

## Agenda for a meeting of the Shipley Area Committee to be held on Wednesday, 8 November 2023 at 6.00 pm in Council Chamber - Shipley Town Hall

### Members of the Committee – Councillors

LABOUR	CONSERVATIVE	GREEN
Rowe Fricker Dearden Steele	F Ahmed Davies Sullivan Felstead	Warnes

### Alternates:

LABOUR	CONSERVATIVE	GREEN
Hinchcliffe Ross-Shaw Wheatley	Coates Pollard Birch	Love

### Notes:

- This agenda can be made available in Braille, large print or tape format on request by contacting the Agenda contact shown below.
- 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 who are invited to make spoken contributions to the meeting should be aware that they may be filmed or sound recorded.
- If any further information is required about any item on this agenda, please contact the officer named at the foot of that agenda item.

**Decisions on items marked \* are not Executive functions and may not be called in under Paragraph 8.7 of Part 3E of the Constitution.**

**From:**

**To:**

Asif Ibrahim

Director of Legal and Governance

Agenda Contact: Su Booth/Kanwal Amrez

Phone: 07814 073884/07929 070288

E-Mail: [susan.booth2@bradford.gov.uk](mailto:susan.booth2@bradford.gov.uk)/[Kanwal.Amrez2@bradford.gov.uk](mailto:Kanwal.Amrez2@bradford.gov.uk)

## 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 must consider their interests, and act according to the following:*

<b>Type of Interest</b>	<b>You must:</b>
<i>Disclosable Pecuniary Interests</i>	<i>Disclose the interest; not participate in the discussion or vote; and leave the meeting <u>unless</u> you have a dispensation.</i>
<i>Other Registrable Interests (Directly Related)</i> <b>OR</b> <i>Non-Registrable Interests (Directly Related)</i>	<i>Disclose the interest; speak on the item <u>only if</u> the public are also allowed to speak but otherwise not participate in the discussion or vote; and leave the meeting <u>unless</u> you have a dispensation.</i>
<i>Other Registrable Interests (Affects)</i> <b>OR</b> <i>Non-Registrable Interests (Affects)</i>	<i>Disclose the interest; remain in the meeting, participate and vote <u>unless</u> the matter affects the financial interest or well-being</i>  <i>(a) to a greater extent than it affects the financial interests of a majority of inhabitants of the affected ward</i>  <i>(b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest; in which case speak on the item <u>only if</u> the public are also allowed to speak but otherwise not do not participate in the discussion or</i>

*vote; and leave the meeting unless you have a dispensation.*

- (2) *Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.*
- (3) *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.*
- (4) *Officers must disclose interests in accordance with Council Standing Order 44.*

## **2. ALTERNATE MEMBERS (Standing Order 34)**

The Director of Legal and Governance will report the names of alternate Members who are attending the meeting in place of appointed Members.

## **3. MINUTES**

Recommended –

That the minutes of the meeting held on 13 September 2023 be signed as a correct record (previously circulated).

(Su Booth / Kav Amrez – 07814 073884 / 07929 070288)

## **4. 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.

(Su Booth/Kanwal Amrez – 07814 073884 / 07929 070288)

## 5. PUBLIC QUESTION TIME

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

To hear questions from electors within the District on any matter this is the responsibility of the Committee.

**Questions must be received in writing by the Director of Legal and Governance in Room 112, City Hall, Bradford, BD1 1HY, by midday on Monday 6 November 2023.**

(Su Booth / Kanwal Amrez – 07814 073884 / 07929 070288)

## B. BUSINESS ITEMS

### 6. \*SHIPLEY AREA COMMITTEE AND SHIPLEY CONSTITUENCY AREA PARTNERS' ADVISORY GROUP (SCAPAG) ISSUES

Up to a maximum of 15 minutes will be allowed for SCAPAG members to raise new items of information, questions, requests or suggestions that may have arisen within their organisation/neighbourhood and which are relevant to raise at the meeting.

Issues raised in accordance with the above must be received in writing by the Shipley Area Co-ordinator's Office in Shipley Town Hall, Shipley, BD18 3EJ, by midday on Monday 6 November 2023.

(Damian Fisher – 01274 437146)

### 7. SHIPLEY AND BINGLEY DEVELOPMENT FRAMEWORKS

1 - 70

The report of the Strategic Director, Place (**Document "J"**) will be submitted to the Committee and sets out the background and purpose of the Shipley and Bingley Development Frameworks. It also outlines the approach being taken to public engagement on the draft frameworks and considers the opportunities for member involvement.

**Recommended –**

**That Members consider the proposed options in the report and their views be noted.**

(Sarah Carling/Will Ridley-Ellis – 07816 351362/07582 101342)

### 8. HATE CRIME

71 - 96

The report of the Strategic Director, Place (**Document "K"**) will be presented to the Committee and led by the Stronger Communities Team, provides a detailed multi-agency response to the recommendations and findings to the Hate Crime Scrutiny Review.

**Recommended –**

**That the report be noted.**

(Neena Punnu – 07582 109834)

**9. BIODIVERSITY AND THE ENVIRONMENT ACT 2021 - HABITAT BANKING** 97 - 108

The report of the Strategic Director, Place (**Document “L”**) will be submitted to inform Members in relation to the continuing and worsening climate and biodiversity crises that demand action and response across the authority to protect and find opportunities for the residents of the District.

**Recommended –**

- 1. That Members welcome and support the content of this report.**
- 2. That Members support and promote Habitat Bank sites in Shipley, such as Northcliffe Park and others to offset biodiversity losses.**

(David Campbell – 01274 435514)

**10. COST OF LIVING CRISIS FUNDING** 109 - 116

The report of the Shipley Area Co-ordinator (**Document “M”**) will be submitted to the Committee and summarises the applications received from eligible local organisations, across the Shipley Constituency, from the amalgamation of funding from the UK Share Prosperity Fund (UKSPF), West Yorkshire Mayor’s Cost of Living fund (CoLF) and Household Support Fund (HSF).

**Recommended –**

- 1. That the Area Committee agree the proposals for the funding allocations as outlined at Appendix 1.**
- 2. That the Grants Advisory Group be thanked for their work with this funding.**

(Damian Fisher – 01274 437146)

**11. CLIMATE CHANGE FUNDING** 117 - 124

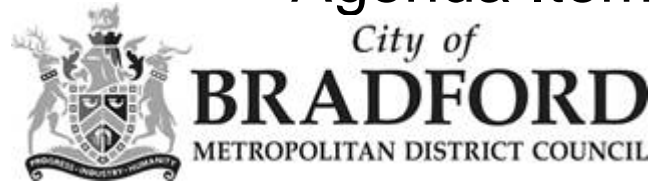
The report of the Area Co-ordinator (**Document “N”**) will be submitted to the Committee and presents a summary of the grant applications for climate friendly projects received from eligible local organisations, across the Shipley Constituency as part of the partnership between Bradford Council and the Mayor of West Yorkshire and makes recommendations from the Grants Advisory Group on allocation.

**Recommended –**

- 1. That the Area Committee agree the proposals for the funding allocations as outlined at Appendix 1.**
- 2. That the Grants Advisory Group be thanked for their work with this funding.**

(Damian Fisher – 01274 437146)

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



## Report of the Strategic Director, Place to the meeting of Shipley Area Committee to be held on 8 November 2023

J

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### Subject:

Shipley and Bingley Draft Development Frameworks

### Summary statement:

This report sets out the background and purpose of the Shipley and Bingley Development Frameworks. It outlines the approach being taken to public engagement on the draft frameworks and considers the opportunities for member involvement.

### EQUALITY & DIVERSITY:

There are no disproportionate impacts from the Draft Development Framework itself. Whilst the public engagement is aimed largely at businesses, landowners, potential investors and community organisations it is not to the exclusion of residents, and we have designed the engagement materials on-line to be accessible ensuring appropriate Alt Text (alternative text for partially sighted people) is provided on the images and maps used. We will also engage directly with the Mobility Planning Group, and as part of Social Value CBRE have reached out to Shipley College in relation to engaging directly with young people within Shipley. Use of the Council's Let's Talk platform will capture and monitor feedback from people with different protected characteristics, and these insights will help shape further refinements of the framework. More detailed Equality Impact Assessments would be carried out as and when specific interventions are able to be taken forwards.

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David Shepherd  
Strategic Director Place

### Portfolio:

Regeneration, Planning and Transport

Report Contact: Sarah Carling/Will Ridley-Ellis  
Phone: 0781 635 1362/07582 101342  
E-mail: [sarah.carling@bradford.gov.uk/will.ridley-ellis@bradford.gov.uk](mailto:sarah.carling@bradford.gov.uk/will.ridley-ellis@bradford.gov.uk)

### Overview & Scrutiny Area:

Regeneration and Environment

## 1. SUMMARY

1.1. This report sets out the background and purpose of the Shipley and Bingley Development Frameworks. It outlines the approach being taken to public engagement on the draft frameworks and considers the opportunities for member involvement.

## 2. BACKGROUND

2.1. Contracts were awarded to WSP and CBRE to undertake Development Frameworks covering the district in August 2022 following a competitive tender. The work was split into three lots as follows:

Lot 1: Covering Bradford South, East and West. Awarded to WSP.

Lot 2: Town centric covering Keighley Constituency. Awarded to CBRE.

Lot 3: Town centric covering Shipley Constituency. Awarded to CBRE.

2.2. The purpose of the Development Frameworks is to guide the future regeneration and development of the city and towns. Building on the success of the Towns Fund, the Draft Development Frameworks look beyond our existing projects and City of Culture 2025. They set out an overarching vision, objectives and potential interventions for regeneration looking at the next 15-20 years. As a component of Bradford's Economic Growth Plan, the role of the Development Frameworks is to act as a guide for development, as well as encourage and attract new investment into the area. They sit alongside and align with the Local Plan as our statutory planning framework.

2.3. The frameworks are not a funded programme of activity, and we should not expect all the propositions within the framework to be achieved. A key aim of the frameworks is to ensure we are in a good position to take advantage of future funding opportunities as and when they become available.

2.4. The work is being undertaken in broad stages as follows:

Stage 1 (Autumn 2022): Initial data gathering, analysis and work scoping

Stage 2 (Winter/Spring 2023): Visioning and targeted stakeholder engagement

Stage 2b (Summer 2023): Working behind the scenes to draft the framework

Stage 3 (Autumn 2023): Wider public engagement on recommended interventions and specific proposals

Stage 4 (Winter 2023): Finalising the Development Framework

2.5. The following sections relate specifically to the Lot 3 work (Shipley Constituency focussing on the towns of Shipley and Bingley).

2.6. The Stage 2 stakeholder engagement focussed on visioning and creating a place narrative for Shipley and Bingley. This focussed on understanding stakeholders' views on Shipley and Bingley's assets, challenges and opportunities.

2.7. Following an initial launch picked up by the Telegraph & Argus, publicised on social media and via Stay Connected we received 202 online survey responses for Shipley and 218 responses for Bingley.



- 2.8. Targeted stakeholder engagement was also conducted during the spring via Ward Member workshops, a 'Sounding Board' aimed at local businesses and organisations, a public online workshop, and a series of 1-2-1 interviews with key individuals and businesses. In total 36 stakeholders were engaged through these methods for Shipley and Bingley including the Town Councils and chair of the Towns Fund Board.
- 2.9. Regenerating the town centre and improved connectivity/accessibility across the town were considered the biggest opportunities in Shipley arising from the engagement. Respondents talked about there being lots of potential for Bingley making the most of its access to the canal and countryside. The stakeholder engagement has been used to inform two Draft Development Frameworks, one for Shipley and one for Bingley.
- 2.10. Between 9 October and 19 November the Draft Development Frameworks will be taken to public engagement. The engagement will be conducted online using the Council's Let's Talk platform:
- <https://letstalk.bradford.gov.uk/development-framework-for-shipley>
  - <https://letstalk.bradford.gov.uk/development-framework-for-bingley>
- 2.11. Publicity will be targeted at local businesses, landowners, potential investors and key organisations, but not to the exclusion of the public. The purpose of the engagement is to take feedback on the proposed interventions so that it can be used to shape the framework before it is finalised.
- 2.12. Members may wish to support the engagement by taking part themselves and encouraging others to take part via their own networks. In particular, any support members can give in actively encouraging local businesses to take part would be gratefully received.

### 3. OTHER CONSIDERATIONS

- 3.1. Draft Development Frameworks for the city of Bradford and Keighley are also being taken to public engagement alongside the Shipley and Bingley frameworks.

[Development Framework for Bradford | Let's Talk Bradford District](#)  
[Development Framework for Keighley | Let's Talk Bradford District](#)

### 4. FINANCIAL & RESOURCE APPRAISAL

- 4.1. The Development Frameworks are not a funded programme of activity. They should assist the Council to bid for future funds as opportunities arise but this may involve some degree of match funding. Their overall purpose is to encourage economic growth which should over the long term have a positive effect on the council's resources.

### 5. RISK MANAGEMENT AND GOVERNANCE ISSUES

It is important that members recognise the Development Frameworks are not a

funded programme of activity. Their purpose is to put the Council in a good position for future funding bids and to showcase Shipley and Bingley to future investors to generate investment confidence. Public expectation on delivery will need to be managed accordingly.

## **6. LEGAL APPRAISAL**

5. The Development Frameworks will not form part of the Local Plan but may be used by developers to support their planning applications as a material consideration.

## **7. OTHER IMPLICATIONS**

### **7.1 SUSTAINABILITY IMPLICATIONS**

A key objective of the Draft Development Framework is for “Low carbon to be embedded into new development, to align with Bradford Clean growth agenda, promoting sustainable travel solutions and improving access to Shipley and Bingley’s countryside such as Bradford Beck, St Ives, the River Aire, canal and Five-rise Locks.

### **7.2 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS**

None

### **7.3 COMMUNITY SAFETY IMPLICATIONS**

None

### **7.4 HUMAN RIGHTS ACT**

None

### **7.5 TRADE UNION**

None

### **7.6 WARD IMPLICATIONS**

The Draft Development Frameworks for Shipley and Bingley focusses mainly on Shipley and Bingley wards but also Baildon and Windhill and Wrose wards to some extent.

### **7.7 AREA COMMITTEE ACTION PLAN IMPLICATIONS**

- 7.7.1 None

**7.8 IMPLICATIONS FOR CORPORATE PARENTING**

None

**7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT**

None

**8. NOT FOR PUBLICATION DOCUMENTS**

None

**9. OPTIONS**

Option 1: To support the Draft Development Frameworks for Shipley and Bingley in their entirety.

Option 2: To support the Draft Development Frameworks for Shipley and Bingley in part.

Option 3: To not support the Draft Development Frameworks for Shipley and Bingley.

**10. RECOMMENDATIONS**

The views of the Area Committee on the Draft Development Frameworks are requested.

**11. APPENDICES**

Draft Development Frameworks for Shipley and Bingley

**12. BACKGROUND DOCUMENTS**

None

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# ShIPLEY

DRAFT DEVELOPMENT FRAMEWORK



# Invest in Shipley

The gateway to Airedale



# Foreword

## ‘ShIPLEY – space to breathe, grow and thrive’

ShIPLEY has the opportunity to become a sustainable and thriving area of Bradford District, with a new residential offer, vibrant and updated town centre, alongside the World Heritage Site of Saltaire and a bolstering visitor economy. Capitalising on the Bradford City of Culture opportunity, ShIPLEY will continue to attract creative businesses, new start-ups and future residents wanting to benefit from excellent connectivity and quality of living.

ShIPLEY’s Draft Development Framework (DDF) identifies the potential for new development and investment focused on ShIPLEY Town Centre, alongside the creation of new residential neighbourhoods which will make the most of ShIPLEY’s connectivity as well as its’ Canal and riverside setting. ShIPLEY Town Centre will be better connected with Saltaire, through improved walking and cycling links and the creation of a heritage trail to encourage visitors to make the most of an enhanced amenity offer within the town centre.

The DDF identifies key constraints and opportunities for change. It builds upon the success of ShIPLEY’s Towns Funding programme, having secured £25m in July 2021, identifying future phases of development to build upon those which are already in receipt of funding, such as the proposal for ShIPLEY’s new market square.

Over the next 15-20 years, the Development Framework will help the Council deliver our ambitions for ShIPLEY, delivering transformational change, both in terms of the built environment as well as generating social and economic benefits for existing residents and businesses within ShIPLEY. This DDF sets out how these benefits could be realised through the identification and prioritisation of development sites, opportunities to improve connectivity, amenities and public open spaces.

ShIPLEY must respond to the current retail trends, recognising that we need to diversify our town centre and improve the offer for our residents and businesses, as well as attract visitors, encouraging them to visit ShIPLEY town centre as well as the World Heritage Site and attractions within Saltaire.

ShIPLEY has a wide range of opportunity sites, including significant Brownfield Land which is prime for redevelopment but needs a strong vision, which this Development Framework will provide, alongside public sector investment to unlock these opportunities. We need to provide for new housing sites as well as creating opportunities for high-quality employment, encouraging our existing businesses to stay in ShIPLEY and scope for them to expand and grow as their needs change.

All of this will take time to be delivered, but this DDF is the start of setting out a long-term vision for ShIPLEY, which will help secure its’ long-term economic growth.

ShIPLEY, the gateway to Airedale, will be revitalised to be a **people and family-focused** town centre, with a diverse and creative offering. It will combine **World-class heritage** and culture alongside quality amenities, parks and public spaces which are well connected together, making it easy for visitors to experience all that ShIPLEY has to offer – both within Saltaire and the wider ShIPLEY area.

Access to ShIPLEY’s Canal and River will be opened up to create new public realm, spaces to dwell and enjoy and new waterside housing developments, making the most of **repurposing ShIPLEY’s industrial heritage**.

ShIPLEY will continue to be a **‘making place’**, maximising the area’s manufacturing assets and wealth of talent, to innovate and grow, **creating a thriving and sustainable neighbourhood** within the Regional City of Bradford.





## Foreword

This vision aligns with the adopted Development Plan and current vision for Shipley Towns Fund and is underpinned by a series of guiding objectives:

### 01 A family-friendly town

Repurposing the heart of the town centre to create a family-friendly space – considering diversifying uses, providing playspace and family-friendly activities.

### 02 A green and healthy environment

Low carbon to be embedded into new development, to align with Bradford Clean growth agenda, promoting sustainable travel solutions and improving access to Shipley's countryside, Bradford Beck and the Canal.

### 03 Town centre living

Delivering a mix of well-designed new homes to encourage new families to live in the area, including high-quality affordable offer, alongside housing for young professionals.

### 04 Strengthening connectivity with Saltaire

Addressing the barriers to connectivity for walking and cycling across Shipley and Saltaire, and promoting greater use of public transport – particularly addressing the barriers between the railway station and town centre, and active travel links between Saltaire and Shipley.

### 05 Community and market at its heart

Social value to be at the heart of regeneration – ensuring that future growth is inclusive, creating positive outcomes for all, and fostering Shipley's community spirit, centered around Shipley as a market town – with key events and local, affordable food offer.



### 06 Creativity and makers

Making the most of existing technology and media businesses in the locality to foster an entrepreneurial and creative spirit, encouraging residents to work within Shipley rather than commute out.

The vision and objectives are supported by key development principles and an indicative spatial framework for Shipley. This identifies seven Character Areas across Shipley and puts forward potential interventions, from both a development and place-making perspective, that could be adopted by the Council, key landowners and developer partners to help realise the vision.

We look forward to hearing your views on this ambitious vision for Shipley and working collectively to shape our plans for the future.



**Councillor  
Alex Ross-Shaw**  
City of Bradford  
Metropolitan  
District Council





## The Draft Development Framework proposes:



# 1,700

NEW HOMES, INCLUDING  
A NEW WATERSIDE  
LIVING QUARTER



# 5 HA

HIGH-QUALITY  
EMPLOYMENT LAND  
UNLOCKED



# 3.5 HA

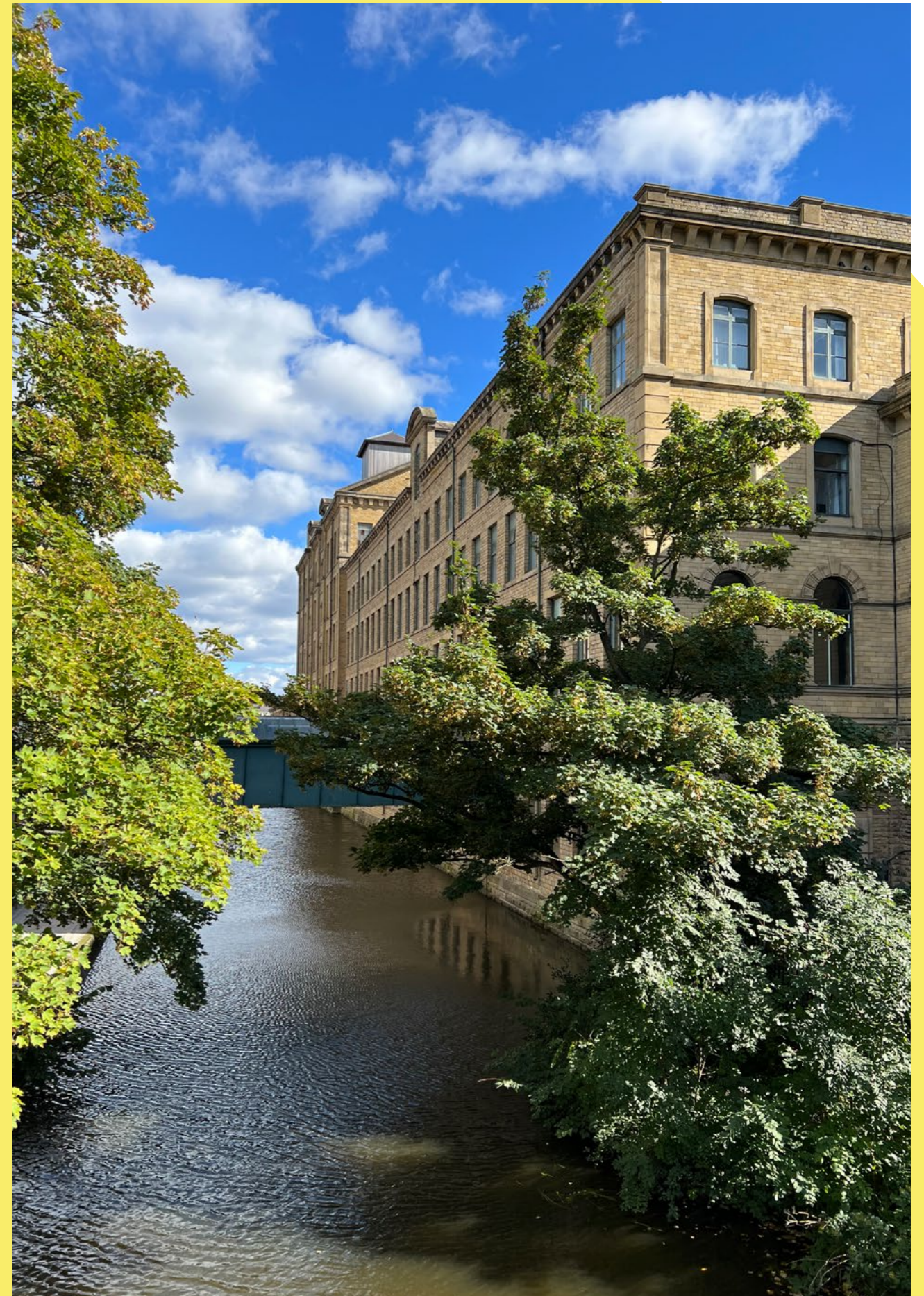
NEW AND  
ENHANCED  
PUBLIC REALM



NEW ACTIVE TRAVEL  
ROUTES, IMPROVING  
THE EXPERIENCE FOR  
WALKING AND CYCLING



A MORE PERMEABLE AND CONNECTED  
TOWN CENTRE, WITH DIRECT LINKS  
FROM SHIPLEY RAILWAY STATION



Waterside Living



06

# Development Principles





## 06. Development Principles

A series of guiding development principles have been established which are cross-cutting and align back to the vision and strategic objectives, and respond to the strategic and local context. These principles are considered within each Character Area.



**Development Principle 1:**  
Bolstering economic growth



**Development Principle 2:**  
Celebrate and enhance  
designated heritage assets



**Development Principle 3:**  
Provide beautiful and  
characterful architecture  
and placemaking



**Development Principle 4:**  
Put people and families at  
the heart of regeneration



**Development Principle 5:**  
Achieve the highest  
standards of sustainable  
design and biodiversity  
net gain



**Development Principle 6:**  
Promote new inclusive  
and accessible routes  
and public spaces

## 06. Development Principles

### Development Principle 1: Bolstering economic growth



#### Delivering a diverse range of uses

Providing for a diverse range of uses within the town centre beyond a traditional retail offer, will help to broaden the town's appeal to prospective visitors, and create a reason for people to visit and spend time in Shipley. This mix of uses is evident within Saltaire which provides for residential, alongside educational uses (such as Shipley College), food and beverage businesses, and independent shops set within Victorian heritage. In contrast, the offer within Shipley town centre is more limited to lower quality retail provision (with the exception of some better known brands such as Home Bargains, Superdrug and Holland & Barrett), a large Asda convenience foodstore and some community uses such as the library, Town Hall and Post Office.

As evidenced through the visual appraisal and town centre health check of Shipley, there is a reduced food & beverage offer within Shipley's retail core (comprising national chains including

Costa coffee overlooking the Market Square, Greggs and Subway, alongside several local independent businesses) and a limited wider leisure and evening economy offering. Vacancy rates are higher as a result.

Any development coming forward therefore needs to consider a mix of uses to appeal to a broader demographic, encouraging activity through the daytime and into the evening.

