rodney Brooke (Chair)  
Lorraine Clarke  
Christopher Ing**

**September 2015**

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