The specific mix of uses will be determined by the market, but key sites (as highlighted within the spatial framework) could be catalysed by public sector intervention. This could include the opportunity to regenerate Shipley Market, the potential to introduce a new visitor attraction, including a museum within the town centre and introducing educational uses, such as an additional hub of Shipley College within Shipley town centre (as opposed to solely being concentrated in Saltaire).

Indicative Image



#### Delivering a new housing offer

There is a need for new homes within Shipley town centre and the wider locality to meet local housing need and provide a range of tenures and house types. The existing housing stock needs to be diversified and expanded further to meet the needs of young professionals and attract new families into Shipley, maximising the opportunity for people to live close to a key public transport hub and well connected railway station. Providing housing for young people will be particularly important in ensuring that Shipley is well positioned to grow and develop by retaining and attracting the next generation of residents and workers. It is also important to ensure that Shipley caters for the more vulnerable groups and supports the improvement of Shipley's existing housing stock, such as that in Windhill and Wrose, including provision of affordable housing.

The spatial framework identifies sites which could come forward for new housing development, and make the most of Shipley's excellent railway connections. At the same time, increasing the local population of Shipley will support the provision of new and improved services and amenities within Shipley town centre, helping to generate more footfall and disposable income.

#### Mix of Housing Types

A range of housing types will be encouraged to provide a range of unit sizes, including mid-to-high rise apartment buildings and low-rise townhouse terraces. The conversion of existing buildings will also be supported subject to viability, including the opportunity to include residential uses within the upper level of commercial buildings, including upper levels of existing retail units.

Affordable housing will be actively encouraged to be included within new residential proposals, in line with existing planning policy.

Subject to market analysis and locational requirements, Build to Rent accommodation is also appropriate to come forward within Shipley, making the most of sustainable transport connections.

#### Employment Land

Existing businesses will be supported to grow and expand within the proposed Business Improvement Zones, particularly those which are in high-value employment sectors, including advanced manufacturing. Redevelopment of existing employment sites, where appropriate, will be considered for alternative uses (such as residential) in line with adopted planning policy.

The regeneration of Shipley will support the creation of more modernised business premises.



## 06. Development Principles

### Development Principle 2:

Celebrate and enhance designated heritage assets



### Diverse Urban Setting

ShIPLEY contains a range of different urban settings and distinct character areas, ranging from the low-rise apartment blocks around Central Avenue, waterside mill buildings, to the grid patterned two-storey terraces which comprise the successful Saltaire model village and residential areas off Bradford Road, ShIPLEY. ShIPLEY's regeneration should draw upon these urban settings, ensuring that development proposals respect and seek to contribute positively to the distinctive character of each area.

ShIPLEY Conservative Association



### Celebrating Heritage Environment

There is an opportunity to improve, promote and enhance ShIPLEY's unique qualities to encourage footfall, increase dwell time, and promote the area as a place people choose to live, spend time in or work within. This includes enhancing ShIPLEY's heritage assets, including Listed Buildings and Registered Parks and Gardens, but also those buildings and features, such as ShIPLEY's clock tower, which are not necessarily listed but provide a unique quality and local distinctiveness which adds to the quality of the place, as well as provide key vistas and orientation landmarks to assist visitors.

ShIPLEY has the potential to use these key heritage assets as focal points to tell the story of the town, from its origins as an industrial mill town at an important canal and railway junction, through to its extensive modernist redevelopment in the 1960s centred around a substantial market square.

Church of St Paul



### Repurposing Heritage Assets

Heritage and locally-distinct buildings will be encouraged to be re-used, where this is viably feasible. Of particular prominence are the various mills and warehouses which can be found mainly along the Leeds and Liverpool Canal. These buildings provide an opportunity to deliver high quality commercial and residential spaces which celebrate their industrial heritage.

There are a wealth of buildings within ShIPLEY which are strong examples of the historic vernacular building style, typically comprising two to three storeys with prominent sandstone frontages. While many of these buildings are well occupied, opportunities for sensitive repurposing should be welcomed where proposals would optimise their use and return them to a good condition.

Proposals should seek to improve and enhance ShIPLEY's 1960s modernist developments wherever possible, ensuring high quality materials and active frontages so that these buildings make a positive contribution to their setting.

ShIPLEY Town Centre





## 06. Development Principles

### Development Principle 3:

Provide beautiful and characterful architecture and placemaking



The Council will advocate and promote good quality design, through adhering to key urban design principles as set out within the Homes and Neighbourhoods: A Guide to Designing in Bradford SPD and the emerging Bradford District Design Code. Government guidance on 'Building Beautiful' and the National Design Guide's 10 characteristics of well designed places can also help individual schemes to deliver the required level of quality and consider sustainability, quality of design, layout, and materials.

New development within Shipley will need to:

- ▶ Consider people with disabilities in terms of accessibility around buildings and the inclusion of considerate welfare facilities.
- ▶ New homes should achieve the Homes Quality Mark and adhere to the Nationally Described Space Standards to ensure suitable room sizes within dwellings.
- ▶ Adopt a fabric-first approach to minimise heat loss or heat gain, maximise the use of natural light, include low energy lighting systems, and include low temperature heating and cooling systems based on heat pumps where practicable.
- ▶ Maximise the use of land through efficient building layouts.
- ▶ Use materials that: respond and enhance the existing palette of colours in the surrounding vicinity; are of high-quality; and complement and respect heritage assets.

- ▶ Preserve key views and make the most of gateway locations through appropriate scale and massing of development. Where development could have an impact on key views associated with a heritage assets, a townscape and visual impact analysis may be required to support the planning application for the proposed development.

- ▶ Encourage active frontages including supporting active uses at ground floor levels to promote vibrancy and footfall, particularly for those sites within the defined town centre boundary. This will help encourage a mix of activity throughout the daytime and evening and provide a mix of uses which support existing and proposed residential communities.



10 Characteristics of Well Designed Places  
(National Design Guide Extract)

### Wayfinding

An improved clear legible wayfinding strategy will be introduced across within Shipley to direct pedestrians and cyclists.

### Public Art and Play

Place-making through the inclusion of public realm or public art will also be considered, which will integrate Shipley's heritage and cultural assets to provide interest and support legibility of the place and wayfinding.

Suitably located benches and places to dwell will also be provided throughout areas of public realm.

Waterside Housing, Shipley



<sup>13</sup> [https://www.udg.org.uk/sites/default/files/publications/files/14JULY20%20BFL%202020%20Brochure\\_3.pdf](https://www.udg.org.uk/sites/default/files/publications/files/14JULY20%20BFL%202020%20Brochure_3.pdf)

## 06. Development Principles

### Development Principle 4:

Put people and families at the heart of regeneration



#### Safe and Inclusive Spaces

One of Shipley's core strengths is its nature as a diverse town with a rich history influenced by people from all walks of life. This framework seeks to promote Shipley as a place which is inclusive to all, regardless of age, gender, ability, or cultural background. This can be achieved through purposeful engagement with local people of all demographics through every stage of the development process, from the production of this framework through to the delivery and operation of each phase.

Operational measures such as regular cleaning and maintenance, CCTV cameras, security patrols and proactive policing are important factors in ongoing safety, however in order to be truly inclusive all buildings and public spaces should include public safety as a primary consideration from the earliest phases of design. They should also consider how to foster a tangible perception of safety for their users.

Features which will help to promote public safety include active frontages and overlooked spaces, which provide 'eyes on the street' to deter crime. Ensuring that buildings and street layouts are sensible and logical helps people to navigate safely and confidently while also reducing the risk of security blind spots. Sufficient and widespread street lighting is essential for people to feel safe while walking in the evenings and at night time.

#### Family Friendly

Spaces will be designed to specifically to cater for families and children to ensure that Shipley's regeneration is accessible to all, including young families. Pedestrian and cycle routes will be designed with families and children in mind, making sure that footpaths can accommodate parents with prams, and cycle lanes are suitable for younger and less confident cyclists.

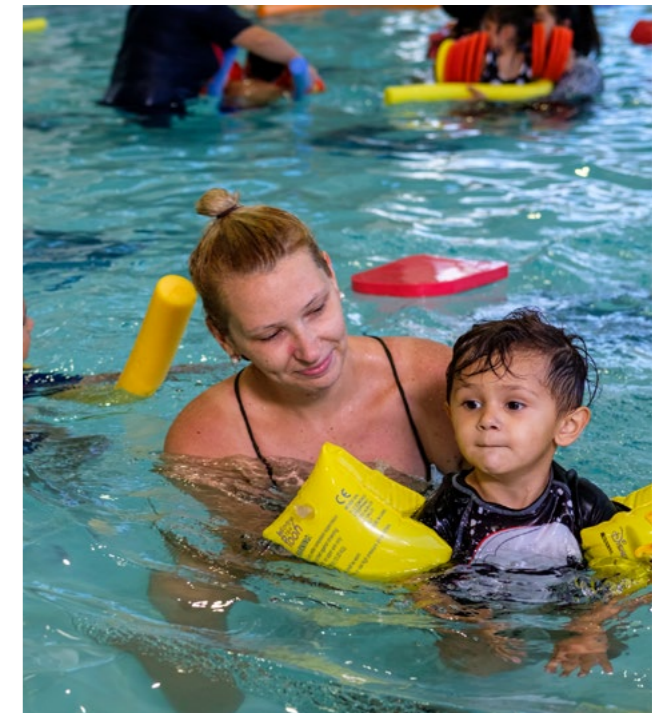
Market Square will become a hub for families by providing a safe space for children to play and roam at the heart of the town centre. Play facilities will be sensitively integrated into the revamped outdoor market and events space to create a thriving destination which offers excitement for parents and children alike. Toilets and changing facilities will be included and conveniently located, alongside spaces for family oriented businesses which can greatly enrich the experience of visiting Shipley with young children.

#### Social Value

The framework aims to put people at the heart of regeneration by embedding social value into all development proposals. This will require thorough engagement with the community to identify what social value looks like for Shipley, and what interventions will benefit local people the most. Bradford Council will coordinate a unified approach to delivering social value through collaboration with investors, developers, local residents, businesses and other community stakeholders.

**Examples of how social value can be embedded into development proposals include measures to:**

- ▶ **Incorporate community facilities and publicly accessible spaces within developments which can be used and enjoyed by local people.**
- ▶ **Partner with businesses in the community through supply chains and procurement.**
- ▶ **Employ workers from the local area during a project's construction phase.**
- ▶ **Engage with local schools and colleges to provide commercial insight and opportunities for work experience.**
- ▶ **Support local initiatives spearheaded by community organisations and volunteers.**



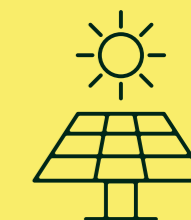
▶ Shipley Sports Centre



## 06. Development Principles

### Development Principle 5:

Achieve the highest standards of sustainable design and biodiversity net gain



### Clean Growth

Bradford Council declared a climate emergency in 2019, identifying it as the defining issue for local government requiring urgent and significant action. This declaration included a commitment to growing the green economy through new jobs, investment and innovation focusing on sustainable economic growth. Bradford Council subsequently joined the Leeds City Region Climate Coalition which aims to achieve net zero carbon by 2038.

Bradford Council issued the Sustainable Development Action Plan in 2020 to set out the actions that it proposes to take in order to tackle the climate emergency.

**These actions are arranged around three key areas of activity:**

- ▶ **Leading by example with a focus on embedding climate action into strategic planning, key strategies, procurement and financial decisions.**
- ▶ **Leading with partners and communities through collaboration to promote environmental resilience and ensure sustainability in new development and infrastructure.**
- ▶ **Making the case for change through strengthening the case for sustainable development and positioning Bradford as the right place to invest in clean growth.**

Development proposals within Shipley should seek to promote clean growth in alignment with Bradford Council's approach to climate action. A focus on sustainability should be closely incorporated into each scheme's design at an early stage to maximise the resulting benefits and mitigate the environmental impact as far as possible.

### Biodiversity Net Gain

The Environment Act 2021 introduces a requirement for development proposals to demonstrate a minimum of 10% net gain in the site's biodiversity value. This will come into force in November 2023, or April 2024 for small sites. In practice, the requirement for biodiversity net gain (BNG) means that schemes will need to show how they leave the natural environment in a measurably better state than it was beforehand, with an uplift of at least 10%.

The emerging Bradford District Local Plan adds further detail around how development can promote biodiversity in the varied habitats and environments present within Bradford District. It sets out that proposals should seek first to achieve BNG within the development site. Where this is not possible, BNG should be provided in alternative locations in the immediate vicinity, followed by strategic areas within Bradford District. Interventions should focus on boosting local biodiversity profiles, and consider their impacts on social wellbeing.

Development in Shipley should, as far as possible, seek to incorporate this uplift on site and through close collaboration with the local community. The positive enhancement of local wildlife and habitats within the town and its environs represents an important feature of successful regeneration which delivers tangible local benefits.

### Sustainable Design

Development proposals within Shipley should promote sustainability at all stages of design. This begins with utilising brownfield sites for development to make the best use of previously developed land. There is substantial brownfield land suitable for redevelopment within Shipley, particularly around the canal and within the industrial areas to the north of the town. The climate impact of regeneration can be reduced substantially by focusing new development on brownfield sites in these areas.

Where brownfield sites contain existing buildings, options for repurposing the space should be explored in favour of demolition, if an appropriate alternative use can be found. Factors including the building's condition, structural safety, layout, form and contribution to its surroundings should be taken into consideration to ensure that the resulting scheme is high quality.

If a building is not in a suitable condition to be reused, retrofitting can deliver substantial environmental benefits compared to demolition and redevelopment. This is largely because all of the materials in the existing building will need to be disposed of, with

concrete being particularly problematic due to its high carbon content. The construction materials used in the new development also carry their own carbon footprint. When retrofitting, the embodied carbon of the existing building can be retained, reducing the development's waste and minimising requirements for new materials.

Where developments propose new buildings, they should have a focus on sustainable design. Development proposals should consider layout and massing to maximise sunlight and daylight, utilise sustainable building materials wherever possible, include sustainable urban drainage systems, and promote active travel for all residents, workers and visitors.



Street Greening, Ilkley





## 06. Development Principles

### Development Principle 6:

Promote new inclusive and accessible routes and public spaces



### Accessibility and Connectivity

ShIPLEY already benefits from excellent connections to its surroundings, with much of West Yorkshire easily accessible by road, rail, bus and pedestrian/cycle routes. The connections within the town itself are less successful, particularly around the town centre where the various travel modes tend to compete for the limited space available.

An important feature of ShIPLEY's regeneration will be to deliver improved connectivity in the town, with a focus on linking key nodes within and around the town centre. Clear and obvious signage for these connections should also be provided so that walking routes can be well utilised even by those who may not be familiar with the area.

Providing safe and convenient connections in this way will help to combat social exclusion, which occurs when individuals are not able to access the facilities services they need day to day due to physical and psychological barriers to movement. Addressing these barriers will be central to this framework, with interventions in each Character Area identified to deliver tangible improvements to people's ability to access key services and amenities.

Development proposals should contribute to making ShIPLEY an inclusive place which is accessible to all. This requires developments to ensure all buildings and public spaces are fully accessible to those with mobility impairments, and also to consider how the urban environments which are created and enhanced are attractive, safe and embody a sense of ownership for the people who use them.

### Promoting Active Travel

Around 40% of households in ShIPLEY do not have access to a car. This is in part due to the high quality public transport options available, however it also reflects the socio-demographic make up of the town. It is important that this sizeable minority is sufficiently provided for through extensive and safe routes for walking, cycling, and other forms of micro-mobility. Pedestrians and cyclists, including those with restricted mobility, should be given priority wherever possible to ensure that developments create a welcoming environment which is designed for people, rather than only for vehicles.

A common challenge throughout ShIPLEY is the prioritisation of road space, where the limited space available is often taken up by large road junctions with little provision for more vulnerable road users. This is a typical challenge in towns and cities across England and around the world, however in each case the solution requires an understanding of local behaviours and patterns of movement.

Proper engagement with local people is vital to ensure that interventions to promote and facilitate active travel are appropriate and are likely to be successful at providing safe journeys for those walking and cycling. In doing so, this is likely to further reduce private car use and result in benefits through reducing both local pollution and carbon emissions.



Cycle Network, ShIPLEY



Indicative Event Space Image

### Provide new spaces for the community and visitors to enjoy

The framework will support the enhancement of existing public spaces within ShIPLEY, along with the creation of new open spaces wherever possible as part of development proposals. Providing spaces where people feel comfortable and engaged will help to promote ShIPLEY as a desirable place to visit and spend time in. This requires careful attention to the appearance, activation and safety of public spaces and routes throughout the town centre to provide a well thought out visitor experience.

Market Square will be revitalised as a family friendly, affordable and flexible space which will act as a centrepiece to showcase ShIPLEY. Further benefits to the visitor experience could be achieved by modernising the buildings and facades surrounding the square, as well as connections from the square to surrounding facilities including the train station, Asda superstore and canal.

Other important public spaces which can be enhanced to form a positive contribution to the urban setting include the canal towpath and its surroundings, the Leeds and Liverpool Canal towpath, Bradford Beck, ShIPLEY Central Park, Crowgill Park, and the green space along the banks of the River Aire.



# 07 Spatial Framework

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Page 20

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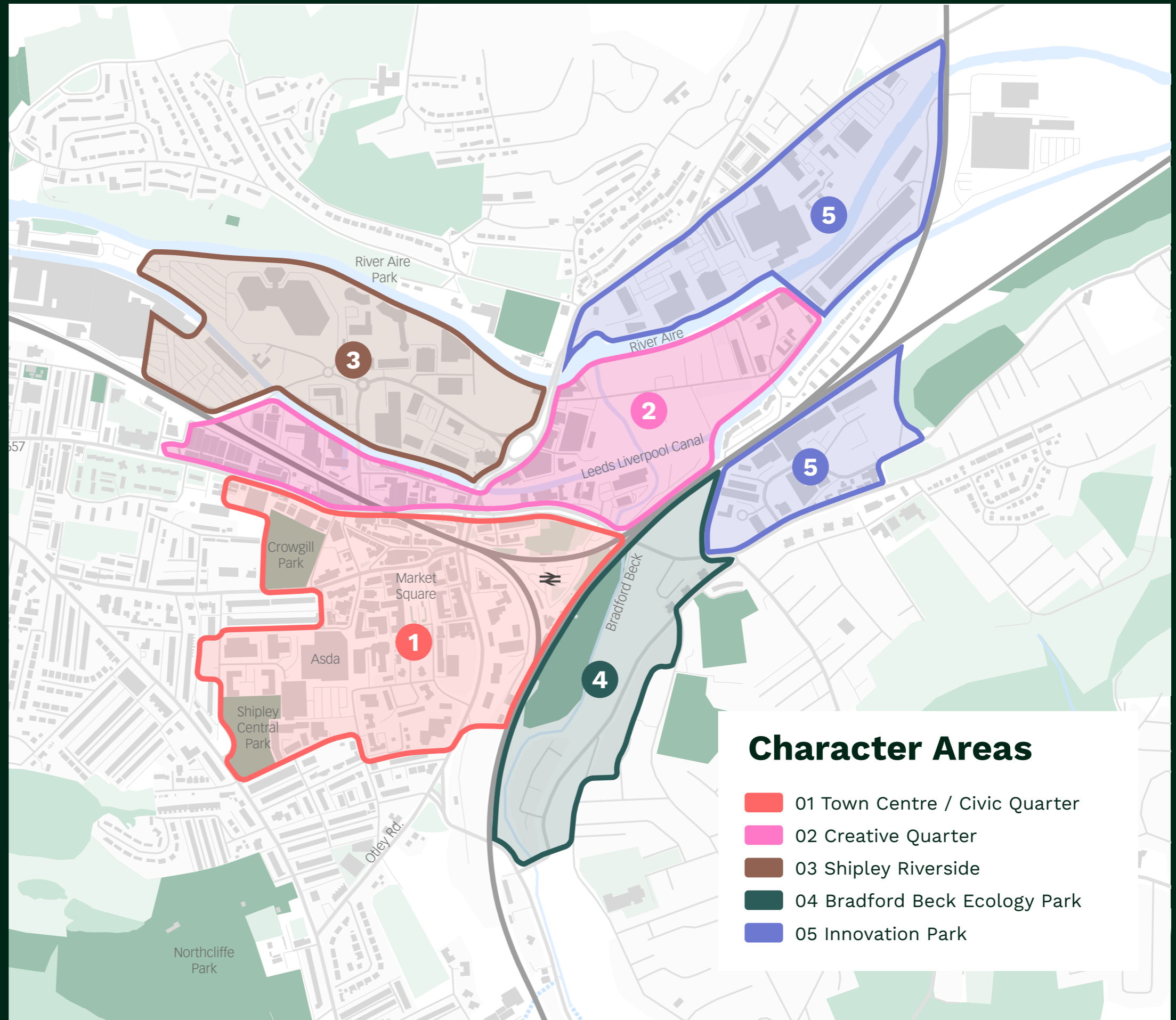
07. Spatial Framework

# Character Areas

A series of **five Character Areas** have been defined for **ShIPLEY** which recognise the existing qualities and character within each area as well as the character and type of uses that could be provided as part of the **future vision for ShIPLEY**.

The proposed interventions within each of the Character Areas are indicative; the delivery and phasing will be dependent on funding availability, scale of public sector intervention required, market appetite and landowner aspirations and requirements. This spatial framework however demonstrates how the overarching vision could be achieved over the time horizon set out within this Development Framework.

The following sections set out the specific Character Areas in more detail, outlining the development opportunity and approach in terms of transport and movement and public realm.



- ### Character Areas
- 01 Town Centre / Civic Quarter
  - 02 Creative Quarter
  - 03 ShIPLEY Riverside
  - 04 Bradford Beck Ecology Park
  - 05 Innovation Park



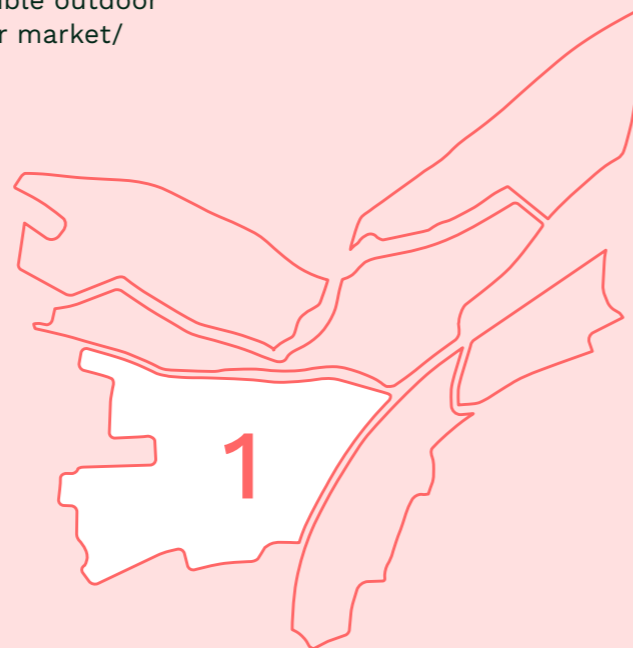
## 07. Spatial Framework

# Character Area 1: Town Centre/ Civic Quarter

Consolidation of traditional retail uses, alongside the introduction of a diverse range of uses and amenities will create a more experiential offer within the heart of Shipley.

### Key development sites include:

- ▶ **Shipley Railway Station** – introducing new mixed use development and creating a new footbridge to better connect the station with Shipley town centre.
- ▶ **Shipley Clock Tower** – repurposing the iconic Clock Tower to create a visitor attraction.
- ▶ **A revitalised Shipley outdoor and indoor market** – creating a more flexible outdoor market square and new indoor market/food hall.
- ▶ **Residential sites** – Improving the residential offering, including a more diverse town centre living offer.



## Overview

The Town Centre/ Civic Quarter Character Area comprises an area of 28 ha of land which encompasses the Primary Shopping Area and Shipley Railway Station. The Character Area is bounded by the Railway line to the east, Red Bank Allotments to the south, Bradford Road to the south and west, St Paul's Road/ Crowgill Park to the west, and Saltaire Road to the north.

The Character Area comprises a mix of existing uses including primary retail and town centre uses, civic uses (including Shipley Library and

Town Hall), key areas of public realm including Shipley Market Square, Crowgill Park and Shipley Central Park and pockets of residential, including specialist housing.

The Area is bisected by major highways – Otley Road (A6038) cuts through the Character Area and acts as a barrier for movement by foot or bicycle east-west. This impacts pedestrian travel-time to access the railway station, which is sited to the east of Otley Road.



## 07. Spatial Framework

### Character Area 1



Market Square



Market Stall



The Arndale Market



Existing Retail Offer



Shingley Town Hall



Asda Supermarket



### 01. Existing Uses

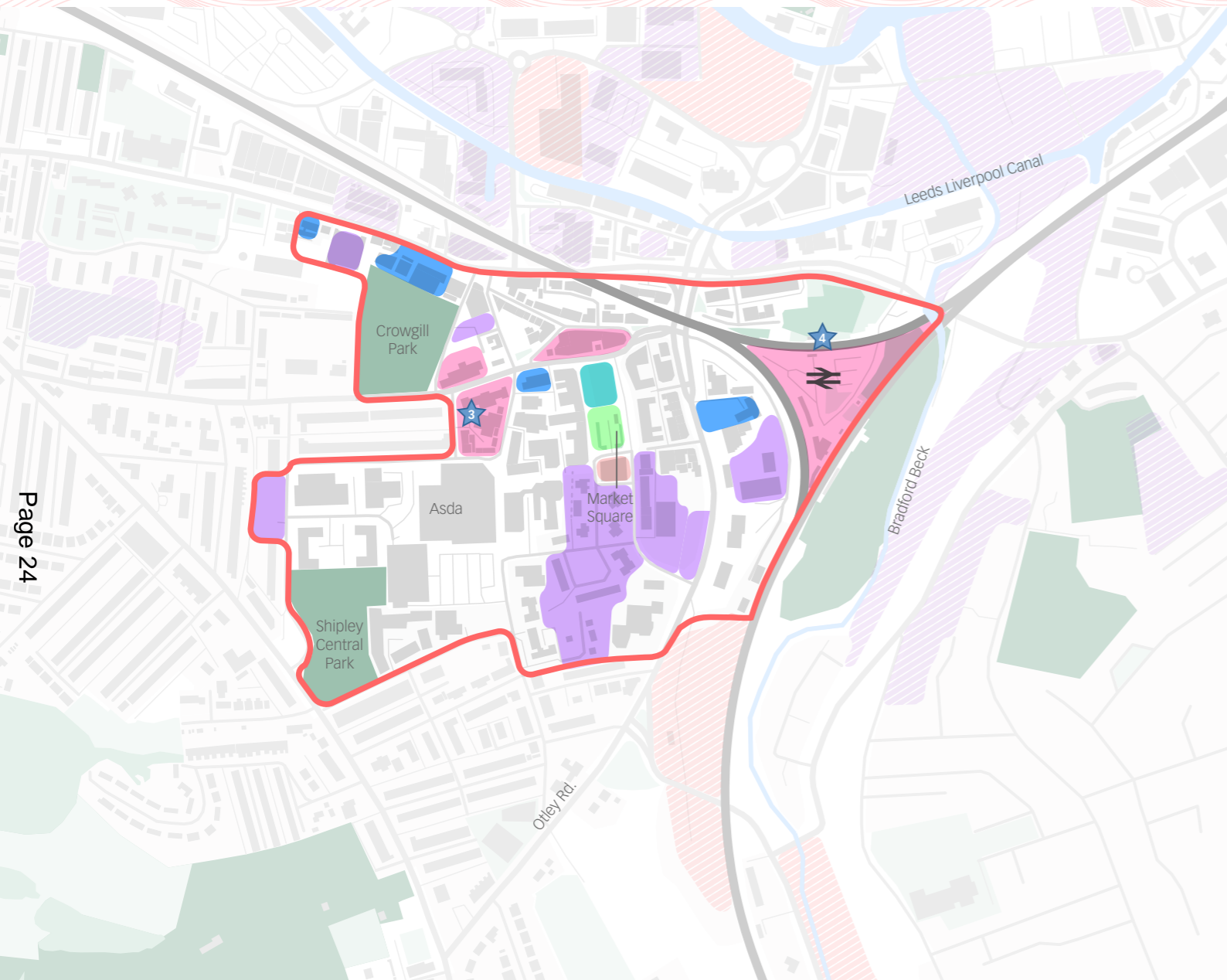
Existing uses within the Town Centre and Civic Quarter include key retail uses, such as the Arndale Shopping Centre which was built in the late 1950s as the main retail anchor during Shingley's post-war redevelopment. Key amenities remain today, including Asda supermarket, Post Office, Westcliffe Medical Centre and Shingley Medical Practice, Shingley Library, Shingley swimming pool and various retail uses. Positively a large part of Shingley is pedestrianised, including the Market Square and the primary pedestrian/ cycling link between Asda to the Market, via Manor Lane and Well Croft. A pocket of residential is located off Central Avenue and comprises housing stock managed by Incommunities.

Other established residential areas sit just beyond the edge of this Character Area, and are located to the south and west.

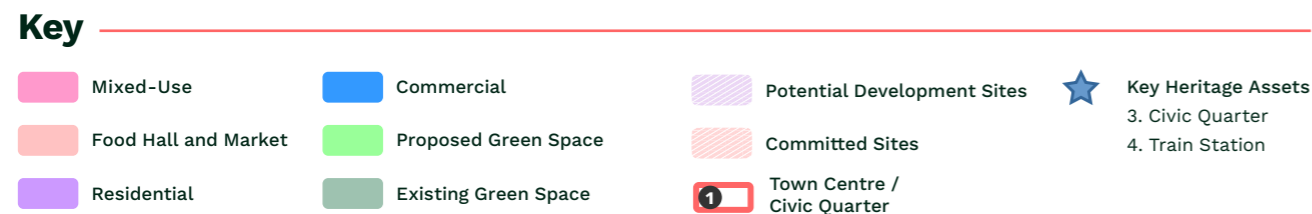
Shingley Railway Station is located to the east of this Character Area, segregated from the town centre core by Otley Road, but provides regular services to Leeds, Bradford Forster Square, Ilkley and Skipton.

# 07. Spatial Framework

## Character Area 1



Town Centre / Civic Quarter - Proposed Development Sites



### 02.

## Proposed Interventions and Land Use

The Town Centre / Civic Quarter provides a significant opportunity for change, extending beyond the current projects which have been identified as part of Towns Funding investment. The key vision for Shipley’s retail core is to create a more diverse and experiential offer which encourages people to come into Shipley for socialising, with an improved food and beverage offer as part of a new market hall and opportunity for a new cultural and heritage experience. Shipley’s retail core will also continue to be a place where people can access key services and amenities, including the library, access services for medical needs and go about their day-to-day lives.

Potential interventions therefore could include the following:

- ▶ **Shipley Railway Station**, providing the potential for a new mixed-use development comprising residential and commercial uses, and complementary food and beverage offer for rail passengers, which will be better connected by a new footbridge into the retail core.
- ▶ **Shipley Clock Tower** – repurposing the iconic Clock Tower to create a visitor attraction and viewing platform towards Baildon Moor and surrounding countryside. The redevelopment of the surrounding site, which currently houses Shipley’s Underground Market, could provide for new mixed uses within the town centre, including high-quality residential.
- ▶ **A revitalised Shipley outdoor and indoor market** – creating a more flexible outdoor market square to host regular markets as well as events, alongside an improved new indoor market and offer including food stallholders housed within a new Food Hall, as well as potential for new small business start-ups and creatives.
- ▶ **Residential sites** – Improved residential offering, including enhancements to existing social housing stock and potential to increase densities in the town centre core, making more of existing retail and commercial buildings by introducing residential above shops. This includes scope for an improved residential quarter to the south of the enhanced Market Square.
- ▶ **Civic Quarter, including Town Hall** – Shipley’s Neo-Georgian town hall could be used for broader non-civic uses such as an event space. The development block in which the Town Hall forms part could be opened up to create an attractive courtyard leisure offering within Windsor Court. Adjacent blocks could come forward for residential, making the most of the proximity of Crowgill Park.



## 07. Spatial Framework Character Area 1

### A place to dwell and socialise, including a revitalised Market Square

ShIPLEY has the potential to create a more family-friendly town which makes the most of the existing parks and greenspaces, existing pedestrianised area and Market Square. Positively the Market Square has already secured Towns Funding to be redeveloped, creating a more flexible space to hold markets and events through removing the fixed market stalls. The area would then become a multi-purpose event space.

This area has the potential to be enlarged through the removal of the fixed surface car park to the south, and creating this as a spill-out area to complement a new Food/ Market Hall to the south of the Square, transforming the Arndale Shopping Centre as well as a green pocket park and play space. The new Market Hall would include a food and drink offer to attract a broader demographic into the town, with the potential to extend the hall's opening times to provide an evening economy offer which is family-friendly. Further leisure space could also be created over time within Windsor Court.

Public realm improvements could be delivered to soften the hard pedestrian environment within Well Croft/ Manor Lane, introducing more tree planting and seating which in turn would help to attract new uses and businesses into the vacant units.

### Introducing a diversity of uses

New uses will be introduced into the heart of ShIPLEY town centre, responding to the ongoing trend of contracting retail and the need to find other town centre uses which people will benefit from and which have the potential to generate new activity and footfall. This includes residential, leisure and service uses to meet local needs but also respond to the opportunity of attracting tourists into the heart of ShIPLEY. Where viable, the reuse and repurposing of existing buildings will be

encouraged. This includes making the most of the existing floorspace within the town centre, such as introducing service and leisure uses to the upper levels of the existing perimeter blocks around the Market Square.

There is currently a limited evening economy in ShIPLEY town centre currently and as such there is the potential to reinvent the town's restaurant offer and introduce new leisure uses, for example, a family-friendly dining offer which would attract people into the town centre and enable them to dwell in the town centre for longer. This could make more of the pedestrianised area in Well Croft, and encourage new leisure uses to occupy the vacant retail/ commercial units which front onto this space.

### Visitor attraction, culture and heritage

ShIPLEY's clock tower is iconic and represents an important vista and landmark for the town but is in need of repair. The structure occupies a prominent position in the heart of the town centre and is visible from all directions. There is the opportunity therefore to regenerate the clock tower and use this as a visitor attraction and viewing platform, as part of a wider heritage and cultural trail which connects into Saltaire Model Village.

The clock tower sits alongside ShIPLEY's existing Market Hall which comprises an underground market at basement level and retail units at ground floor level, but which is currently under-utilised. The building has four levels in total. Further feasibility or redevelopment of this plot could be considered to accommodate more diverse uses, for example the potential to create an innovation hub which would bring together research and industry.

A significant proportion of visitors to Saltaire are day-trippers, resulting in a missed opportunity for the area and wider District. To capitalise on the opportunity for overnight stays, new hotel accommodation could be provided in the vicinity, including repurposing

non-listed heritage assets for this purpose. There is the potential to develop the Civic Quarter as a new destination for the town, focusing on a mix of speciality shops and services, café/bars, incubator workspace, boutique hotel, alongside town centre living.

### A new Residential Quarter

Established residential areas are closely located to the heart of the town centre, enabling the creation of a sustainable live/work/play neighbourhood. Much of this stock is affordable or social rented tenures and there is scope to move away from this mono-tenure approach, to introduce a wider range and mix of tenures, including aspirational housing which is attractive to young professionals, downsizers and young families.

In the longer-term, there is the potential to replace the post-war blocks immediately to the south of Market Square, with medium density terraces and squares which respect the historic grain, and provide this range of tenures.

Developing on appropriate infill sites as and when they become available should also be encouraged, as well as considering residential uses for upper floors on some of the existing commercial units, where this is viable.

### Shared office hub/ education

ShIPLEY benefits from pockets of high-value employment, with a cluster of industries around technology and advanced manufacturing. There is the potential to better exploit this knowledge and bring together research, skills development, training and industry, and explore the opportunity for an innovation and training hub or centre, which could include an off-shoot of ShIPLEY College. This would help to support upskilling in the local area and align with the training needs of local employers.

The opportunity site within the centre of ShIPLEY Railway Station together with the level changes between the station and ShIPLEY town centre provides the ability to consolidate

existing surface car parking and provide a mixed use scheme comprising commercial office use/ scope for co-working space, ancillary food & beverage uses, alongside improved station amenities and mobility hub (car parking, EV charging, cycle hire). These uses would benefit from the site's excellent national connections.

A key move arising from this will be to create a new pedestrian/cycle bridge to better connect the station into ShIPLEY town centre without having to cross Otley Road.



Diversity of Uses



ShIPLEY Train Station

## 07. Spatial Framework Character Area 1

### 03. Movement and Connectivity

Whilst Shipley is well connected via public transport to the wider District and beyond, the connectivity and permeability of the place is poor, particularly the experience within the Town Centre/ Civic Quarter Character Area as a pedestrian or cyclist and the ease at which people can move from the retail core to the railway station and vice versa. Connectivity and movement is a key priority which needs addressing and should complement site-specific development proposals. It is likely that these interventions would need to be public-sector led, to establish an improved environment and public realm and provide confidence to those owners and occupiers in the locality.

**Key moves proposed include:**

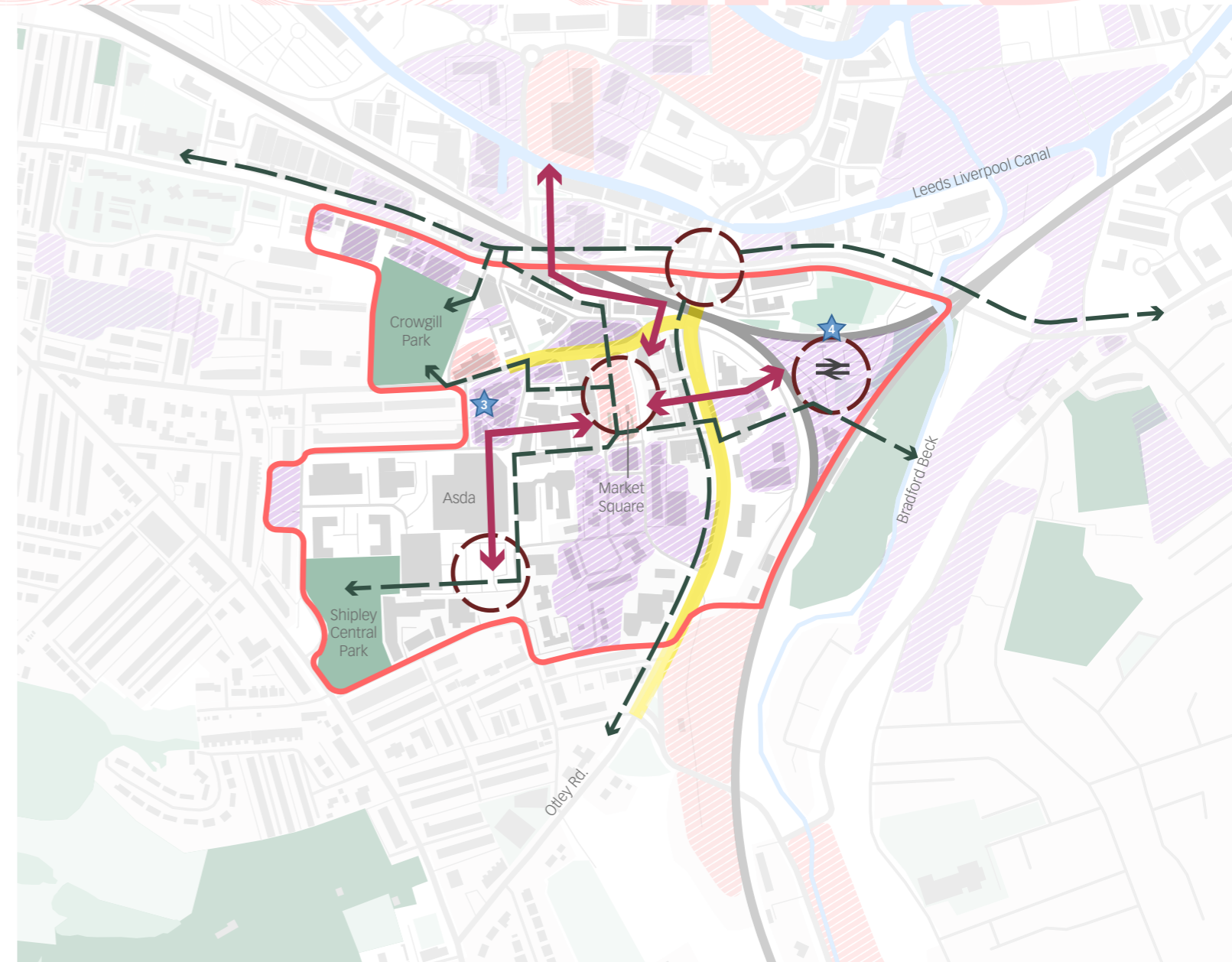
- ▶ **Pedestrian connectivity improvements within the Market Square to downgrade Kirkgate to a more accessible surface, with potential expansion to include Westgate to further expand the pedestrian core**
- ▶ **Rationalisation of existing bus laybys within Kirkgate to improve pedestrian safety and create easier access to the east side of the new Market Square.**
- ▶ **Creating a new pedestrian route through the existing Shipley Market Hall site to the Canalside and Saltaire beyond;**
- ▶ **Improving the public realm and connections east towards the Otley Road and Train Station, with improved pedestrian crossings; and**
- ▶ **Promoting pedestrian connectivity and safety generally from the surrounding suburbs into the town centre.**
- ▶ **Creating a direct pedestrian route from Market Square to the Civic Quarter (alongside the Christian Life Church), line with active frontages.**

### 04. Public Realm

Public realm, which comprises the public spaces (green and hard landscaped areas) within Shipley, could be enhanced further to create the spaces that people want to spend time in and enjoy. Shipley already benefits from pedestrianised areas such as Well Croft, but these are uninviting, cold and lack vibrancy and colour. There is little in the way of nice seating and soft landscaping, including street trees to soften the space. Well Croft also has challenges for those with accessibility and mobility issues. There is therefore the potential to enhance the existing landscape ensuring that the level changes are accessible and inclusive to all.

### 05. Design Principles and Considerations

The appearance of existing buildings will be encouraged to be refreshed. This includes the key buildings which are centred around the Market Square, which would benefit from over-cladding to improve their appearance and enhance the overall quality of the built environment.



▶ Town Centre / Civic Quarter - Gateway Connections

**Key**

- |                      |                                      |                             |                                |
|----------------------|--------------------------------------|-----------------------------|--------------------------------|
| Existing Green Space | Key Gateway                          | Road Improvement Corridor   | Key Heritage Assets            |
| Gateway Connections  | Pedestrian and Active Travel Circuit | Potential Development Sites | 3. Civic Quarter               |
|                      |                                      | Committed Sites             | 4. Train Station               |
|                      |                                      |                             | 1. Town Centre / Civic Quarter |





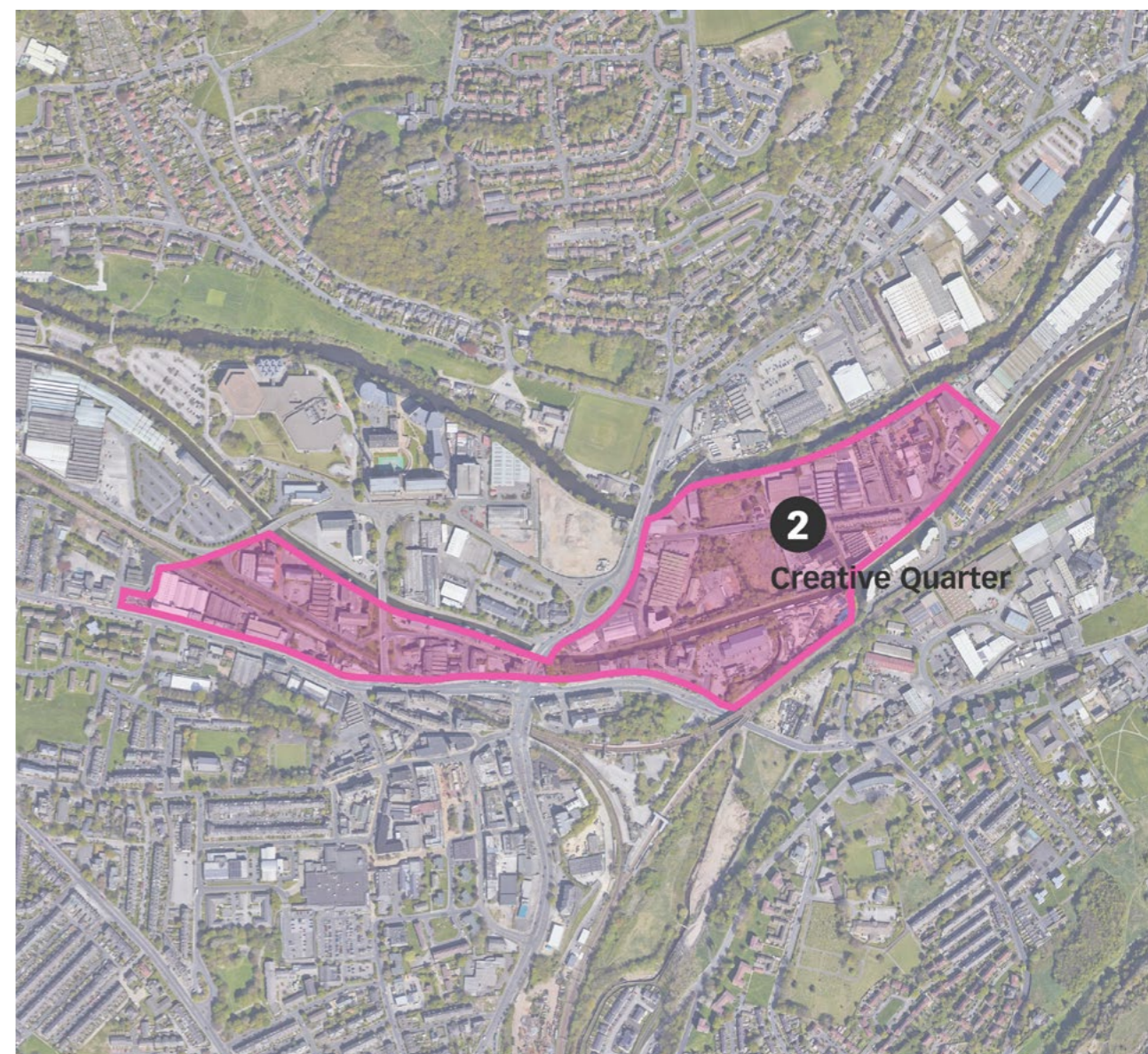
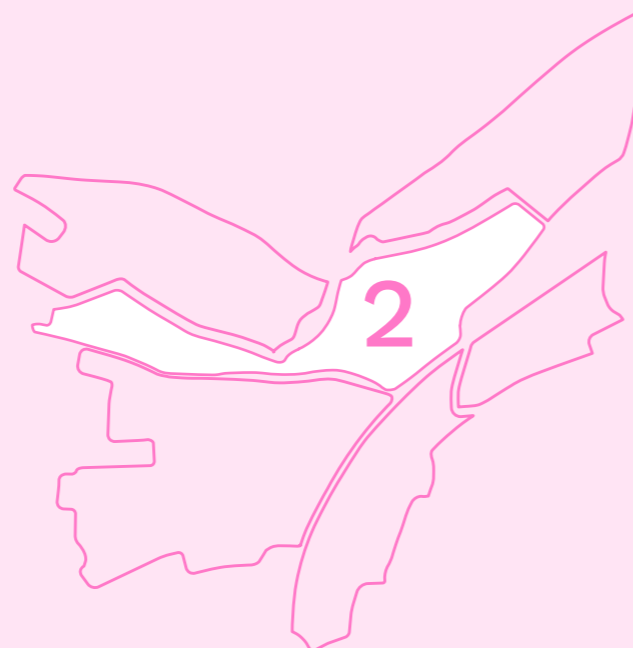
## 07. Spatial Framework

# Character Area 2: Creative Quarter

Expansion of the existing creatives and maker's businesses to create a new creative quarter within Shipley which will be supported by new residential living, making the most of Shipley's waterside assets.

Key development opportunities comprise:

- ▶ **Residential Waterside Living** – Making the most of brownfield sites adjacent to the Leeds and Liverpool Canal, which are currently used for industrial processes and uses and could be repurposed for future waterside living opportunities.
- ▶ **Canalside Heritage Walk** – Improving the walking and cycling environment and active travel connections to better connect Saltaire with Shipley town centre and established residential communities.
- ▶ **Creative and maker space** – Building on the success of Wharf Street Studios, making the most of the existing creatives and makers community to create a new creative quarter in the town.
- ▶ **Ancillary leisure uses** – Food and leisure uses will complement the Creative Quarter and provide amenity for a new residential community.



## Overview

The Creative Quarter Character Area comprises an area of 19 ha of land located to the north of Shipley Town Centre, north of the A657 (Saltaire Road). This includes land which is bisected by the Leeds Liverpool Canal, and bounded by the River Aire at its most northerly point. The area is presently very mixed, incorporating commercial uses, industrial uses providing home to established manufacturing businesses, food & beverage, creative uses and co-working space (Wharf St Studios) and pockets of residential. This area is within Shipley's Business Development Zone which recognises the potential of the area to *'become a distinctive urban quarter where manufacturing, enterprise and creative industries sit comfortably with a mix of other*

*uses*<sup>14</sup>. Through this Draft Development Framework however, and given the canal and riverside setting, there is the potential to introduce more residential-led developments as part of the overall mix.

This area is important given it is a gateway area through which visitors first experience Shipley when arriving from the west and north of the District (via Saltaire). At present the quality of the area is influenced by highway infrastructure and a dominance of vehicles and traffic, together with low-grade 'ribbon development' along Saltaire Road. The experience within the heart of the Character Area is pleasant, benefiting from the peaceful nature of the Canal and environment that this creates, but more could be done to showcase the opportunity of this asset.

<sup>14</sup> Bradford District Business Development Zone (2019)



## 07. Spatial Framework Character Area 2



Canal Creative Quarter



Theatre Creative Hub



New Build Housing

### 01. Existing Uses

This area is currently characterised by a mix of uses, likely due to the organic nature as to how the Character Area has developed over time. There are newer pockets of residential which are located side-by-side with industrial uses which could create future amenity issues for residents due to noise, odour, etc, as well as restricting potential operational flexibilities for business occupiers. As established employment sites become available, for example where businesses are considering alternative premises, a need for expansion space or downsizing, there is the potential for selective sites to come forward for alternative uses (subject to meeting local planning policy criteria), which could include additional residential.

Existing uses add to the richness and unique character of this area and should be celebrated. This includes creative, maker spaces within Wharf St Studios, Q20 Creative Arts Hub, Saltaire Brewery, independent food & beverage outlets (Waterside Bistro & Bar, Tapas Tree) and former mill/industrial buildings which front onto the Canal.

Existing office uses are present along the canal, including Merchants Quay in the former Orbic Works, Mercury Quays in the former Ashley Mill, and Salt's Wharf which is home to Packetts Insurance Brokers.

This area is within the Saltaire World Heritage Site buffer zone and incorporates the Leeds and Liverpool Canal Conservation Area, which runs the length of the canal.

This Character Area also includes some Listed buildings/ structures:

- ▶ **Canal Warehouse, Wharf Street (Grade II), part of which is now used for co-working and creative space (Wharf St Studios);**
- ▶ **Canal Bridge no. 208, Leeds and Liverpool Canal (Grade II).**

Sensitive conversion and/or incorporation of these heritage assets needs to be encouraged through this Development Framework, as well as making more of the canal and the river as an asset, a tranquil place to visit and to enjoy, ensuring that any new developments help ensure inclusive access to the waterside.



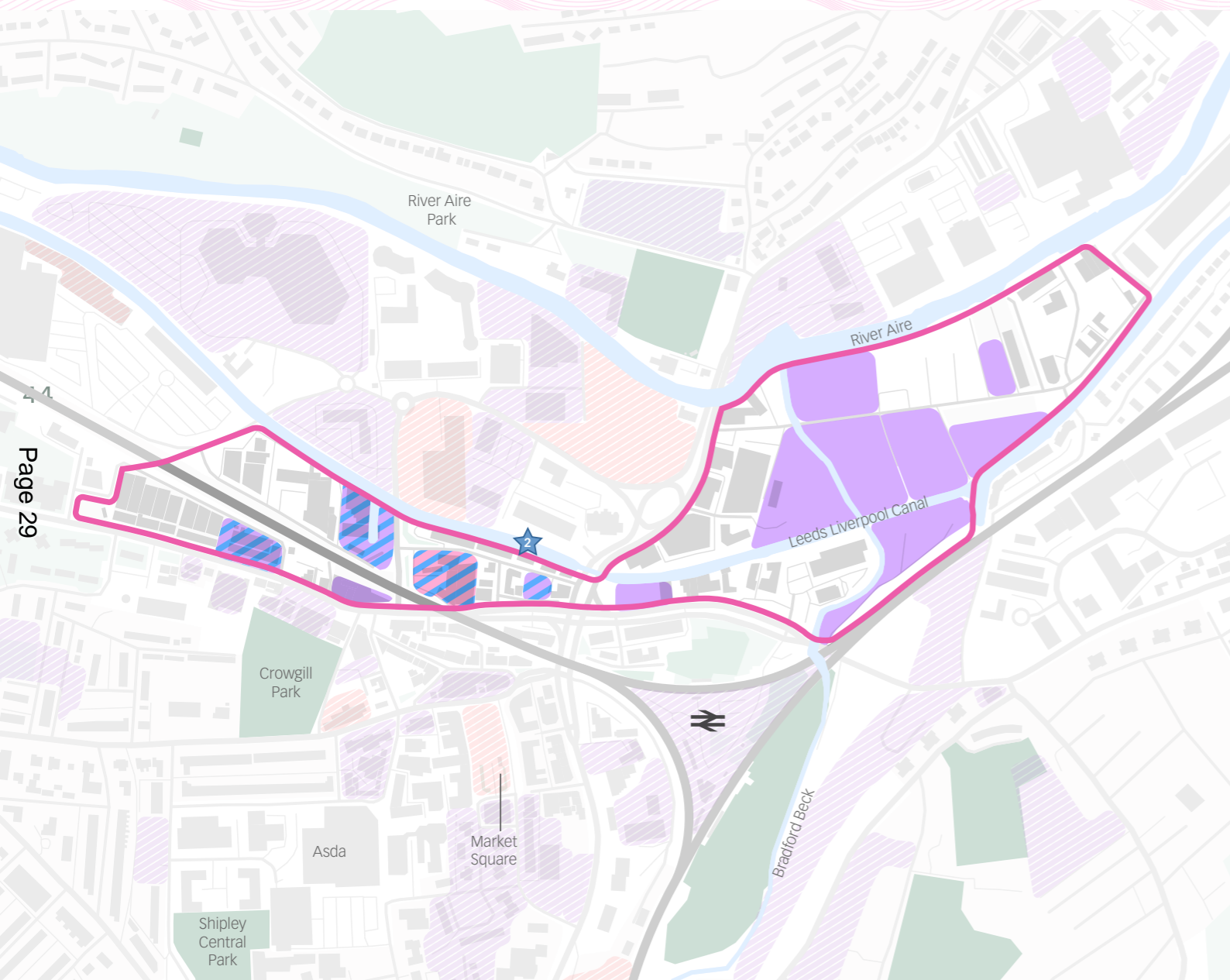
Waterside Bistro



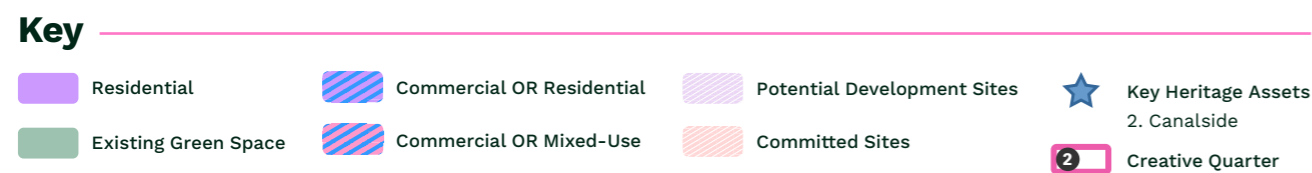
Listed Canal Bridge

# 07. Spatial Framework

## Character Area 2



Creative Quarter - Proposed Development Sites



### 02.

## Proposed Interventions and Land Use

The Creative Quarter Character Area's overarching aim is to celebrate more of the uniqueness of the area, the thriving independent businesses, creatives and entrepreneurial spirit. This amenity alongside the blue infrastructure of the canal and river is also very attractive for future residential communities. The proposed interventions in this Character Area include:

- ▶ **Encouraging Creatives, Makers and Innovation** – providing a focus and incubator for new, 'green' and innovative technologies and creative industries. Repurposing existing buildings will be encouraged for new creative start-ups, building off the back of Bradford's City of Culture.
- ▶ **Residential Waterside Living** – introducing additional residential accommodation through sensitive conversion of existing heritage buildings, accompanied by new build development which is sympathetic to the historic character.
- ▶ **Promoting thriving independents** – This area already has a cluster of thriving independent hospitality and leisure businesses, including Waterside Bistro and Tapas Tree which add to the leisure offer and support the town's evening economy. Similar food & beverage uses will be encouraged to locate in this area as well as the retail core, to broaden Shipley's leisure and family-friendly offer.

- ▶ **Road corridors activated and environmentally improved** – Redeveloping poorly utilised and vacant sites with active ground floor uses along the Saltaire/Leeds Road and Otley Road corridors to improve the sense of arrival, public realm and safety.

### A thriving Leisure and evening economy offer

As the gateway area into Shipley from Saltaire, there is the potential to broaden out the offer for waterside dining, cafes and bars which complement the offer within the heart of the town centre. The principle focus of this will be Wharf Street, which boasts an attractive heritage setting adjacent to the canal and which is already home to several existing restaurants.

More could be made of the Wharf Street area to encourage new creatives and makers alongside food and beverage uses as and when sites and buildings become available, and encouraging dual uses of buildings (for example the Salvation Army building could provide a community café). Improvements to the public realm in this area would also be beneficial, reducing on-street car parking and making more of the pedestrian link-through to the canal beyond.

A key consideration will be the connectivity between Wharf Street and the town centre, to prevent the proposed hospitality area feeling cut off from the wider commercial hub to the south, and instead acting as a coherent gateway to the town centre from the north. Connections from Wharf Street to the rest of the Creative Quarter Character Area will also be important to position it as a focal destination for residents and workers within the area.

The existing surface car park along Wharf Street could be repurposed to deliver a more productive use of the site space for example, subject to the results of a wider car parking survey and strategy.



## 07. Spatial Framework Character Area 2

### Revitalising key heritage buildings

Former warehouse/ industrial buildings will be adapted for a range of uses including maker/creator, leisure and residential uses, helping to shape the Creative Quarter into a truly mixed use area. The distinctive canal-side setting has a wealth of historic buildings which were originally used in connection with Shipley's trade and industry.

While many of these buildings are already in productive uses, there are several others which would benefit from high quality refurbishment or conversion to secure the best outcome for their ongoing maintenance and preservation.

### Heritage buildings with potential for conversion include:

- ▶ **Former Canal Company Warehouse** – red brick storage warehouse by Victoria Street Bridge, built by the Leeds and Liverpool Canal Company and currently occupied by various commercial tenants including a furniture retailer.
- ▶ **Commercial Mills** – collection of former textile buildings fronting Upper Ashley Lane, occupied by a range of businesses.
- ▶ **Glovers Wharf** – 19th Century warehouse positioned between Briggate and the canal.
- ▶ **Junction House** – 3 storey vernacular style canal building in poor state of repair.
- ▶ **Junction Mills** – early 19th Century mill complex with previous planning permission for conversion and redevelopment into 93 apartments (ref. 11/05724/FUL).
- ▶ **Dockfield Mills** – former textile mill fronting the canal, now known as Staveley House and occupied by various commercial tenants.

### Residential Quarter

As businesses seek to relocate and sites become available for redevelopment, those parcels fronting onto the canal and River Aire will be supported as future residential areas, with a focus on high-quality aspirational housing to attract in new young professionals and families into Shipley, which will help to broaden the demographic of the town. Development should be at higher densities with a mix of townhouses and apartments in order to diversify the housing stock in Shipley, which is currently dominated by typically suburban houses.

New residential development will sit alongside commercial uses where these are retained within the Character Area, as well as a small amount of proposed commercial space. Interweaving uses in this manner is already a key characteristic of the Creative Quarter, with examples including the historic terraces along Dockfield Road and Dockfield Place adjacent to light industrial units, and the Boatmans Wharf apartment block which is entirely surrounded by various employment uses.

Where this interweaving of residential and employment uses is proposed, it will be important to ensure that residential amenity is included as a key consideration at the earliest stages of design. The objective here is to ensure that uses are compatible and that sufficient mitigation measures are taken to reduce conflicts of interest, maintaining the amenity of residents while also reducing the risk of complaints against commercial occupiers.

### Co-working and making space

The Creative Quarter Character Area will retain its role as the focus for Shipley's design and creative sectors. This part of the town is already home to numerous businesses which promote innovation and creativity, and this is something that the Development Framework seeks to further enhance.

Bradford Council is committed to making sure the district is at the cutting edge of clean growth. In practice this means attracting innovative businesses which identify and produce solutions to the challenges presented by the ongoing climate emergency. Industries which fall within this category

include renewable energy, sustainable construction methods, advanced materials, and environmental sciences. The Creative Quarter will be an ideal location for businesses engaged in these green technologies, placing Shipley at the forefront of innovation in sustainability.

Converted heritage buildings will provide a fitting environment for sustainable and creative businesses, fostering the imagination of workers through striking workspaces with a focus on high quality design. They will sit alongside the leisure and hospitality uses around Wharf Street and the residential developments throughout the Character Area to create a genuinely mixed use district.



▶ Shipley Canal from Victoria Street

## 07. Spatial Framework Character Area 2

### 03. Movement and Connectivity

Integral to this Character Area is the ease at which pedestrians and cyclists can access and connect with Shipley town centre and the relationship between this area, Saltaire and Shipley town centre. The quality of the environment along the canal and the foot/cycleways between Saltaire and Shipley are already well-utilised and offer a pleasant experience which avoids the busyness and dominance of the highways.

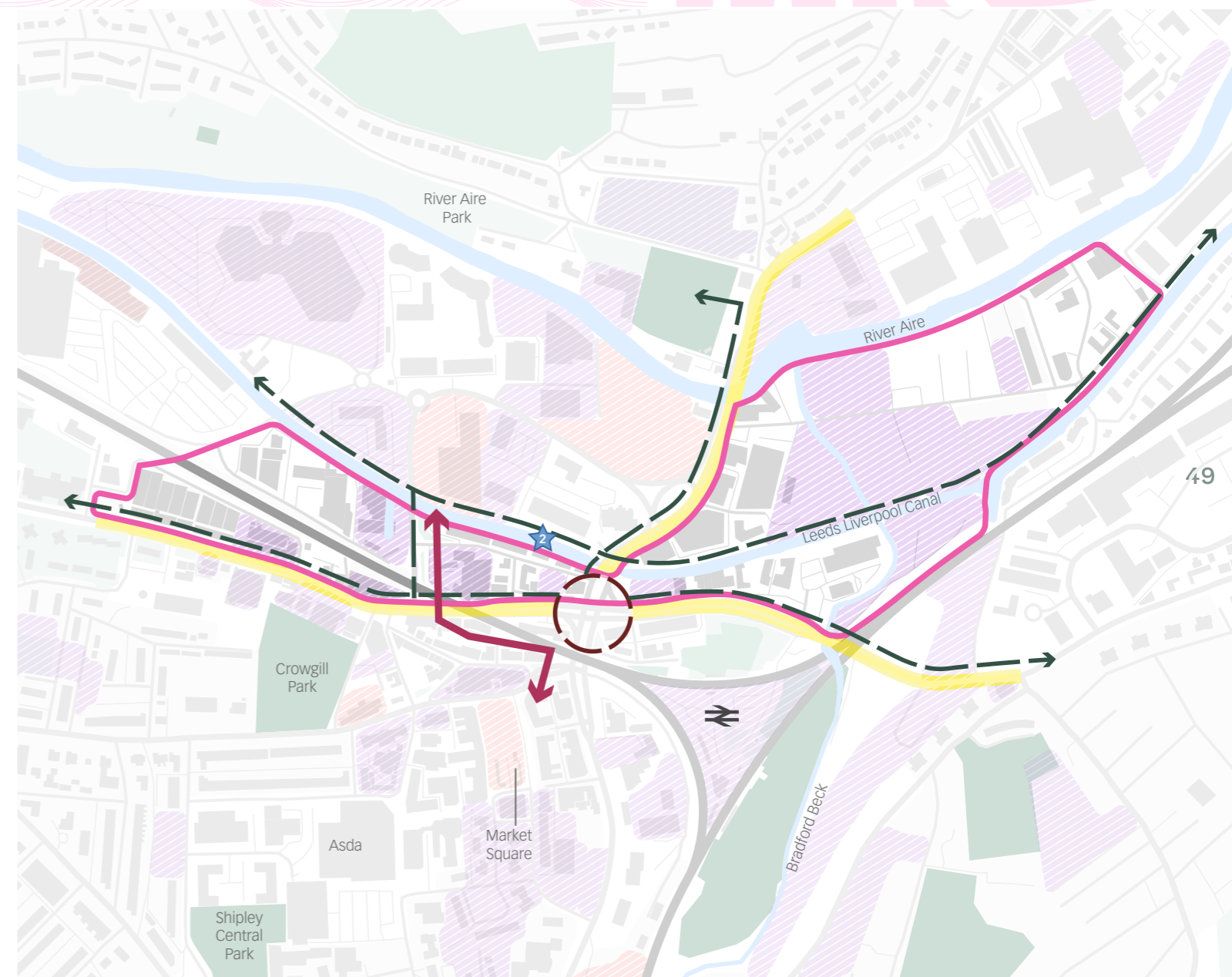
The canal path extends from this area through to Bingley to the west and beyond. Local walking routes are promoted and encouraged, which take in assets such as Shipley Glen<sup>15</sup>. There is the potential to broaden the places of interest, local industrial heritage and culture located between Saltaire and Shipley town centre as well.

In comparison with the footpath along the River Aire to the west of Otley Road which is host to the Aire Sculpture Trail, there is no or limited access along the south bank of the river to the east of Otley Road. This disrupts the footpath network at this point, albeit the network continues along the northern bank of the River leading towards Denso Marston Nature Reserve, although it varies significantly in quality. There are opportunities to provide access to the riverfront through future development. It will be necessary to ensure a joined up approach so that a cohesive urban environment can be achieved through the various phases of development.



Active Travel Signage

Softening the roads which define the southern edge of the Creative Quarter will be especially important to entice pedestrians across Commercial Street and Leeds Street. The junction with Otley Road in particular is car dominated and provides little comfort for cyclists and people wishing to cross on foot. Because these roads currently present significant barriers to movement, it will be necessary to transform the streetscape into an environment which is designed at a human scale, rather than overly engineered roads designed primarily for the throughput of vehicles.



Creative Quarter - Gateway Connections

#### Key

- Existing Green Space
- Key Gateway
- Potential Development Sites
- Key Heritage Assets
- Gateway Connections
- Pedestrian and Active Travel Circuit
- Committed Sites
- Creative Quarter
- Road Improvement Corridor

<sup>15</sup> <https://www.visitbradford.com/things-to-do/leeds-liverpool-canal-p1622641>



## 07. Spatial Framework

### Character Area 2

#### 04. Public Realm

- ▶ Uniform design language of public spaces
- ▶ Unlikely to be substantial areas of open space so lean into urban / industrial heritage to provide character in smaller spaces
- ▶ Courtyard proposed within conversion of Junction Mills – similar could be applied elsewhere

#### 05. Design Principles and Considerations

- ▶ Heritage led
- ▶ High quality design
- ▶ Focus on materiality and sensitivity
- ▶ Adapting former warehouse/industrial buildings, combined with contemporary infill for a mix of maker/creator, leisure and residential uses.
- ▶ Mid rise to complement mills – diverse mix of building styles but sharing an industrial theme
- ▶ Redeveloping poorly utilised and vacant sites with active ground floor uses along Leeds and Otley road corridors to improve the sense of arrival, public realm and safety.



Warehouse for Redevelopment



Waterside Living

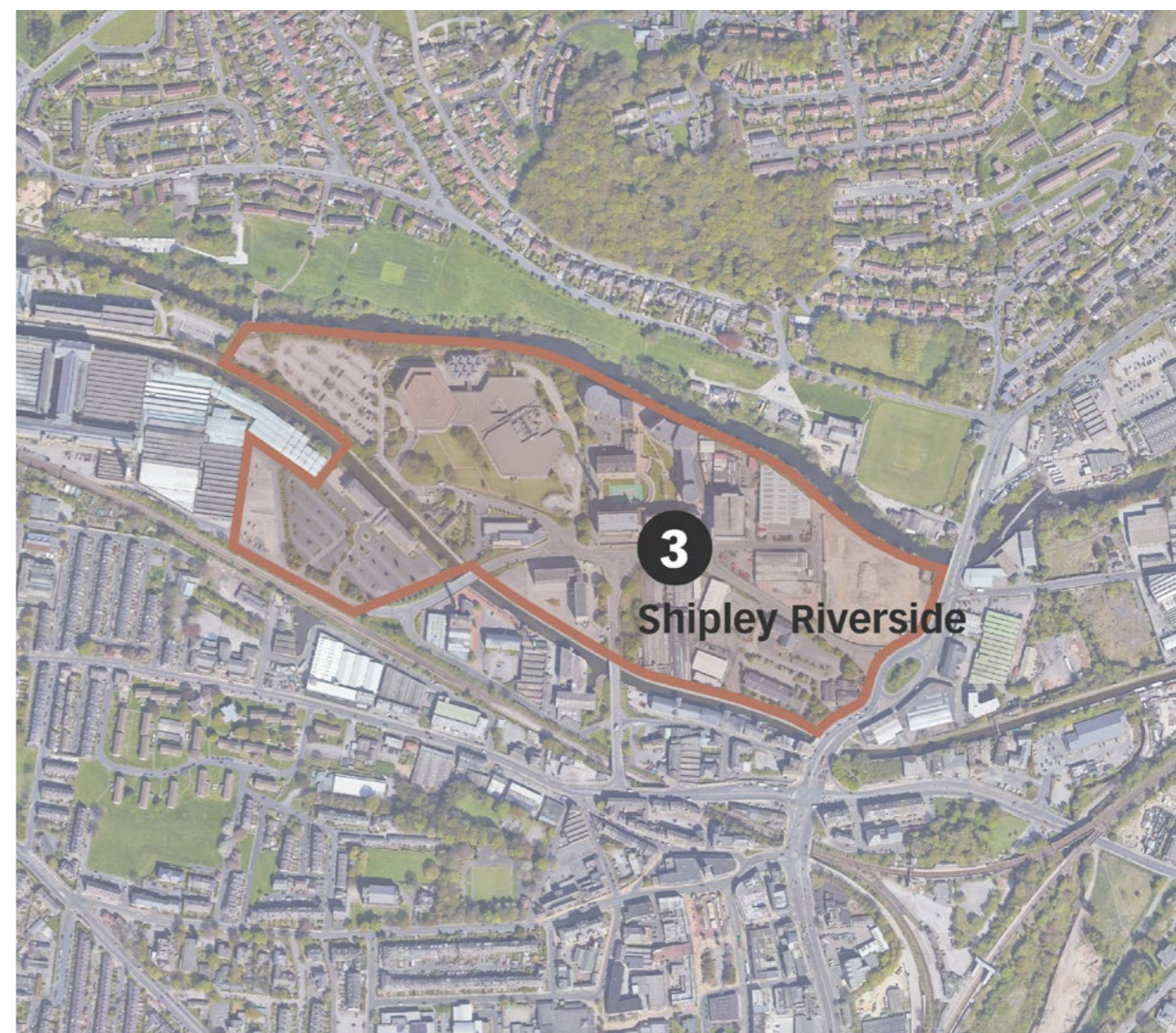
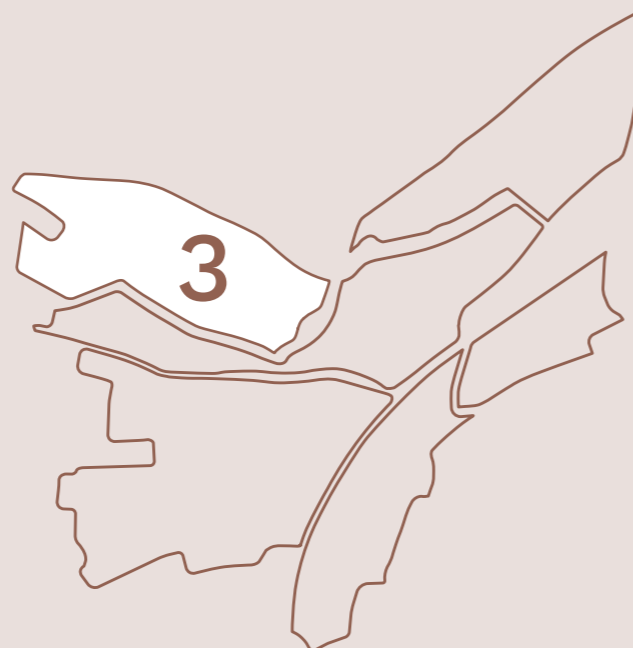
## 07. Spatial Framework

# Character Area 3: ShIPLEY Riverside

Realising the opportunity of the canal and riverside sites which are located between Saltaire and Shipley town centre, consolidating the area into a thriving multi-generational neighbourhood.

Key development opportunities include:

- ▶ **Residential Living** – Encouraging the re-use of brownfield sites including the former HMRC site for high-quality residential living in an attractive waterside setting. These sites have the potential to deliver around 580 homes.
- ▶ **Waterside Activation** – Improving the waterside setting through promoting active frontages and exemplary architecture along the canal and river. This will enhance the character of the area by taking advantage of the existing blue infrastructure which currently varies substantially in quality and utilisation.
- ▶ **Diversifying Uses** – Shipley Riverside will be home to a wider variety of uses and housing typologies to ensure that it is an inclusive community. This will include consideration of supported accommodation, affordable housing tenures, hotel provision, and a residential care home.
- ▶ **Retail Integration** – The Shipley Wharf Retail Park is nearing completion, anchored by a new Lidl store. It will be important to consider the retail park’s wayfinding, pedestrian crossings and wider connectivity to address the concerns raised during the determination of the planning application.



## Overview

This Character Area incorporates land sited to the north and east of Saltaire’s model village (World Heritage Site) and is situated between the River Aire to the north and the Leeds and Liverpool Canal to the south. The area includes a mix of existing uses ranging from commercial office accommodation, residential apartments within the sensitively converted Victoria Mills development, residential care home, hotel, convenience big-box retail and manufacturing/ industrial uses. As with the Creative Quarter Character Area, this area provides a gateway and transitional area from Saltaire to the west into Shipley Town Centre, and therefore its future role and character is important to reflect upon in this context.

The location of the two key blue infrastructure assets (the River Aire and Leeds and Liverpool Canal) also provide an opportunity to reposition the area, with the potential to shift its

character from a mix of non-complementary uses to one which focuses on residential and commercial office use.

Despite this, this area is already changing with the introduction of a new edge of town retail park in this location. Lidl supermarket was permitted in November 2020 and planning permission has recently been granted for a new big box retailer (Home Bargains) to be delivered in the near future. Whilst this scheme misses the opportunity to create a higher quality waterside development and making the most of an important gateway site, there has been positive change in the wider locality with a new Extra Care scheme. There remains the opportunity to positively influence the Character Area to reduce car-dependency, improve the environment for pedestrians and cyclists and bring forward quality residential development in a sustainable location.



## 07. Spatial Framework

### Character Area 3

#### 01. Existing Uses



Shipley Riverside includes a mix of existing uses which have been developed over time as the former mill buildings which were located here have since closed down. The area was previously occupied by Airedale Mills, Victoria Works and Canal Iron Works, alongside residential terraces. Of these, Victoria Works/ Mills, comprising three Grade II listed buildings, remains and has been sensitively converted in 2003-2008 providing 449 apartments (including Vivo Serviced Apartments) as part of a community with leisure uses and amenities for residents.

The remaining mill buildings have been demolished and redeveloped to create the mix of uses that we see today. This includes the development of Quayside during the 1990s, which included a public house, hotel, vehicle retail, office accommodation and industrial uses (now used by a clothing wholesaler).

Alongside this a 66 bed care home was completed in 2022 and will be accompanied by 56 new retirement apartments which are currently being built on site (planning reference 21/03758/MAF).

Uses within the west of the Character Area include office accommodation providing a home to Incommunities' headquarters and Ortho-Care Ltd. The now former HMRC office covers a 5 hectare site which was vacated in December and has now received planning permission for residential development (planning reference 22/04182/MAF).



Salts Mill Road



InCommunities HQ



Salts Mill Road



# 07. Spatial Framework

## Character Area 3

### 02. Proposed Interventions and Land Use

Alongside the existing development pipeline in this area (ShIPLEY Wharf Retail Park and new retirement apartments), there is the potential to unlock additional sites for residential development and ensure that wider public realm, including wayfinding and active travel connections are maximised to encourage the link back to ShIPLEY town centre.

#### A new residential quarter

ShIPLEY Riverside is already home to a successful residential development at Victoria Mills, which demonstrates how apartment living at a higher density can be supported within this location. The proposed redevelopment of the former HMRC site embodies similar design principles, incorporating a mix of apartment buildings and townhouses with a high quality of design and consideration of public realm.

Opportunities for higher density residential redevelopment are envisaged within the remainder of the Character Area where sites become available. The overarching objective will be to create a residential led neighbourhood which supports households of all kinds, attracting a variety of people from all walks of life. The inclusion of affordable tenures, housing for older residents, and aspirational family housing will all contribute to achieving this diversity.

Areas to the north of the canal present opportunities for new residential sites, providing existing businesses are able to relocate or consolidate operations. There will be opportunities to soften the car parking areas in this location

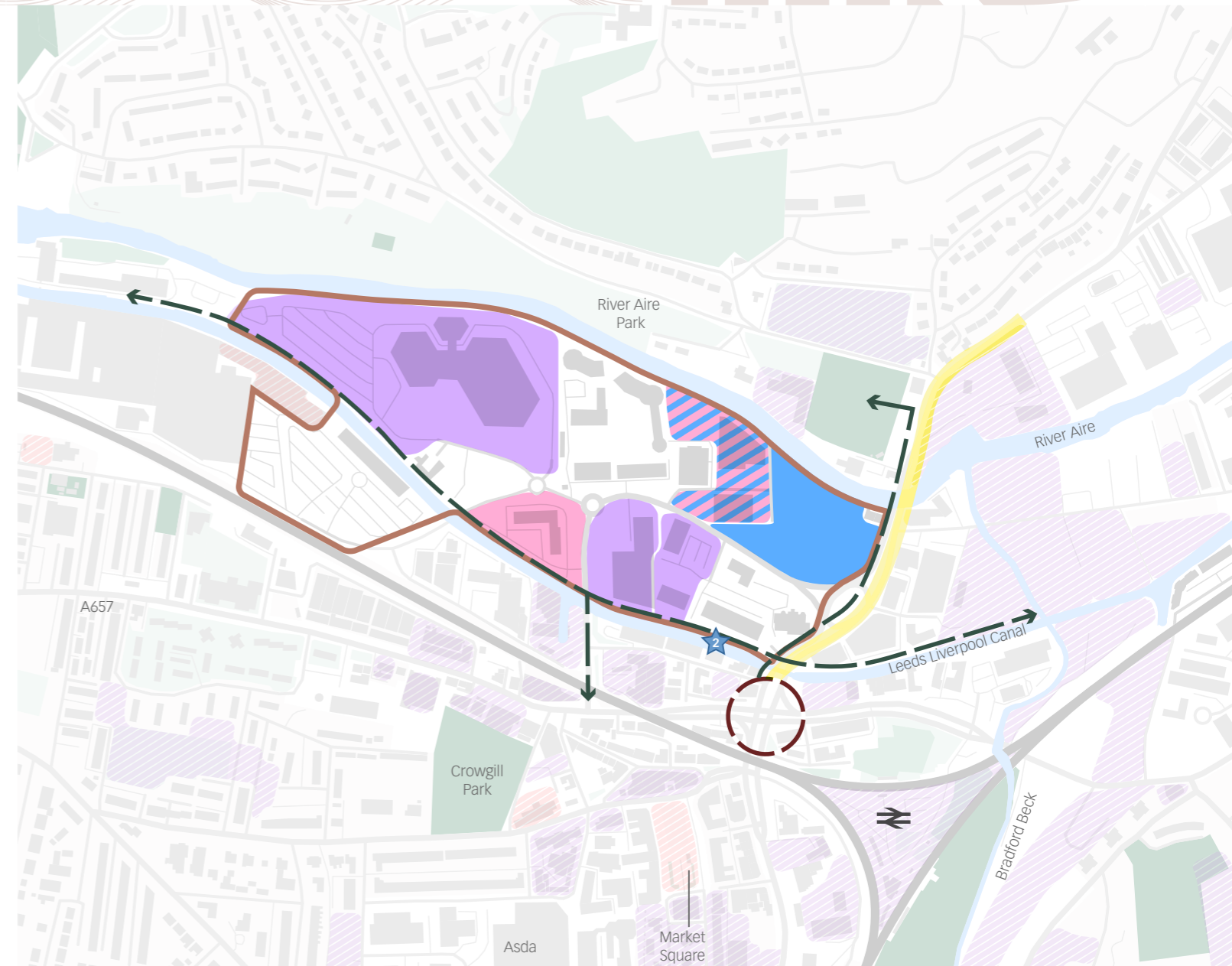
There will be a focus on wellbeing within residential developments, emphasising the ability to connect residents with nature and promoting a healthy lifestyle. The relationship between buildings and their surroundings will be a central feature of proposals, with an intention that people are naturally drawn to a more active and healthy lifestyle through careful design, exemplary landscaping and the inclusion of sustainable features.

#### Relocation of existing business/ commercial uses

There are a variety of existing businesses and commercial tenants within the Character Area, many of which have been in situ for several decades. These premises currently sit alongside the more recent residential developments and the ShIPLEY Wharf Retail Park which is nearing completion.

The Development Framework seeks to maintain a mix of uses within ShIPLEY Riverside, but with a focus on improving the efficiency of sites to allow for higher density development. This will depend upon identifying suitable options for the reprovion or relocation of existing occupiers, so that businesses can be retained in the local area wherever possible.

Where uses are compatible with residential development, for instance in the case of office occupiers, they could be redeveloped within the Character Area. This may allow for the release of some land which is currently underutilised, while retaining the businesses to promote a genuinely mixed use character.



ShIPLEY Riverside - Proposed Development Sites and Movement

**Key**

Mixed-Use	Commercial	Pedestrian and Active Travel Circuit	Key Heritage Assets
Residential	Commercial OR Mixed-Use	Potential Development Sites	2. Canalside
Existing Green Space	Key Gateway	Committed Sites	3. ShIPLEY Riverside
Road Improvement Corridor			



## 07. Spatial Framework Character Area 3

This may necessitate the relocation of businesses which occupy larger premises to allow for these sites to be unlocked for development. The phasing strategy within this Development Framework recognises that many of these opportunities will only be possible in the longer term given the unique circumstances of each business and the recent investment that has been undertaken at several premises. It is considered that as businesses consider their operational requirements and estates strategies, discussions can then be undertaken on the basis of the informed strategy for this Character Area to determine how to progress sites as they become available.

Bradford Council will provide support to existing businesses within Shipley Riverside where they are considering relocation. This will help to identify alternative sites which satisfy the requirements of each business, along with considering the most appropriate strategy for vacation and disposal of potential development sites.

### 03. Movement and Connectivity

Existing footpaths are present along the River Aire, which include the Aire Sculpture Trail, which is located to the south of the River Aire. The Sculpture Trail is accessed off Otley Road, leading through the Character Area to Salts Mill and Saltaire to the west. The enhancement of these routes will be prioritised to promote it as a convenient and interesting connection along the riverfront.

The canal towpath through this area is well utilised as an attractive, traffic free route from Salts Mill to Shipley town centre. The access point at Victoria Road is frequently used by pedestrians to continue in towards Market Square to the south. A key intervention will be to improve this and other connections to the canal to provide a more attractive pedestrian experience, with a focus on ensuring that the route is accessible to all.

The redevelopment of Shipley Riverside should also seek to improve permeability through the area. At present there are large sites which are generally inaccessible to the public. This creates barriers to movement which could be addressed through breaking down the urban grain.

The main vehicular route through Shipley Riverside is Salts Mill Road, which runs from west to east and is the main point of access for the Salts Mill visitor car park to the west. The eastern end of Salts Mill Road connects to Otley Road at a large roundabout which is relatively hostile to pedestrians and cyclists. In order to address this, protected cycle routes should be introduced along Salts Mill Road with consideration of how they interact with Otley Road. Controlled pedestrian crossings should also be provided in this location.

### 04. Public Realm

Reducing the scale of surface car parking around the Quayside development would present an opportunity to create new amenity for hotel guests, business occupiers and future residents.

The Aire Sculpture Trail runs from Otley Road/ Baildon Bridge along the footpath running alongside the River Aire through to Salts Mill, at which point it joins up with the Leeds Liverpool Canal. There is the potential to extend this further, encouraging a wider cultural and heritage trail which connects in with Shipley Town Centre and the Canal footpath which runs from Otley Road to the east.

Improvements to the waterside setting are proposed within the Saltaire Riverside development at the former HMRC site. This includes a riverside park along the River Aire in the north of the site, and sensitive treatment of the canal frontage and tow path at the site's southern boundary.

### 05. Design Principles and Considerations

- ▶ **Developing vacant sites and relocating inappropriate uses to create a new high quality residential neighbourhood with an accent on 'wellbeing';**
- ▶ **Promoting facilities for senior living and caring;**
- ▶ **Promoting the hospitality sector, including hotel and leisure uses; and**
- ▶ **Developing high quality landscape and waterside amenity.**



▶ Aire Sculpture Trail



▶ Newly regenerated development of apartment buildings by the River Aire

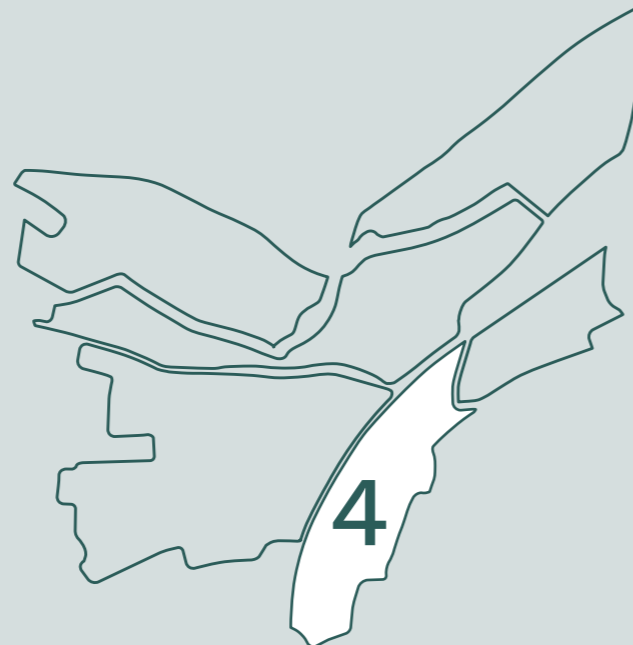
## 07. Spatial Framework

# Character Area 4: Bradford Beck Ecology Park

Bradford Beck has the potential to be positioned as a new urban park which provides new amenity to support future residential as well as an ecological corridor to the east of Shipley town centre and railway station.

Key development opportunities include:

- ▶ Promoting an active travel corridor between Shipley Town Centre, the emerging waterside communities and Bradford.
- ▶ Focusing on enhancing health and wellbeing through nature and enabling access to all to benefit from this improved greenspace.
- ▶ Providing housing opportunities, particularly focusing on sites to the east of the new open space.
- ▶ Restoring the Carnegie Library to a productive use which benefits the local community.
- ▶ Could potentially incorporate/ renew existing residential blocks off Carnegie Drive as part of any future development.
- ▶ Cycling and walking route linking National Cycle network route 66 to Shipley (Proposed Greenway)
- ▶ Carnegie Library – heritage asset with potential to bring back into use.



### Overview

The Bradford Beck Ecology Park Character Area is situated to the east of the town centre, focused around the watercourse which runs through its centre. The Character Area comprises a 13 hectare area located to the east of Shipley railway station and the railway line, extending across the beck and up the opposite bank to encompass Crag Road and an area of housing beyond. There is also an area of new build housing at Beck View Way in the south of the Character Area.

Bradford Beck runs through Shipley to the east of the railway as it flows from Bradford city centre into the River Aire to the north. This part of the beck is mostly hidden away from public view and has poor accessibility from Shipley town centre. There is an opportunity to open this space up to provide public access, and

transform it into an attractive open space with a focus on promoting the area's ecological value.

The route of the former Bradford Canal runs through the Character Area, broadly following the route of Bradford Beck. This canal was built as an extension of the Leeds and Liverpool Canal to provide access to the industrial centre of Bradford, however it was closed for use in 1922 and subsequently filled in. There were proposals to restore the canal in the early 2000s, however this never reached fruition.

There is now a well utilised pedestrian and cycle route along the route of the former canal, which is designated as the National Cycle Network's Route 66. This connects with the Leeds and Liverpool Canal towpath to the north, and continues as a mostly segregated cycling route into Bradford city centre to the south.



## 07. Spatial Framework

### Character Area 4



Leeds Road



Dock Lane



Bradford Beck

### 01. Existing Uses

The land within the Character Area is mostly open space, although its condition varies substantially. The banks of Bradford Beck become steep slopes rising significantly to either side, making the landscape in this area distinctive and somewhat dramatic. This also presents barriers to movement given the steep gradients, and potential development is constrained as a result of this topography.

While much of this space is publicly accessible, it does not present as a welcoming open space, and its contribution to the local urban environment is poor. There is no access from the west due to the railway line and topography, meaning that access from the town centre is entirely cut off with the only available routes being via Leeds Street in the north or Valley Road to the south.

The Carnegie Library sits on the corner of Leeds Road and Crag Road in the north east of the Character Area. The building was built in 1905 following a donation by philanthropist Andrew Carnegie. It occupies a distinctive corner position of the busy road junction

and despite its heritage value has become derelict following a lack of maintenance.

Along Crag Road in the east the Character Area are a series of social housing blocks which are in a poor state of repair. They include the three blocks known as the Crag Road flats which are being considered for potential improvements by Incommunities, and a further six blocks to the east of Crag Road which are allocated in the emerging local plan for redevelopment into 30 dwellings.

Planning permission was granted in June 2014 for a substantial development covering almost all of the Character Area to the west of Crag Road. The proposal was for a Morrisons superstore in the northern part of the site, a small mixed use hub immediately to the east of the station, including a new station access, and housing within the southern part of the site. Part of the housing at Beck View Way was completed in 2018, however the permission for the remainder of the site has lapsed and is no longer being brought forward.

## 07. Spatial Framework Character Area 4

### 02. Proposed Interventions and Land Use

Bradford Beck Ecology Park has the potential to become an attractive, publicly accessible destination which provides a vastly enhanced open space close to Shipley town centre. The Character Area will support the development of housing which complements the ecology park through careful siting and design, and a focus on sustainability.

#### Creation of a new Ecology Park

The Development Framework proposes the creation of the Bradford Beck Ecology Park as a new public space. This will be within 300m of Market Square, meaning that with accompanying connectivity improvements the park will be easily accessible from the heart of the town centre. It will also help to draw people to the eastern part of Shipley, activating what is currently an underused part of the town.

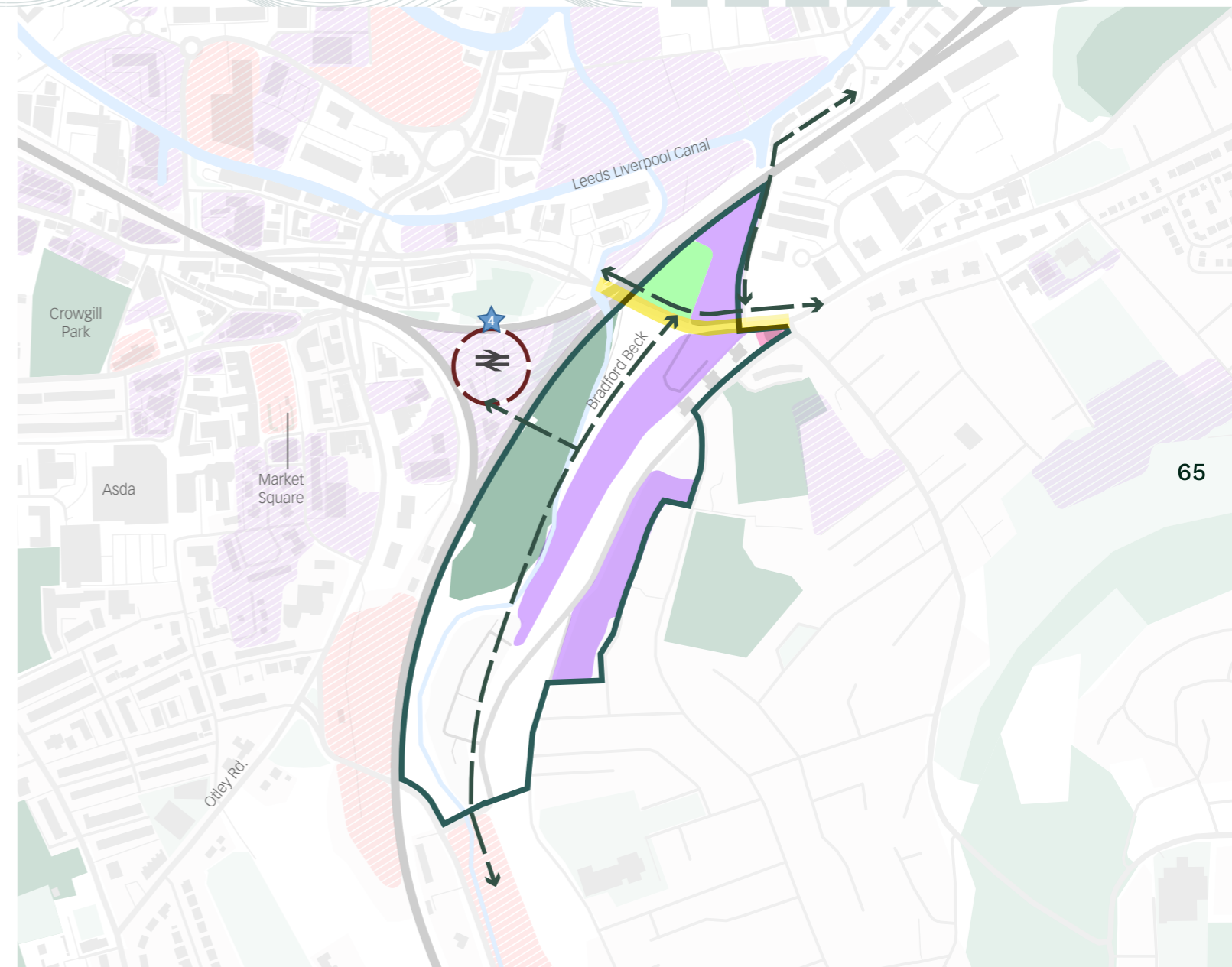
The Ecology Park will be subject to detailed design and feasibility studies to ensure that it is deliverable and to promote the best practice in sustainability. The focus will be on attracting local wildlife through habitat creation and soft landscaping which is suitable for local species. This will create a space which is specifically intended to bolster biodiversity within Shipley, contributing to wider ecological benefits throughout Bradford District by adding to the tapestry of green and blue infrastructure within the region.

The Ecology Park will be designed to provide a mix of spaces which variously cater to biodiversity and for the public to enjoy the green space.

#### Enhancing health and wellbeing

The housing and other uses which are brought forward within the Bradford Beck Ecology Park Character Area are intended to have a focus on their connection to nature and their interaction with the adjacent open space. It is envisaged that the Bradford Beck Ecology Park will become an exemplary open space which blends ecological benefits with a focus on wellbeing in an urban environment.

The Character Area will offer substantial wellbeing benefits through easy access to pleasant spaces to spend time and linger in. A focus on creating and enhancing active travel routes will encourage residents to be active and choose more sustainable modes of transport, particularly when visiting Shipley town centre which is in close proximity. The area's residents and visitors will be further enhanced by the open character and dramatic landscape of the area.



Bradford Beck Ecology Park - Proposed Development Sites and Movement

#### Key

- Mixed-Use
- Residential
- Proposed Green Space
- Existing Green Space
- Key Gateway
- Pedestrian and Active Travel Circuit
- Road Improvement Corridor
- Potential Development Sites
- Committed Sites
- Key Heritage Assets  
4. Train Station
- 4 Bradford Beck Ecology Park



## 07. Spatial Framework Character Area 4

### 03. Movement and Connectivity



#### Providing housing opportunities

Opportunity sites within the Character Area have the potential to accommodate up to 160 dwellings. They are focused along Crag Road, including an allocated site encompassing the social housing flats to the east of Crag Road, and another housing allocation covering an area between Crag Road and the railway station. Consideration of how this latter housing allocation interacts with the proposed Ecology Park will be required to ensure that the proposed uses can coexist and complement each other.

Housing will be provided at a range of tenures, with a focus on how affordable housing can be incorporated to ensure that the existing social housing tenants are not displaced from the area. Complementary uses will also be encouraged where they add to the visitor experience of the Ecology Park, especially around the proposed connection to the station.

#### Restoring the Carnegie Library

The Carnegie Library has important heritage value in this part of Shipley and should be sensitively restored. Since its construction the building has been variously used as a library, ballroom and lecture theatre, demonstrating its rich history and the original intentions of the philanthropist Andrew Carnegie.

Planning permission was granted in August 2021 for the conversion of the building to provide seven apartments for supported living. If this scheme does not come to fruition, any alternative proposal should similarly seek to restore the building as a valuable asset for the benefit of the local community in Windhill.

The active travel route along the former Bradford Canal is well utilised and maintained to a high standard as it traverses the Character Area. There are also footpaths which run to the west of the beck, however these are not suitable for people with accessibility requirements. Improving accessibility within the area will be an important intervention to ensure that the Ecology Park is suitable for all people of all abilities.

It will also be important to prioritise connections between the new neighbourhoods along the Leeds and Liverpool Canal and the existing active travel network along the former Bradford Canal. This will enable the new residents of these emerging neighbourhoods to take advantage of the existing connectivity that Shipley offers, affording convenient access by foot or bike into Bradford city centre and beyond.

The previous planning permission for the Character Area included the provision of a new underpass through the southern end of Shipley railway station, connecting both with the main station platforms and with Station Road on the western side of the station. A key intervention will be creating a new route between Bradford Beck Ecology Park and the town centre which implements a similar route through the station. This will help to connect the new and existing homes in this area and throughout Windhill with Shipley town centre.

### 04. Public Realm



► Focus on setting of Bradford Beck

► Emphasising dramatic topography

► Focal point around new station entrance / route to town centre

### 05. Design Principles and Considerations



► Sustainable design

► Sloping site will require unique solutions



Bradford Beck

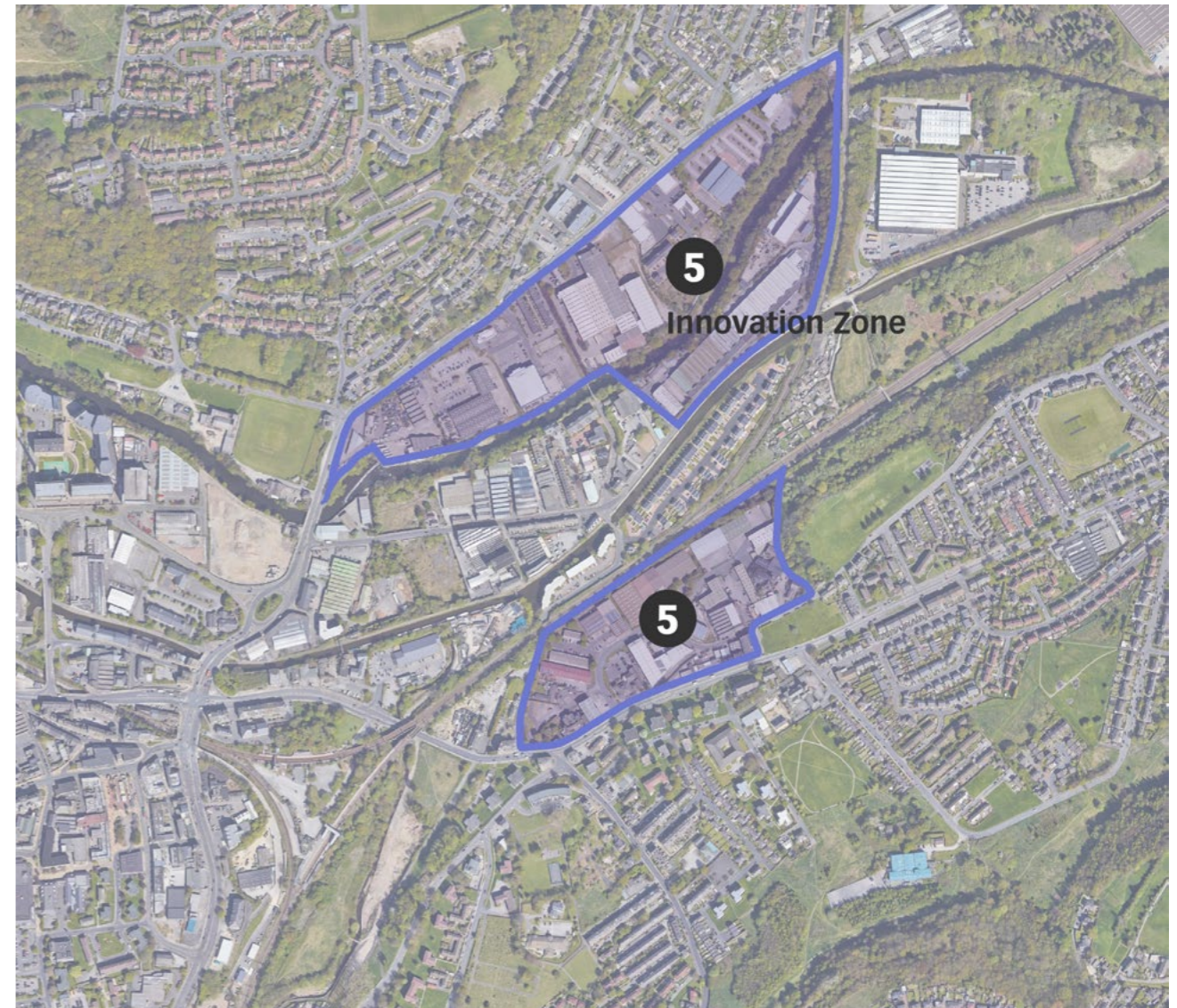
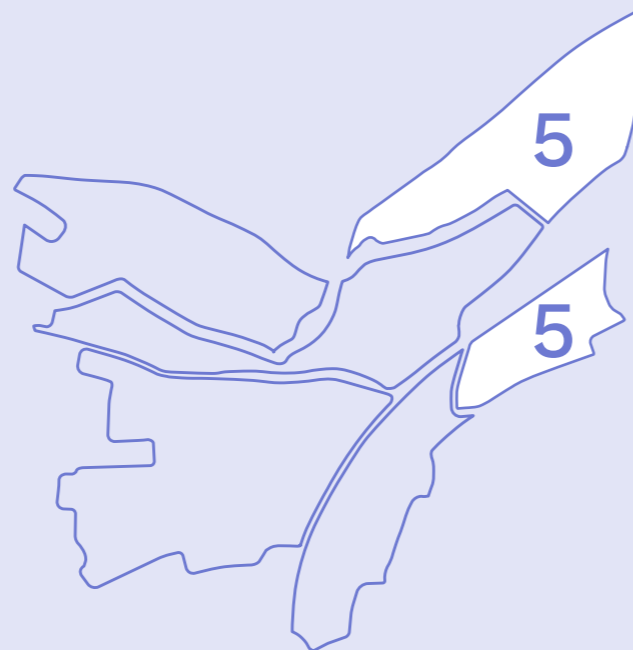
## 07. Spatial Framework

# Character Area 5: Innovation Zone

Supporting and expanding existing businesses will be a key focus of the Innovation Zone Character Area, along with attracting new businesses which may be relocating from elsewhere within Shipley.

**Key development opportunities include:**

- ▶ **Promoting industry** – Encouraging the retention and expansion of industrial uses on appropriate sites, including businesses engaged in the world-class engineering sector and other green technologies.
- ▶ **Active travel** – Ensuring that pedestrian and cycle interventions are integrated into the Innovation Zone.



### Overview

The Innovation Zone Character Area is located to the east and north east of Shipley town centre. It comprises two areas which both share the same character and land uses. The larger area is located along the River Aire as it flows towards Leeds, with its northern boundary defined by Otley Road. The smaller parcel is situated between the Airedale railway line and Leeds Road. In total the Innovation Zone comprises 23 hectares.

The Innovation Zone is the location of much of Shipley's industry and commerce, with larger plots which are home to wide variety of commercial premises. The area provides

employment for people throughout Shipley and the wider Bradford District and beyond.

Nearly all of the Character Area is within 1km walking distance of Shipley town centre and railway station. This connectivity positions the Innovation Zone as a highly sustainable location for businesses, with workers having convenient access to public transport and essential services and retail.

Most of the Innovation Zone is identified within Bradford Council's emerging local plan as falling within an Employment Zone. The larger northern area also forms part of the Shipley Business Development Zone.



## 07. Spatial Framework

### Character Area 5



Produx Engineering



Produx Business Development Zones



KD Plastics



### 01. Existing Uses

The Innovation Zone is the main location for industrial uses within Shipley and as such is home to many of its businesses. Sectors which are represented include:

- ▶ Textiles & clothing
- ▶ Precision engineering
- ▶ Logistics & distribution
- ▶ Packaging & plastic products

There are also retail uses within the Innovation Zone, including large format stores along Otley Road (Wickes, Topps Tiles, B&M Home) and several vehicle sales and maintenance businesses. There is a limited presence of offices and residential uses in the northern reaches of the Character Area close to Otley Road, along with a Nuffield Health fitness and wellbeing centre.

Within the Innovation Zone there are several vacant or underutilised sites which could be developed into industrial premises subject to undertaking appropriate technical due diligence.

The Saltaire Brewery and taproom are also located adjacent to the northern part of the Innovation Zone, drawing visitors to this part of the town and diversifying Shipley's manufacturing sector.



## 07. Spatial Framework Character Area 5

### 02. Proposed Interventions and Land Use

Development within the Innovation Zone will focus on promoting precision engineering, green industries and innovation on appropriate sites. The expansion of existing businesses will be prioritised to ensure that they can utilise their sites as efficiently as possible and remain within Shipley. Proposals which seek to modernise and upgrade premises will be supported.

The Development Framework also identifies a series of potential opportunity sites within this area which have capacity to accommodate additional businesses. This will be particularly important to ensure that any businesses which relocate from opportunity sites within the town centre can be kept within the town on sites which are suited to their needs. The Innovation Zone's sustainable location close to Shipley town centre will help to attract businesses to this location and provide a positive environment for workers.

Complementary uses will also be supported where they support the advancement of the Character Area into a thriving hub for innovative businesses, focused on advancing Shipley and Bradford's position as a leading centre for clean growth.

### 03. Movement and Connectivity

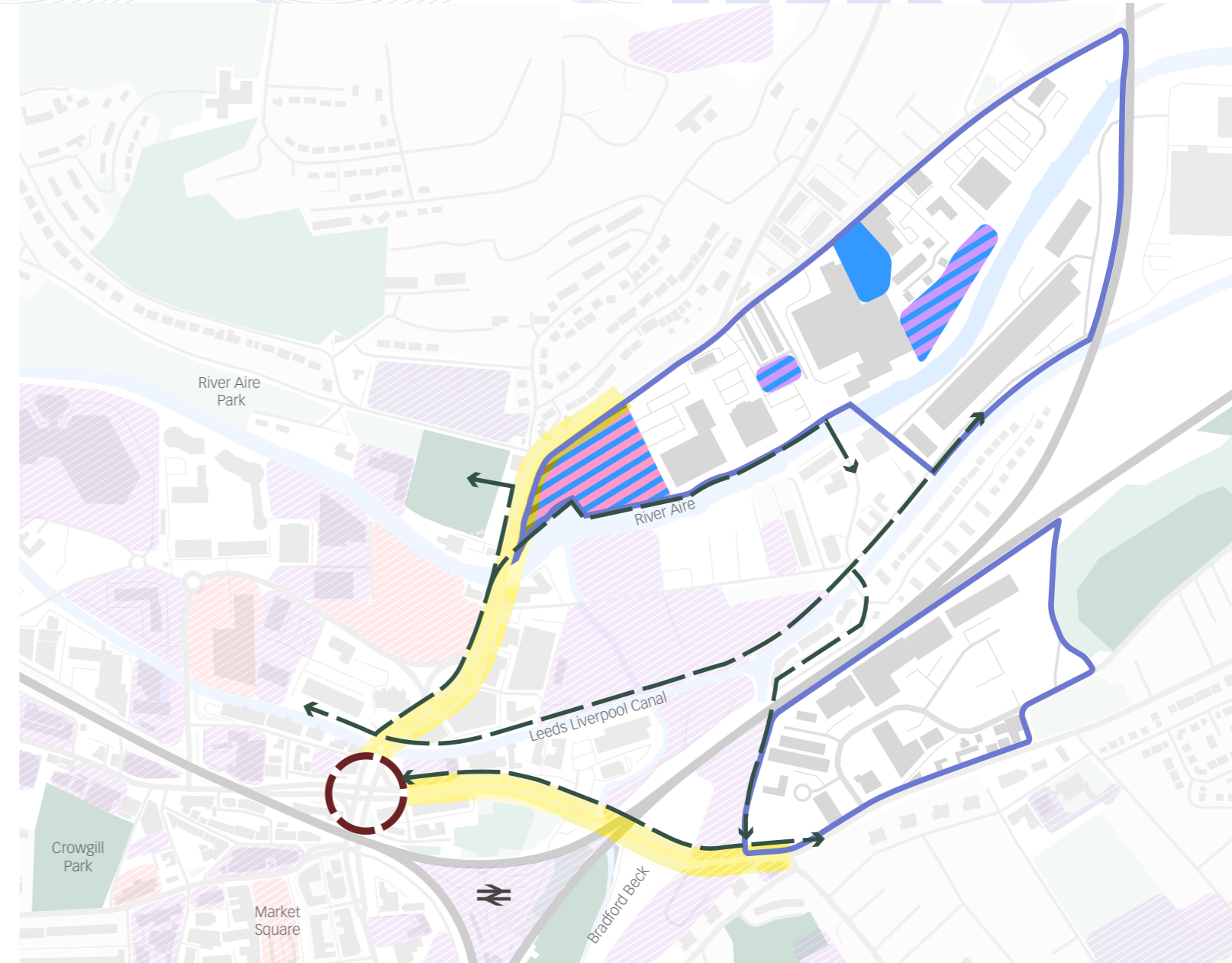
A footpath runs along the north bank of the River Aire through the Innovation Zone, connecting Otley Road with the Denso Marston Nature Reserve further along the river to the east. The path varies substantially in quality, with the section immediately to the east of Otley Road presenting as particularly poor and not welcoming to users. There is potential to improve the connections and pedestrian/ cyclist experience as the riverside path meets Otley Road through the light industrial premises at this point.

### 04. Public Realm

- ▶ Activation of riverside where possible
- ▶ Focus on interface with key arterial roads (Leeds Road, Otley Road)

### 05. Design Principles and Considerations

- ▶ Retain industrial character and encourage the adaption and retention of character buildings as well as drive forward quality standards within the area.



▶ Innovation Zone - Proposed Development Sites and Movement

#### Key

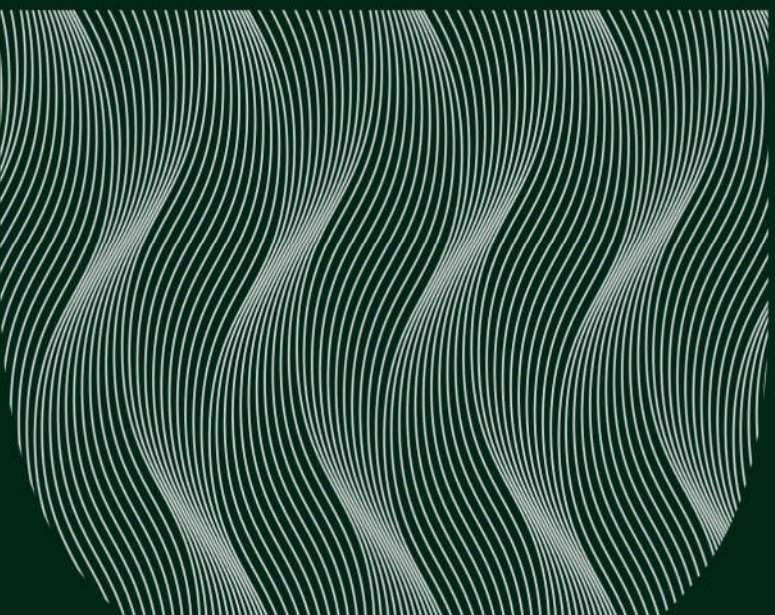
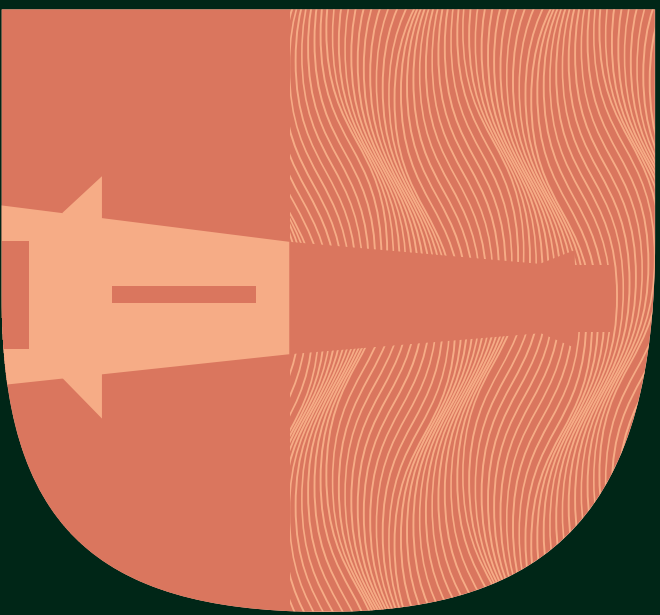
Proposed Green Space	Commercial	Key Gateway	Innovation Zone
Existing Green Space	Commercial OR Residential	Pedestrian and Active Travel Circuit	Potential Development Sites
Committed Sites	Commercial OR Mixed-Use	Road Improvement Corridor	





# Bingley

DRAFT DEVELOPMENT FRAMEWORK



CBRE Limited on behalf of City of  
Bradford Metropolitan District Council  
October 2023

**CBRE**

# Invest in Bingley

A sustainable market town



CHAPMAN TAYLOR

Gillespies



City of  
**BRADFORD**  
METROPOLITAN DISTRICT COUNCIL

**CBRE**

# Foreword

## ‘Bingley – a sustainable, revitalised heart’

Bingley has all the ingredients to create a thriving and sustainable live/work community. The strong-knit local community coupled with a good mix and diversity of uses, and excellent transport connections means that Bingley is already an attractive place in which to live, work and make the most of the leisure amenities on offer. Bingley, a traditional market town prospered during the Industrial Revolution, benefiting from the Leeds and Liverpool Canal and its' location, linking Bingley with Skipton and the City of Bradford. Woolen and worsted mills then followed, attracting key workers to reside in the growing town.

This heritage still remains to this day, with Bowling Green Mills successfully adapted and re-used for modern industrial needs by Damart, providing a key landmark within the town, and Bingley Market, provides a ranging Market offer each week. Bingley also attracts in a number of visitors each year – visiting the impressive Five Rise Locks, a feat of engineering, and makes the most of the wider amenity on offer as part of the St Ives Estate.

Despite this, there is the opportunity for Bingley to offer even more, with some key moves and interventions which could attract in further inward investment into the town. Bingley's Draft Development Framework (DDF) identifies the potential for new development and investment within the heart of the Town Centre and Market Square, as well as enhancing the walking and cycling links between Bingley's already attractive assets.

The DDF identifies key constraints and opportunities for change, recognising those opportunities which are already identified within Bingley's emerging Neighbourhood Plan and serving to complement and support these.

Over the next 15-20 years, the Development Framework will help the Council deliver our ambitions for Bingley, delivering transformational change, both in terms of the built environment as well as generating social and economic benefits for existing residents and businesses within Bingley. This DDF sets out how these benefits could be realised through the identification and prioritisation of development sites, opportunities to improve connectivity, amenities and public open spaces.

Bingley needs a clear long-term vision, which this Development Framework will provide, alongside public sector investment to unlock these opportunities, and appropriate channel future inward investment. We need to provide for new housing sites, bolster Bingley's already thriving independent shops and eateries and create the opportunities for new high-quality employment, supporting our existing businesses and scope for them to expand and grow as their needs change.

All of this will take time to be delivered, but this DDF is the start of setting out a long-term vision for Bingley, which will help secure its' long-term economic growth.

**Bingley** will achieve its' full potential as a **thriving** and **sustainable market town**, with a revitalised **Market Square** and **public realm**. A more diverse and **high-quality residential offer** will be encouraged to bring **new residents** into the town, attracted to the **amenity** and **independents** that line Bingley's high street. Bingley will have an **improved leisure offer**, with the re-opening of **Bingley swimming pool** alongside a **boutique hotel** which will repurpose **Bingley's Grade II listed Town Hall**, supporting Bingley's visitor economy. Alongside this, Bingley's attractions will be better connected – by facilitating more **walking and cycling routes** linking together **Bingley's Five Rise Locks**, **Myrtle Park**, the **River Aire** and **Betty's Wood**.



## Foreword

This vision aligns with the adopted Development Plan is underpinned by a series of guiding objectives:

### 01 A sustainable, family-friendly town

Building on its' existing character and quality offer, promoting Bingley as a well-connected and asset rich town, suitable for young professionals and families, including a good mix of employment and residential opportunities.



Five Rise Locks

### 02 Ensuring high-quality and efficiency in design

Repurposing of existing assets and brownfield sites to achieve appropriate densities that take full advantage of Bingley's excellent transport connectivity, ensuring efficient use of land and quality place-making, particularly at key gateways.



### 05 A 'health-focused' destination hub

Promoting Bingley's offer accessibility to key green and blue assets and exploiting its' potential as a destination for music festivals and walking, and potential for a future town 'spa'.

### 03 Enriching Bingley's heart

Enhancing Bingley's town centre and square to create a flexible events space for key activities, encouraging 'café culture', and making the most of the existing Food & Beverage offer.

### 04 A green and healthy environment

Low carbon to be embedded into new development, to align with Bradford's Clean Growth agenda, promoting sustainable travel solutions and improving access to Bingley's countryside, such as St Ives, the River Aire and Five-rise Locks.

The vision and objectives are supported by key development principles and a indicative spatial framework for Bingley. This identifies seven Character Areas across Bingley and puts forward potential interventions, from both a development and place-making perspective, that could be adopted by the Council, key landowners and developer partners to help realise the vision.

We look forward to hearing your views on this ambitious vision for Bingley and working collectively to shape our plans for the future.



**Councillor  
Alex Ross-Shaw**  
City of Bradford  
Metropolitan  
District Council

## The Draft Development Framework proposes:



# 200

NEW HOMES, PROVIDING HIGH-QUALITY HOUSING FOR FAMILIES, YOUNG PROFESSIONALS AND OLDER PEOPLE



# 1 HA

NEW AND ENHANCED PUBLIC REALM, INCLUDING AN ENHANCED MARKET SQUARE WITHIN THE TOWN CENTRE



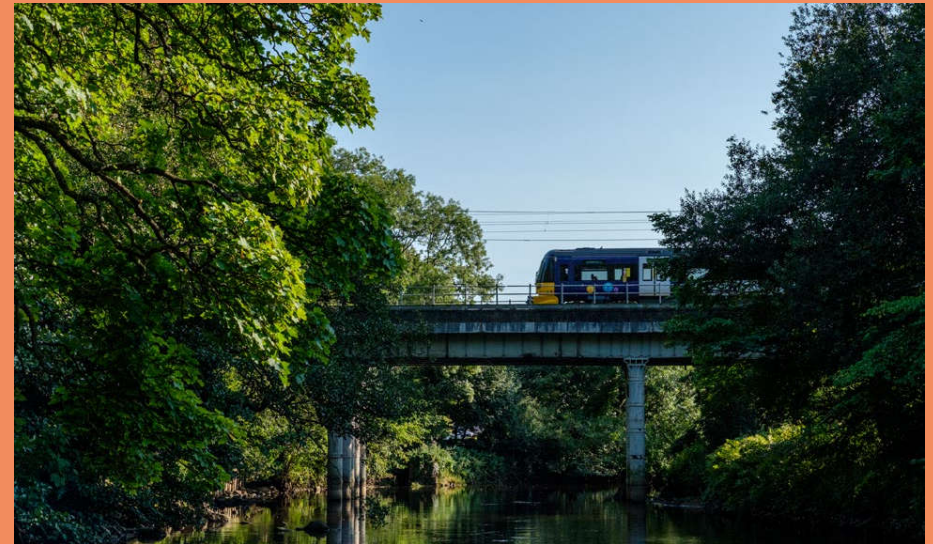
NEW ACTIVE TRAVEL ROUTES, IMPROVING THE EXPERIENCE FOR WALKING AND CYCLING



A MORE PERMEABLE AND CONNECTED TOWN CENTRE, WITH DIRECT LINKS FROM BINGLEY RAILWAY STATION



A NEW LEISURE-LED DEVELOPMENT COMPRISING THE REFURBISHMENT OF BINGLEY SWIMMING POOL ALONGSIDE A BOUTIQUE HOTEL WITHIN A REPURPOSED TOWN HALL



▀ Bingley - a highly connected place



# 06

# Development Principles





## 06. Development Principles

A series of guiding development principles have been established which are cross-cutting and align back to the vision and strategic objectives, and respond to the strategic and local context. These principles are considered within each Character Area.



**Development Principle 1:**  
Bolstering economic growth



**Development Principle 2:**  
Celebrate and enhance designated heritage assets



**Development Principle 3:**  
Provide beautiful and characterful architecture and placemaking



**Development Principle 4:**  
Put people and families at the heart of regeneration



**Development Principle 5:**  
Achieve the highest standards of sustainable design and biodiversity net gain



**Development Principle 6:**  
Promote new inclusive and accessible routes and public spaces

## 06. Development Principles

### Development Principle 1: Bolstering economic growth



#### Building on Bingley's independent scene and diversifying range of uses

At present Bingley town centre provides a mixture of uses, with a selection of independent retailers and food & beverage outlets, particularly along Main Street. The 5 Rise is Bingley's main shopping centre and is currently fully let, with a mixture of grocery, health & beauty, discount and charity shops, in addition to a number of national food & beverage retailers.

Building upon Bingley's selection of independent retailers and food & beverage outlets, development within Bingley town centre will continue to provide for a diverse range of uses beyond a traditional retail offer, to broaden the town's appeal to prospective visitors, and create a reason for people to visit and spend time in Bingley.

There have been increasing vacancies in the area, with vacancy rates in Bingley increasing from 10.24% in 2022 to 11.54% in 2023. Compared to Ilkley, which has a vacancy rate of 7.42%<sup>1</sup>. Whilst this can be partly attributed to the affluence of the area, it is also in part due to the diverse offer and experience of visiting Ilkley which draws in more visitors and increases dwell time. Building upon Bingley's mix of uses within Bingley's retail core, including an improved leisure offer, will help to start to address this.

Any development coming forward therefore needs to consider a mix of uses to appeal to a broader demographic, encouraging a range of activities to encourage visitors to Bingley.

The specific mix of uses will be determined by the market, but key sites (as highlighted within the spatial framework) could be catalysed by public sector intervention. This includes the proposals to convert Bingley Town Hall into a hotel and refurbishment of Bingley Pool to create a hotel and leisure offer at the heart of the town centre, encouraging more people to visit and spend time in Bingley.

#### Delivering a new housing offer

There is a need for new homes within Bingley town centre and the wider area to meet local housing need and provide a range of tenures and house types. Parts of Bingley have an ageing population, and therefore the existing housing stock needs to be expanded, both to serve these existing groups and to attract a wider demographic to Bingley, maximising the opportunity for people to live in a strategic location which is well connected by rail services. At the same time, it is important to ensure that Bingley caters for the more vulnerable groups and supports the improvement of Bingley's existing housing stock, including updating poorly maintained and inefficient older housing stock, and the provision of affordable housing.

The spatial framework identifies sites which could come forward for new housing development, and make the most of Bingley's strategic location. Increasing the local population of Bingley will support the provision of new and improved services and amenities within Bingley town centre, helping to generate more footfall and disposable income.

#### Mix of Housing Types

The centre of Bingley is characterised by a mixture of tightly packed Victorian terraced houses and apartments, a large proportion of which have been converted from former Victorian mill buildings. Towards the north-east of Bingley, the area becomes more suburban in nature, with a number of more modern semi-detached and detached properties. The proposed housing mix should be mixed, to provide a broader range of unit sizes, including mid-rise apartment buildings and low-rise detached properties. The conversion of existing buildings will also be supported subject to viability, including the opportunity to include residential uses within the upper level of commercial buildings.

Affordable housing will be actively encouraged to be included within new residential proposals, in line with existing planning policy.

Subject to market analysis and locational requirements, Build to Rent accommodation is also appropriate to come forward within Bingley, making the most of the sustainable transport connections.

#### Employment Land

Redevelopment and consolidation of some existing employment sites, where appropriate, will be considered for alternative uses, such as residential, in line with adopted planning policy.

<sup>1</sup> Vacancy rates recorded in July 2023 by BMDC's Economic Development team.



## 06. Development Principles

### Development Principle 2:

Celebrate and enhance designated heritage assets



### Diverse Urban Setting

Bingley contains a range of different urban settings and distinct character areas, ranging from the low-rise tight grid patterns of Victorian terraces and sprawling suburban cul-de-sacs, to the large scale waterside mills. Bingley's regeneration should draw upon these urban settings, ensuring that development proposals respect and seek to contribute positively to the distinctive character of each area.

### Celebrating Heritage Environment

There is an opportunity to improve, promote and enhance Bingley's unique qualities to encourage footfall, increase dwell time, and promote the area as a place people choose to live, spend time in or work within. This includes enhancing Bingley's heritage assets, including the Grade II\* listed Five Rise Locks and the Grade II listed engine house and chimney at Bowling Green Mill, Church of England First School, Old Main Street properties and the Former Tannery buildings. Maintaining and improving other attractive distinctive local buildings which are not listed will also be encouraged.

### Repurposing Heritage Assets

Heritage and locally-distinct buildings will be encouraged to be re-used, where this is viably feasible. Of particular prominence are the various mills and warehouses which can be found mainly along the Leeds and Liverpool Canal, such as the partially Grade II listed Bowling Green Mill. Similar to schemes completed in this area in the early 2000s, these buildings provide an opportunity to deliver high quality commercial and residential spaces which celebrate their industrial heritage.

There are a wealth of buildings within Bingley which are strong examples of the historic vernacular building style, which is typically a mixture of two-storey sandstone cottages and two to three storey sandstone buildings with decorative sandstone frontages, particularly along Main Street. While many of these buildings are well occupied, opportunities for sensitive repurposing should be welcomed where proposals would optimise their use and return them to a good condition.

Scenic Landscape Bingley





## 06. Development Principles

### Development Principle 3:

Provide beautiful and characterful architecture and placemaking



The Council will advocate and promote good quality design, through adhering to key urban design principles as set out within the Homes and Neighbourhoods: A Guide to Designing in Bradford SPD and the emerging Bradford District Design Code. Government guidance on 'Building Beautiful' and the National Design Guide's 10 characteristics of well designed places can also help individual schemes to deliver the required level of quality and consider sustainability, quality of design, layout, and materials.

New development within Bingley will need to:

- ▶ Consider people with disabilities in terms of accessibility around buildings and the inclusion of considerate welfare facilities.
- ▶ New homes should achieve the Homes Quality Mark and adhere to the Nationally Described Space Standards to ensure suitable room sizes within dwellings.
- ▶ Adopt a fabric-first approach to minimise heat loss or heat gain, maximise the use of natural light, include low energy lighting systems, and include low temperature heating and cooling systems based on heat pumps where practicable.
- ▶ Maximise the use of land through efficient building layouts.
- ▶ Use materials that: respond and enhance the existing palette of colours in the surrounding vicinity; are of high-quality; and complement and respect heritage assets.

- ▶ Preserve key views and make the most of gateway locations through appropriate scale and massing of development. Where development could have an impact on key views associated with a heritage assets, a townscape and visual impact analysis may be required to support the planning application for the proposed development.

- ▶ Encourage active frontages including supporting active uses at ground floor levels to promote vibrancy and footfall, particularly for those sites within the defined town centre boundary. This will help encourage a mix of activity throughout the daytime and evening and provide a mix of uses which support existing and proposed residential communities.



10 Characteristics of Well Designed Places  
(National Design Guide Extract)

### Wayfinding

An improved clear legible wayfinding strategy will be introduced across Bingley to direct pedestrians and cyclists, particularly between the train station and Main Street.

### Public Art and Play

Place-making through the inclusion of public realm or public art will also be considered, which will integrate Bingley's industrial heritage and cultural assets to provide interest and support legibility of the place and wayfinding.

Suitably located benches and places to dwell will also be provided throughout areas of public realm.

▶ Bingley Train Station



<sup>5</sup> [https://www.udg.org.uk/sites/default/files/publications/files/14JULY20%20BFL%202020%20Brochure\\_3.pdf](https://www.udg.org.uk/sites/default/files/publications/files/14JULY20%20BFL%202020%20Brochure_3.pdf)



## 06. Development Principles

### Development Principle 4:

Put people and families at the heart of regeneration



### Safe and Inclusive Spaces

Bingley is a small town with a strong community spirit, with a number of local volunteering and community organisations. Therefore this framework seeks to promote Bingley as a place which is inclusive to all, regardless of age, gender, ability, or cultural background. This can be achieved through purposeful engagement with local people of all demographics through every stage of the development process, from the production of this framework through to the delivery and operation of each phase.

Operational measures such as regular cleaning and maintenance, CCTV cameras, security patrols and proactive policing are important factors in ongoing safety, however in order to be truly inclusive all buildings and public spaces should include public safety as a primary consideration from the earliest phases of design. They should also consider how to foster a tangible perception of safety for their users.

Features which will help to promote public safety include active frontages and overlooked spaces, which provide 'eyes on the street' to deter crime. Ensuring that buildings and street layouts are sensible and logical helps people to navigate safely and confidently while also reducing the risk of security blind spots. Sufficient and widespread street lighting is essential for people to feel safe while walking in the evenings and at night time.

### Family Friendly

Spaces will be designed to specifically to cater for families and children to ensure that Bingley's regeneration is accessible to all, including young families. Pedestrian and cycle routes will be designed with families and children in mind, making sure that footpaths can accommodate parents with prams, and cycle lanes are suitable for younger and less confident cyclists.

The redesigned Market Square will become a hub for families by providing a more usable space for families at the heart of the town centre. This will be integrated with the outdoor farmers market to create a thriving destination which offers excitement for parents and children alike. A new public toilets and changing place have recently been refurbished adjacent to the Market Square, ensuring that people of all abilities will be able to access and enjoy the town centre.



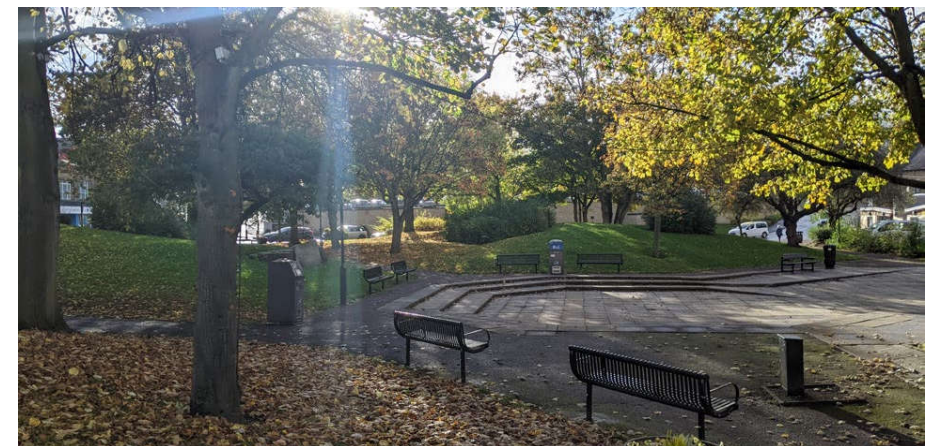
Family Friendly

### Social Value

The framework aims to put people at the heart of regeneration by embedding social value into all development proposals. This will require thorough engagement with the community to identify what social value looks like for Bingley, and what interventions will benefit local people the most. Bradford Council will coordinate a unified approach to delivering social value through collaboration with investors, developers, local residents, businesses and other community stakeholders.

Examples of how social value can be embedded into development proposals include measures to:

- ▶ Incorporate community facilities and publicly accessible spaces within developments which can be used and enjoyed by local people.
- ▶ Partner with businesses in the community through supply chains and procurement.
- ▶ Employ workers from the local area during a project's construction phase.
- ▶ Engage with local schools and colleges to provide commercial insight and opportunities for work experience.
- ▶ Support local initiatives spearheaded by community organisations and volunteers.

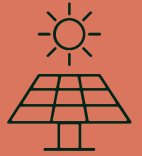


Public Space

## 06. Development Principles

### Development Principle 5:

Achieve the highest standards of sustainable design and Biodiversity Net Gain



### Clean Growth

Bradford Council declared a climate emergency in 2019, identifying it as the defining issue for local government requiring urgent and significant action. This declaration included a commitment to growing the green economy through new jobs, investment and innovation focusing on sustainable economic growth. Bradford Council subsequently joined the Leeds City Region Climate Coalition which aims to achieve net zero carbon by 2038.

Bradford Council issued the Sustainable Development Action Plan in 2020 to set out the actions that it proposes to take in order to tackle the climate emergency.

**These actions are arranged around three key areas of activity:**

- ▶ **Leading by example with a focus on embedding climate action into strategic planning, key strategies, procurement and financial decisions.**
- ▶ **Leading with partners and communities through collaboration to promote environmental resilience and ensure sustainability in new development and infrastructure.**
- ▶ **Making the case for change through strengthening the case for sustainable development and positioning Bradford as the right place to invest in clean growth.**

Development proposals within Bingley should seek to promote clean growth in alignment with Bradford Council's approach to climate action. A focus on sustainability should be closely incorporated into each scheme's design at an early stage to maximise the resulting benefits and mitigate the environmental impact as far as possible.

### Biodiversity Net Gain

The Environment Act 2021 introduces a requirement for development proposals to demonstrate a minimum of 10% net gain in the site's biodiversity value. This will come into force in January 2024, or April 2024 for small sites. In practice, the requirement for Biodiversity Net Gain (BNG) means that schemes will need to leave the natural environment in a measurably better state than it was beforehand, with an uplift of at least 10%.

The emerging Bradford District Local Plan adds further detail around how development can promote biodiversity in the varied habitats and environments present within Bradford District. It sets out that proposals should seek first to achieve BNG within the development site. Where this is not possible, BNG should be provided in alternative locations in the immediate vicinity, followed by strategic areas within Bradford District. Interventions should focus on boosting local biodiversity profiles, and consider their impacts on social wellbeing.

Development in Bingley should, as far as possible, seek to incorporate this uplift on site and through close collaboration with the local

community. The positive enhancement of local wildlife and habitats within the town and its environs represents an important feature of successful regeneration which delivers tangible local benefits.

### Sustainable Design

Development proposals within Bingley should promote sustainability at all stages of design. This begins with utilising brownfield sites for development to make the best use of previously developed land. There is brownfield land suitable for redevelopment within Bingley, particularly around the Leeds and Liverpool Canal. The climate impact of regeneration can be reduced substantially by focusing new development on brownfield sites in these areas.

Where brownfield sites contain existing buildings, options for repurposing the space should be explored in favour of demolition, if an appropriate alternative use can be found. Factors including the building's condition, structural safety, layout, form and contribution to its surroundings should be taken into consideration to ensure that the resulting scheme is high quality.

If a building is not in a suitable condition to be reused, retrofitting can deliver substantial environmental benefits compared to demolition and redevelopment. This is largely because all of the materials in the existing building will need to be disposed of, with concrete being particularly problematic due to its high carbon content. The construction materials used in the new development also carry their own carbon footprint. When

retrofitting, the embodied carbon of the existing building can be retained, reducing the development's waste and minimising requirements for new materials.

Where developments propose new buildings, they should have a focus on sustainable design. Development proposals should consider layout and massing to maximise sunlight and daylight, utilise sustainable building materials wherever possible, include sustainable urban drainage systems, and promote active travel for all residents, workers and visitors.



▶ Sustainable Design Housing



## 06. Development Principles

### Development Principle 6:

Promote new inclusive and accessible routes and public spaces



### Accessibility and Connectivity

Bingley already benefits from an excellent strategic location, with key destinations such as Bradford and Leeds are easily accessible by road, rail, bus and pedestrian/cycle routes. The connections within the town itself are less successful, with poor legibility between Bingley train station, and the rest of the town, and a lack of active travel infrastructure within the town.

An important feature of Bingley's regeneration will be to deliver improved connectivity in the town, with a focus on linking key nodes within and around the town centre. Providing safe and convenient connections in this way will help to combat social exclusion, which occurs when individuals are not able to access the facilities services they need day to day due to physical and psychological barriers to movement. Addressing these barriers will be central to this framework, with interventions in each Character Area identified to deliver tangible improvements to people's ability to access key services and amenities.

Development proposals should contribute to making Bingley an inclusive place which is accessible to all. This requires developments to ensure all buildings and public spaces are fully accessible to those with mobility impairments, and also to consider how the urban environments which are created and enhanced are attractive, safe and embody a sense of ownership for the people who use them.

### Promoting Active Travel

Around 28% of Bingley Town (MSOA) residents do not have access to a car, with higher levels of 50-60% seen within parts of the town centre. This is in part due to the high-quality public transport options available in these areas, however it also reflects the socio-demographic make-up of the town, with areas suffering from higher levels of deprivation also having less access to private vehicles.

Therefore it is important that this sizeable proportion of residents without car access are sufficiently provided for through extensive and safe routes for walking, cycling, and other forms of micro-mobility. Pedestrians and cyclists, including those with restricted mobility, should be given priority wherever possible to ensure that developments create a welcoming environment which is designed for people, rather than only for vehicles.

A common challenge throughout Bingley is the prioritisation of road space, with key routes such as Main Street currently dominated by the private vehicle, leaving less space for pedestrian and cycling infrastructure. This is a typical challenge in towns and cities across England and around the world, however in each case the solution requires an understanding of local behaviours and patterns of movement.

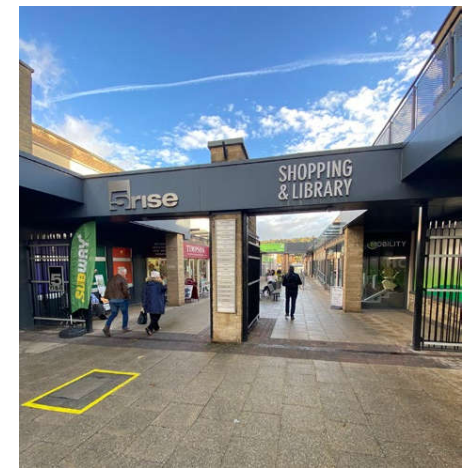
Proper engagement with local people is vital to ensure that interventions to promote and facilitate active travel are appropriate and are likely to be successful at providing safe journeys for those walking and cycling. In doing so, this is likely to further reduce private car use and result in benefits through reducing both local pollution and carbon emissions.

### Provide new spaces for the community and visitors to enjoy

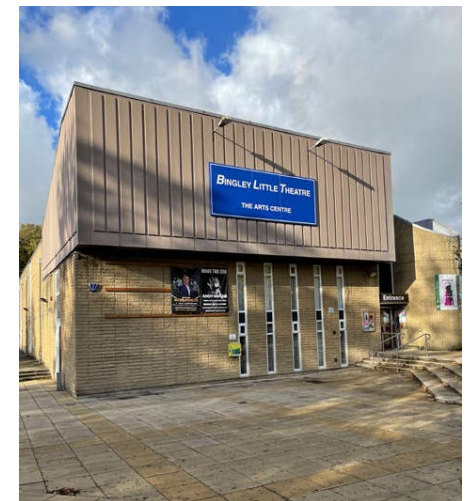
The framework will support the enhancement of existing public spaces within Bingley, such as Market Square, along with the creation of new open spaces wherever possible as part of development proposals. Providing spaces where people feel comfortable and engaged will help to promote Bingley as a desirable place to visit and spend time in. This requires careful attention to the appearance, activation and safety of public spaces and routes throughout the town centre to provide a well thought out visitor experience.

The redesigned Market Square at the heart of the town centre will provide a family friendly, affordable and flexible space which will act as a centrepiece to showcase the heritage and cultural assets in Bingley.

Other important public spaces which can be enhanced to form a positive contribution to the urban setting include the proposed new active travel circular route, along the River Aire and Leeds and Liverpool Canal to create an attractive route for active travel uses to showcase the heritage and landscape assets of Bingley.



5 Rise Shopping Centre



6 Bingley Little Theatre

# 07

# Spatial Framework

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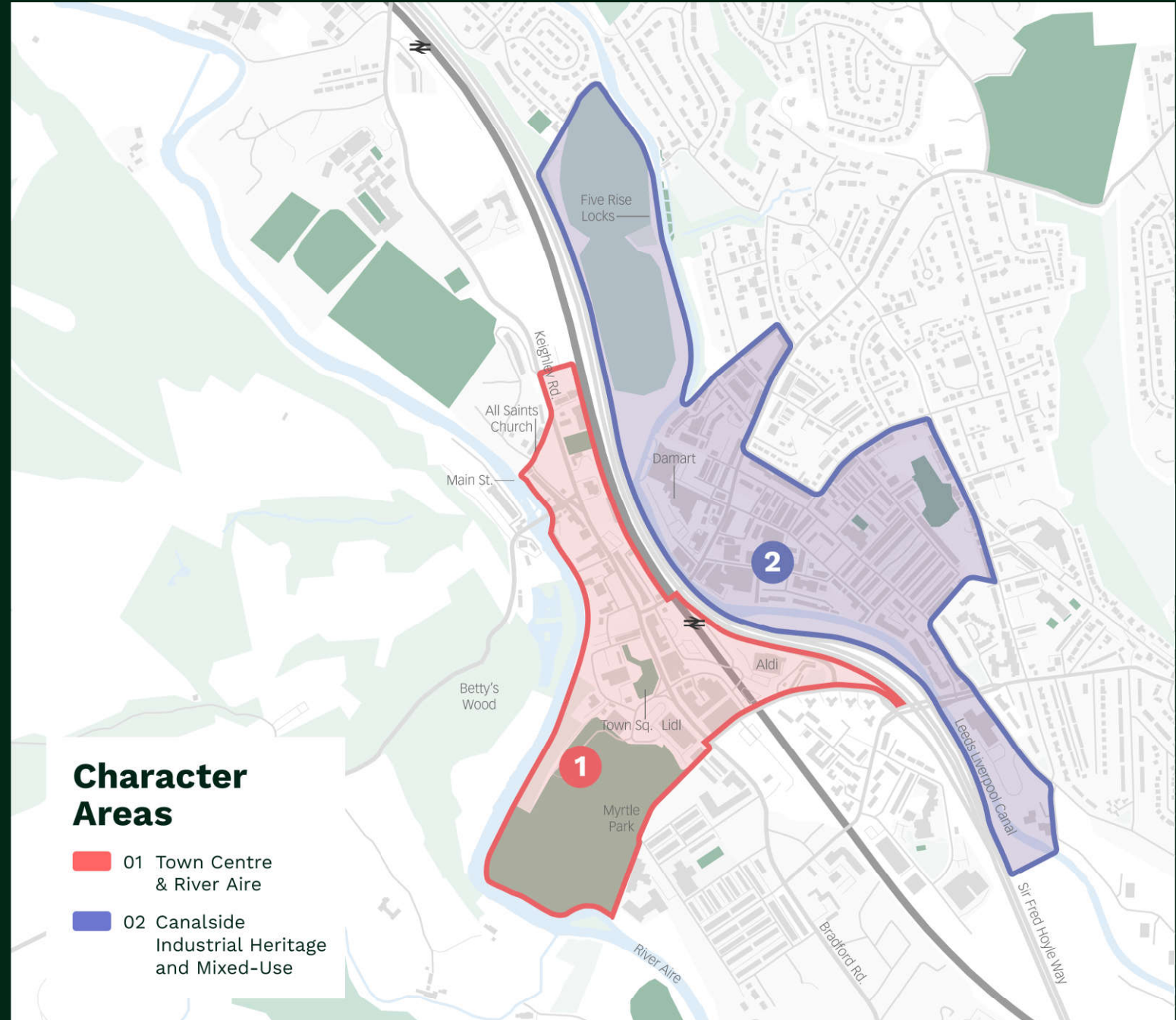
07. Spatial Framework

# Character Areas

Two Character Areas have been defined for **Bingley** which recognise the existing qualities and character within each area as well as the character and type of uses that could be provided as part of the **future vision of Bingley**.

The proposed interventions within each of the Character Areas are indicative; the delivery and phasing will be dependent on funding availability, scale of public sector intervention required, market appetite and landowner aspirations and requirements. This spatial framework however demonstrates how the overarching vision could be achieved over the time horizon set out within this Development Framework.

The following sections set out the specific Character Areas in more detail, outlining the development opportunity and approach in terms of transport and movement and public realm.



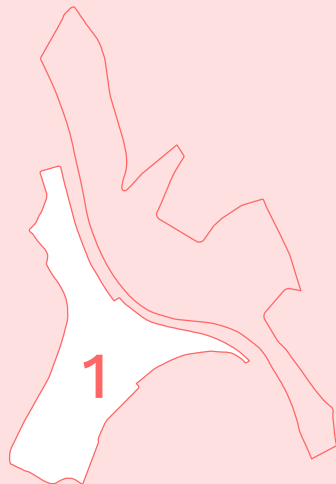
## 07. Spatial Framework

# Character Area 1: Town Centre & River Aire

The area is characterised by retail uses along Main Street, including the 5 Rise Shopping Centre which is complemented by a range of independent shops and services. There is also an ALDI and Lidl with significant amounts of surface level parking for shoppers. Positively, there is a relatively large food & beverage and independent retailer offer within the town centre.

### Key development sites include:

- ▶ **Main Street** – Reprioritisation of Main Street to reduce vehicular dominance and create a more attractive environment for pedestrians and cyclists.
- ▶ **Bingley Railway Station** – Relocation of car parking to provide improved public realm within the station forecourt and a new business/retail space in a central location, plus improved active travel connections into the town centre, to create a more welcoming arrival to the town.
- ▶ **Introduction of Leisure Uses** – Change of use from town hall to hotel to showcase an attractive heritage asset and provide a place for tourists visiting nearby attractions to stay and visit Bingley. This will include improvements to the Bingley Swimming Pool so that it can be re-opened and to reintroduce leisure uses into the town centre.
- ▶ **Bingley Town Square** – Reconfiguration of the town square to provide improved green/ public space within the heart of the town centre.
- ▶ **Residential Uses** – Provision of new residential uses along Main Street and to the rear of Bingley Little Theatre, to increase footfall into the town centre, benefitting from the Riverside setting.
- ▶ **New Active Travel Route** – Introduction of new active travel circuit along the River Aire and Leeds and Liverpool Canal to create an attractive route for active travel uses to showcase the heritage and landscape assets of Bingley.



## Overview

The Town Centre & River Aire area comprises of 24ha of land, which encompasses the Primary Shopping Area, the Market Square and Bingley Railway Station. The character area is bound by the Leeds Bradford Railway to the north, Ferncliffe Rd to the east and the River Aire to the south and east.

The character area comprises a mix of existing uses including primary retail and town centre uses, civic uses (including Bingley Town Hall), leisure uses and Bingley Town Square, a key area of public realm in

the town, Myrtle Park which provides a key area of amenity greenspace within the town centre, and some small pockets of industrial uses along Main Street.

Main Street is a vehicle dominated environment, which creates a barrier to movement between the east and west of the town centre for pedestrians and cyclists, including access to Bingley Railway Station.



## 07. Spatial Framework

### Character Area 1



Bingley Town Square



Aldi Bingley



Myrtle Park

### 01. Existing Uses

The character area is dominated by retail uses. Bingley 5 Rise Shopping Centre occupies a large floorspace at the south eastern end of Main Street providing the main shopping centre for the town, with 18 units over 62,000sq.ft. It was opened in 2009, following redevelopment of the previous Myrtle Walk shopping centre which was built in this location in 1973. It includes some national retailers and Food & Beverage provision – including Boots, Home Bargains, Subway and Costa, as well as a Co-op convenience retail store and provides home to Bingley library. The first floor units have also recently been converted into residential units, to help to activate the space and diversify uses. The remainder of Main Street is made up of a mixture of national and independent retailers, alongside a number of food & beverage vendors.

Bingley Town Square is an open landscaped area of public realm to the south of Main Street, which is home to an open air farmers market held once a month, as well as a weekly artisan market. Civic and leisure uses surround this town square, including Bingley Little Theatre, Bingley Town Hall and Bingley Swimming Pool/ leisure centre.

Bingley Railway Station is located to the east of Main Street, on Wellington Street, and occupies a Grade II listed building.

Bingley Town Square is located in the centre of the town and hosts a monthly farmers market. It is surrounded by civic and cultural uses, including Bingley Little Theatre, Bingley Town Hall and Bingley swimming pool. The square does not fulfil its full potential, due to the split levels and features which constrain the flexibility to host events. In addition, Main Street runs adjacent to the town square and is impacted by vehicular dominance, diminishing the pedestrian experience and creates a disconnect between the east and west of the town centre.

Myrtle Park is an attractive Edwardian park and gardens, which sits to the south of Bingley town centre. It is a large park containing a number of facilities in addition to large areas of open space, such as tea rooms, skate park, tennis and basketball courts, children's play area, an aviary and bandstand. The park has also hosted a number of events over the years, including the Bingley Agricultural Show and Bingley Festival.



## 07. Spatial Framework Character Area 1



02.

### Proposed Interventions and Land Use

The Town Centre & River Aire area provides a significant opportunity for change. A key objective is to provide a more diversified town centre, creating a more experiential offer and driving footfall into Bingley town centre. There is an ambition to increase the number of local residents accessing the town centre, both by improving connectivity across the town centre to the east, and through providing additional residential uses within the town centre itself, making the most of brownfield land opportunities.

Key interventions include:

#### A Richer Core / Community Hub

Diversification of the existing town centre offer to provide leisure, hotel and commercial uses, to create a dynamic and thriving town centre that meets local resident's day to day needs, whilst providing a range of experiences to help drive footfall. In turn, this improved amenity will also help to attract new residents to want to reside in Bingley, further increasing footfall in the town centre.

Creating an experiential offer within the town centre which build upon Bingley's existing independent scene and events such as Bingley Festival to create a strong sense of community amongst local residents.

#### Re-Prioritisation of Main Street

Improvements to Main Street to re-prioritise away from vehicular traffic and towards pedestrians and cyclists, both to promote active travel modes within the town centre and to create a more attractive experience for visitors. Reducing the barriers to movement between the railway station and retail uses in the north east and the civic uses and green spaces to the south west of the town centre is a core aim.

#### Improved Public Realm

Reconfiguration of the town square to make full use of the space and provide a central green space within the town centre.

Relocation of car parking at Bingley Railway Station to create an area of attractive public realm at the station forecourt, to provide a more welcoming environment for those arriving into Bingley via train, and also enhance the Grade II listed station building. A key intervention, aligned with this, is to create improved connections and wayfinding between the train station and town square.

#### Town Centre Residential Offer

Provision of new high-quality residential uses within walking distance of the town centre, to attract young professionals and families looking to live within commuting distance of key locations such as Bradford and Leeds. Increased residential uses will help to drive footfall and spending, whilst helping to create an active and thriving town centre environment.

#### Environmental Improvements to 5-Rise Shopping Centre

The 5-Rise Shopping Centre occupies a prominent location within the town centre, acting as the gateway into the town and primary retail area. There is the potential to enhance the appearance of the centre, encourage more active ground floor uses where these front onto Chapel Lane/ Ferncliffe Road and addressing the existing blank facades. Over time, upgrades may then support and encourage broader uses to be located here and could be catalysed by more civic, community-focused uses or pop-ups in the short-term.



Town Centre & River Aire - Proposed Development Sites

#### Key

Residential	Leisure	Town Centre & River Aire	Key Heritage Assets
Existing Green Space	Hotel/Spa	Potential Development Sites	3. All Saints C of E Church
Road Improvement Corridor	A. Existing Market Square	Committed Sites	4. Old Main Street
B. Proposed Station Forecourt	Commercial		5. Ireland Bridge
			6. Bowling Green Mill Engine House
			7. Old Market Hall
			8. Bingley Train Station
			9. Town Hall



## 07. Spatial Framework Character Area 1

### 03. Movement and Connectivity

Whilst Bingley is well connected via public transport to the wider District and beyond to the rest of Yorkshire, the connectivity and permeability of the town itself is poor, particularly the journey between the railway station and the civic uses on the southeastern side of Main Street. The arrival at the train station forecourt is dominated by car parking, and the legibility and wayfinding into the town centre is poor.

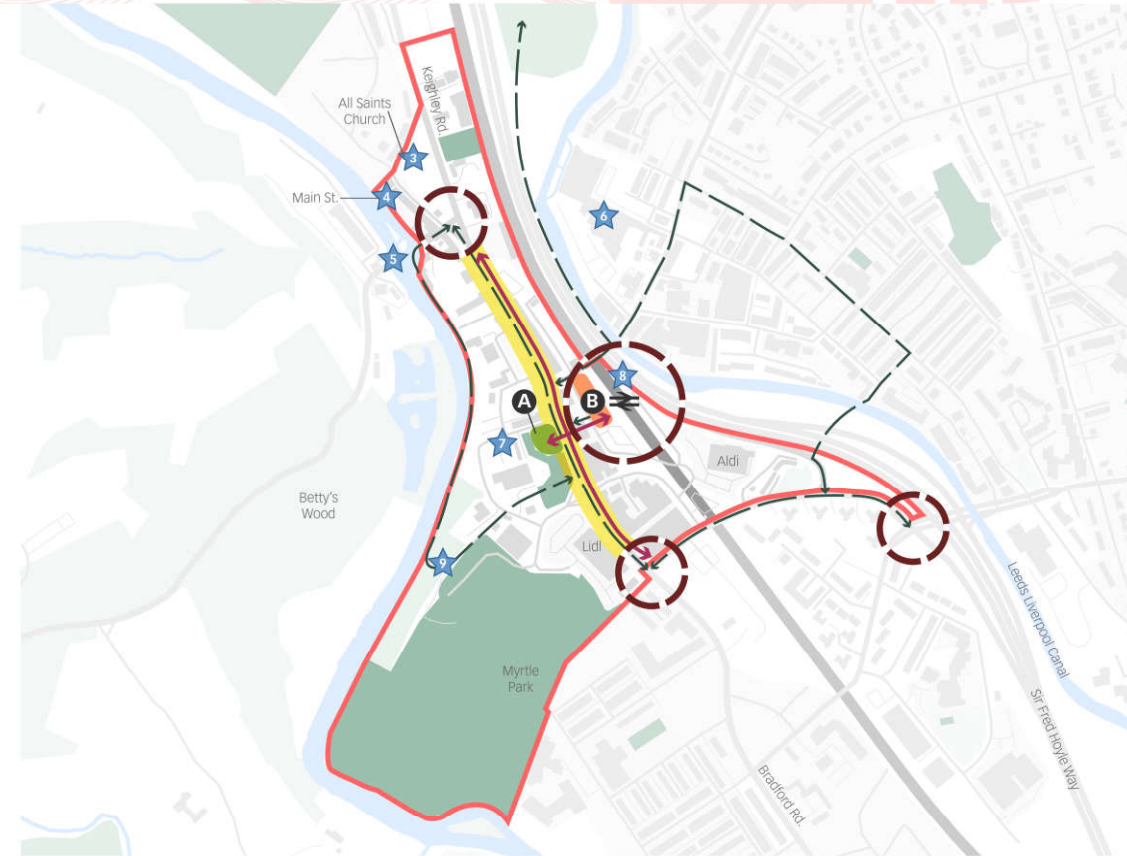
At Main Street, the road is dominated by vehicular traffic, creating a barrier to movement between the two sides of the carriageway, reducing the ease at which people can move between the civic and leisure uses in the south and the residential and retail uses to the north.

Connectivity and movement is a key priority which needs addressing and should complement site-specific development proposals. These interventions would likely need to be public-sector led, to establish an improved environment and public realm and provide confidence to those owners and occupiers in the locality.

Key moves proposed include:

- ▶ **Traffic calming along Main Street to re-prioritise active travel users.**
- ▶ **Improvements to Bingley Railway Station forecourt to reduce the amount of car parking in the forecourt, create a positive sense of arrival and increasing connectivity into the retail core for those arriving by via train.**

- ▶ **Reconfiguration of the town square to fully utilise the public realm available, to create an attractive environment for pedestrians and cyclists.**
- ▶ **Consolidation of town centre car parking to reduce reliance on the private car and utilise space more efficiently within Bingley.**
- ▶ **Improved signage and wayfinding within the town centre to enhance the legibility of the town.**
- ▶ **Introduction of new active travel circuit along the River Aire at Myrtle Park in the south, to Bingley Five Rise Locks and along the Leeds and Liverpool Canal in the north. Creating an attractive route for active travel uses to showcase the heritage and landscape assets of Bingley.**



▶ Town Centre & River Aire – Gateway Connections

#### Key

- |                                      |                                    |                               |
|--------------------------------------|------------------------------------|-------------------------------|
| Gateway Connections                  | Key Heritage Assets                | A. Existing Market Square     |
| Key Gateway                          | 3. All Saints C of E Church        | B. Proposed Station Forecourt |
| Pedestrian and Active Travel Circuit | 4. Old Main Street                 | Road Improvement Corridor     |
| Town Centre & River Aire             | 5. Ireland Bridge                  |                               |
|                                      | 6. Bowling Green Mill Engine House |                               |
|                                      | 7. Old Market Hall                 |                               |
|                                      | 8. Bingley Train Station           |                               |
|                                      | 9. Town Hall                       |                               |



## 07. Spatial Framework Character Area 1

### 04. Public Realm

Whilst located in a central location, the layout and levels of the existing town square means that it is not currently used to its full potential. These levels mean that only part of the space can be utilised for events. There is existing green space within the square, however the landscaping and levels means it is an unusable space.

Increasing the amount of useable public realm, alongside appropriate uses, will generate greater dwell-time and activity within the town centre, bolster the perception of the town and address the quality of the public realm at key gateways, including an improved gateway at the entrance to Bingley Railway Station.

Enhancing the public realm, introducing traffic calming measures on Main Street and improving connections to the train station, will support better legibility and connectivity across the retail core, whilst helping to frame the heritage and leisure assets in these locations.

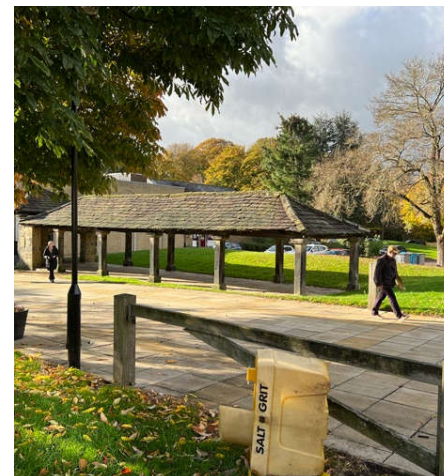
### 05. Design Principles and Considerations

High quality design, including appropriate scale and massing will be encouraged at key gateway sites to support wayfinding and visual sightlines within the town centre.

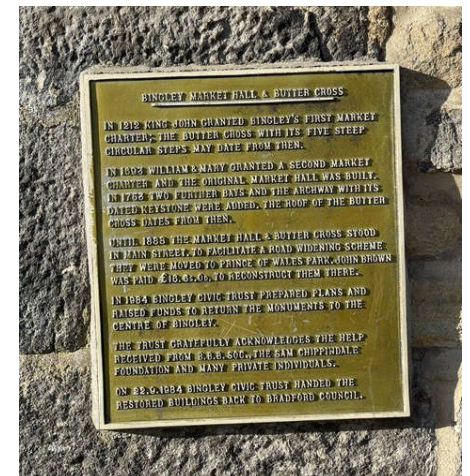
Design must be sensitive to the existing heritage assets in Bingley, including the Grade II listed Old Market Hall and Bingley Train Station.



Bingley Train Station



Market Hall



Market Hall

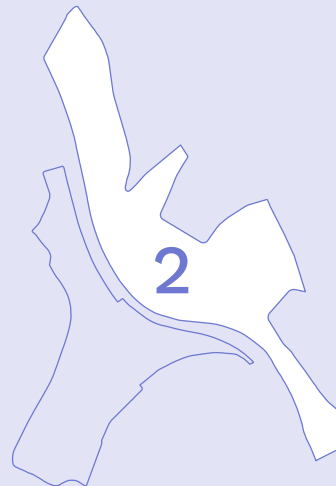
07. Spatial Framework

# Character Area 2: Canalside, Industrial Heritage and Mixed Use

Building on the successful conversion of a number of former industrial mills along the Leeds and Liverpool Canal in the early 2000s, this area provides an opportunity to create a thriving residential-led mixed use area, showcasing Bingley’s industrial heritage and links to blue infrastructure.

Key development opportunities comprise:

- ▶ **Residential led development** – Potential to relocate existing industrial uses to build upon changes of use from former mill buildings to attractive canalside residential led developments, with potential to create additional uses within appropriate sites.
- ▶ **New Active Travel Route** - Introduction of new active travel circuit along the Leeds and Liverpool Canal to create an attractive route for active travel uses to showcase the heritage and landscape assets of Bingley, and improving active travel connections for residents in the north east into the town centre.



## Overview

The character area comprises of 39ha of land, incorporating land to the northeast of the Leeds and Liverpool Canal. The area is bound to the north by open green space and the Five Rise Locks, by residential properties off Crownest Lane, Cross Lane and Hall Bank Drive in the east, by the Leeds and Liverpool Canal in the south and west.

The Leeds and Liverpool Canal runs along the south west border of the site, with a traffic-free towpath running alongside the full length of the canal. This provides an attractive

traffic-free route for active travel connection to Shipley and beyond. The A650 Sir Fred Hoyle Way and the Leeds Bradford Railway also sit alongside the canal, creating a substantial barrier to movement between the existing residential uses in this area and the town centre to the west. There are three existing crossings providing connections into the town centre, including the Britannia Bridge, a suspended footbridge providing pedestrian and cyclist connections.



## 07. Spatial Framework

### Character Area 2



### 01. Existing Uses

The area is currently characterised by former textiles mills, some of which are still in use for commercial purposes, whilst others have been converted into high-quality residential apartments and town houses, creating an attractive and vibrant canalside residential neighbourhood.

The Leeds and Liverpool Canal and green spaces alongside the Five Rise Locks provides access to the wealth of green and blue infrastructure in Bingley for existing residents in the area.



## 07. Spatial Framework Character Area 2



### 02.

### Proposed Interventions and Land Use

The overarching aim is to build upon the success of the existing residential neighbourhood by providing additional mixed use and residential uses and creating an attractive, mixed-use canalside community development.

Key interventions include:

#### Canalside Residential Offer

Whilst historically, its location adjacent to the railway line and canal would have created the perfect location for mills, today it is considered to provide an attractive and sustainable location for residential development. A number of former mill buildings were previously converted into high quality residential apartments and town houses, creating an attractive and vibrant canalside residential neighbourhood.

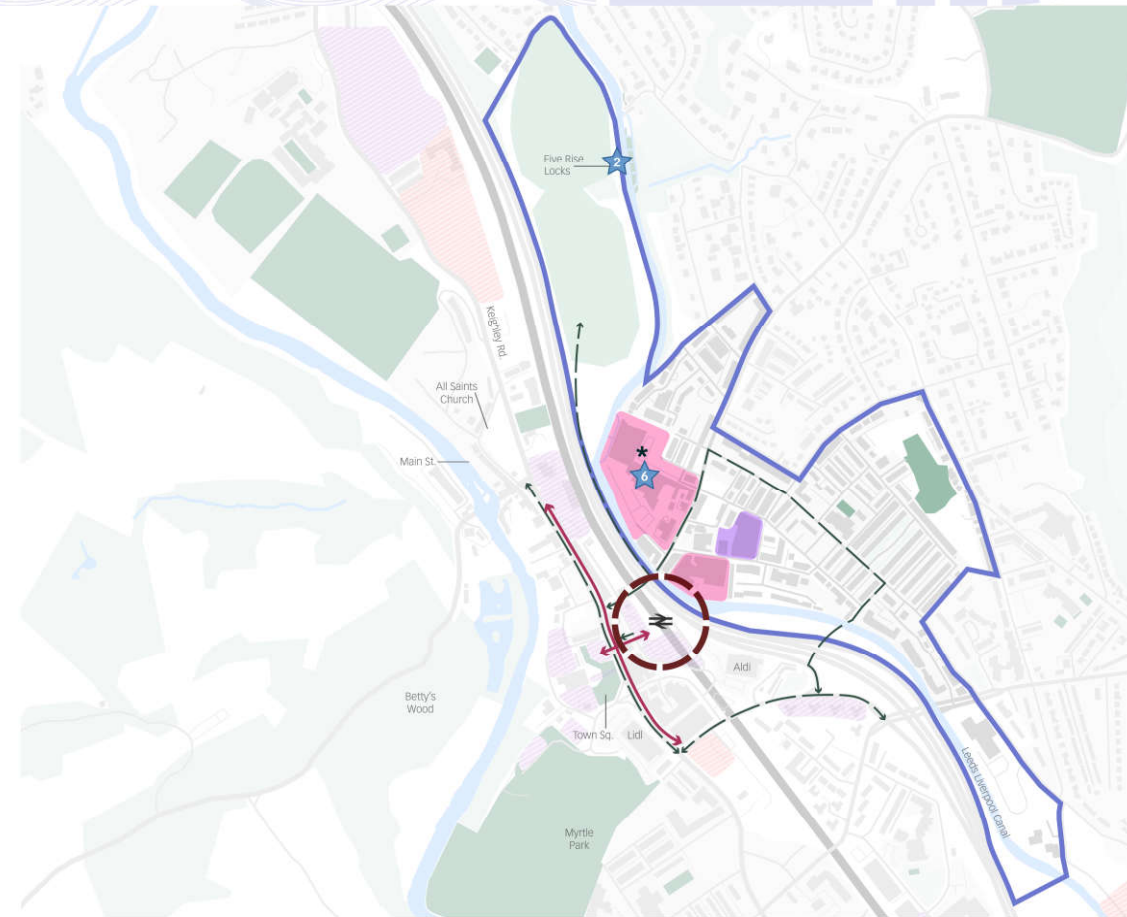
Where feasible, and in the longer-term, there is the potential to relocate some of the existing business uses to more employment-focused locations, and over time, reconfigure the area to create a high-quality, sustainable, riverside living opportunity. Provision of new high-quality residential uses within walking distance of the town centre will attract young professionals and families looking to live within commuting distance of key locations such as Bradford and Leeds. Increased residential uses will help to drive footfall and spending, whilst helping to create an active and thriving town centre environment.

#### Diversified Mixed Use Offer

Existing commercial uses to be diversified to provide a broader mix of uses within walking distance of the existing residential neighbourhood, to the east of the town centre. Provision of a broader mix of uses in the area will increase the attractiveness of the location for families and young professionals looking for a vibrant community within commuting distance to Leeds and Bradford.

#### New Active Travel Route

Introduction of new active travel circuit along the Leeds and Liverpool Canal and into the residential area to the east, will create an attractive route for walking and cycling to showcase the heritage and landscape assets of Bingley, and improving active travel connections for residents in the north east into the town centre.



Canalside Industrial Heritage and Mixed-Use - Proposed Development Sites & Movement and Connectivity

#### Key

- Mixed-Use
- Residential
- Existing Green Space
- Committed Sites
- Key Gateway
- Canalside, Industrial, Heritage and Mixed Use
- Potential Development Sites
- Key Heritage Assets
- 2. Five Rise Locks
- 6. Bowling Green Mill Engine House
- \* Subject to consultation with the landowner
- Pedestrian and Active Travel Circuit
- Gateway Connections



## 07. Spatial Framework Character Area 2

### 03. Movement and Connectivity

Whilst Bingley is well connected via public transport to the wider District and beyond to the rest of Yorkshire, the character area is poorly connected to the rest of the town centre to the southwest.

The Leeds and Liverpool Canal runs along the south west border of the site, with a traffic-free towpath running alongside the full length of the canal providing an attractive traffic-free route for active travel connection to Shipley and beyond. The A650 Sir Fred Hoyle Way and the Leeds Bradford Railway also sit alongside the canal, creating a barrier to movement between the existing residential uses in this area and the town centre to the west. There are three existing crossings providing connections into the town centre, including Britannia Bridge, a suspended footbridge providing pedestrian and cyclist connections.

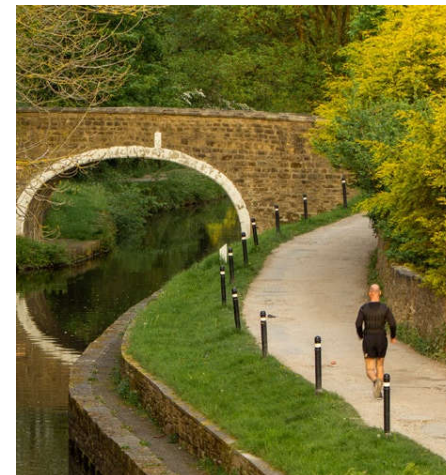
Connectivity and movement is a key priority which needs addressing and should complement site-specific development proposals. It is likely that these interventions would need to be public-sector led, to establish an improved environment and public realm and provide confidence to those owners and occupiers in the locality.

Key moves proposed include:

- ▶ **Improved signage and wayfinding to enhance the legibility of the town.**
- ▶ **Introduction of new active travel circuit along the River Aire at Myrtle Park in the south, to Bingley Five Rise Locks and along the Leeds and Liverpool Canal in the north. Creating an attractive route to showcase the heritage and landscape assets of Bingley and create an attractive connection between the residential uses in this area and the town centre.**



Leeds and Liverpool Canal at Dowley Gap



Leeds and Liverpool Canal at Dowley Gap



Britannia Footbridge



## 07. Spatial Framework Character Area 2

### 04. Public Realm

The introduction of a new active travel circuit connecting the Character Area into the town centre and into the River Aire to the south, will provide an attractive route for residents into Bingley Town Centre and beyond. This will align with the proposed vision for Bingley – showcasing its heritage and countryside setting to visitors and tourists, as well as ensuring accessibility for all.

Active travel connections and improved infrastructure at Bingley Train Station will encourage the use of active travel modes and public transport for commuting to work, reducing the reliance on the private car.

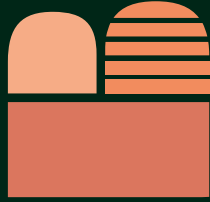
### 05. Design Principles and Considerations

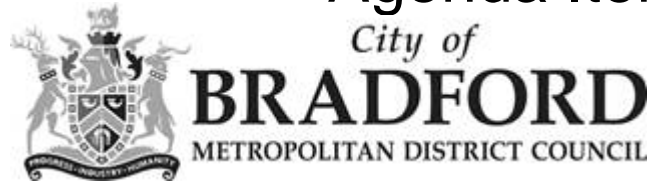
High quality design, including appropriate scale and massing will be encouraged at key gateway sites to support wayfinding and visual sightlines within the town centre.

Design must be sensitive to the existing heritage assets in Bingley, such as the Grade II\* listed Five Rise Locks and the Grade II listed engine house and chimney at Bowling Green Mill, Church of England First School and Former Tannery buildings.



All Saints Church





## Report of the Strategic Director, Place to the meeting of Shipley Area Committee to be held on 8<sup>th</sup> November 2023

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### **Subject:**

Hate Crime

### **Summary statement:**

Led by the Stronger Communities Team, this report provides a detailed multi-agency response to the recommendations and findings to the Hate Crime Scrutiny Review.

### **EQUALITY & DIVERSITY:**

The delivery of Hate Crime work contributes to Bradford Council's Equality Diversity and Inclusion Plan 2022-25. It aligns specifically with Objective 4: Inclusive Communities

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**Portfolio:**  
Neighbourhoods & Community Safety

**Overview & Scrutiny Area:**  
Corporate

## 1. SUMMARY

- 1.1 Led by the Stronger Communities Team, this report provides a detailed multi-agency response to the recommendations and findings to the Hate Crime Scrutiny Review.

## 2. BACKGROUND

### 2.1 Definition of a Hate Crime and Hate Incident

- 2.1.1 **Hate Crime** – “Any criminal offence which is perceived by the victim or any other person, to be motivated by hostility or prejudice, based on a person's disability or perceived disability; race or perceived race; or religion or perceived religion; or sexual orientation or perceived sexual orientation or transgender identity or perceived transgender identity.” (Crown Prosecution Service & Police Force)

- 2.1.2 **Hate Incident** - A non-crime (i.e. anything that is not a criminal offence). See [Understanding Hate Crime or Hate Incident](#)

### 2.2 Delivery of Hate Crime work

- 2.2.1 **Bradford Council** – The Home Office funding for the Community Coordinator at Bradford Council was discontinued in April 2022. The responsibility for overseeing Hate Crime work shifted to the Stronger Communities Team within Neighbourhoods and Community Services at Bradford Council. The team works closely with partner organisations to help implement the actions outlined in the Hate Crime Strategy.

- 2.2.2 **Bradford Hate Crime Alliance (BHCA)** is funded through the Safer Communities Partnership and reports on a quarterly basis through the Hate Crime Strategic Group. The team at BHCA is made up of Hate Crime Director and Hate Crime Coordinator who works 22 hours a week. BHCA reports to the Safer Communities Partnership and reports to the Stronger Communities Partnership Board on a quarterly basis.

- 2.2.3 **West Yorkshire Police** has dedicated Hate Crime Officers within the Stronger Communities Police Team, led by an Inspector the team includes a Sergeant and five Hate Crime Coordinators (as of July 2023); and supported by the five Police Engagement Officers who lead on Tension Monitoring; Women's Engagement; Emerging Communities; Youth Engagement and Faith Engagement. The Police and Bradford Council teams are co-located in Sir Henry Mitchel House. The teams work together with BHCA, Victim Support and Restorative Solutions.

## 2.3 Overview of Reported Hate Crime Data

Table below shows the annual Hate Incidents 2016-23 – West Yorkshire Police

Year	All Hate	Race	Faith	Disability	Sexual Orientation	Trans-gender	% increase
2016-17	1566	1258	103	71	125	31	22.10%
2017-18	1940	1434	199	151	178	31	23.90%
2018-19	2232	1628	200	205	236	38	15.10%
2019-20	2437	1766	182	226	271	52	8.40%
2020-21	2566	1952	194	203	313	31	5.30%
2021-22	2743	1997	207	251	318	60	6.90%
2022-23	2708	1847	211	266	318	69	-1.28%
12m-May23	2610	1822	204	252	302	67	-3.62%

\* The above figures represent April to March periods; the last row shows 12 full months; Figures are correct at 23/06/2023, however may change if refreshed due to changes to the crime flags and hate flags.

Compared against 2021-22 Hate Incidents in Bradford see a decrease in reporting in comparison to previous years, which also follows a similar trend in West Yorkshire's overall data. Over the same period, West Yorkshire saw a reduction of -6.9% in Hate Incidents for the 12m to May 2023 compared against the 12m to May 2022.

**2.4 Hate Crime Scrutiny Review** - Work undertaken under each of the recommendations from the Hate Crime Review is presented below.

**2.5 Recommendation 1 - That to reduce underreporting and improve after care victim support of Hate Crime within specific groups, Bradford Council, Bradford Hate Crime Alliance and the Police should undertake targeted work particularly with those groups that are known to underreport.**

Note: The data included in this report, which indicates a **'Target'** and update on **'Progress'** is for reporting period between April 2022 to March 2023. This period selection aims to showcase the entirety of the work accomplished over a complete quarterly cycle.

### 2.5.1 Hate Crime Awareness Information and Publicity Materials

1. Published and circulated Hate Crime reporting materials: leaflets, reporting cards; keyring, pens; banners, with QR codes.  
**Target: 10,000; Progress: 47,222** distributed.
2. Radio Broadcasts & YouTube channel established – A series of difficult conversations podcasts produced from October 2022.  
**Target: 6; Progress: 6** podcasts produced. Lived experiences are based on LGBTQ+; Roma; and Race conversations. These podcasts have been downloaded 230 times.
3. 6 films have been created as part of the Listen Bradford Campaign '[We are listening](#)'.

4. Launch of new BHCA Website in November 2022;  
**Target: BHCA Webpage Users 1000; Progress 994;**  
**Target: BHCA Webpage hits 5000, Progress 9449.**  
Target work in 2023 is to ensure a link to the new BHCA website /reporting centres are added to the websites of other organisations.
5. Launch of new Reporting App in October 2022;  
**Target: Web App New Users 1000; Progress: 971.**
6. Running a series of Hate Crime Roadshows and Workshops across the district:  
**Target: 11; Progress: 21.**
7. Active on Social Media and on websites
8. Developing educational resources to empower and support victims of Hate Crime: See examples of Roma and other Hate Crime films produced as part of the resources.

## 2.5.2 Hate Crime Awareness Training

1. Targeted training delivered by BHCA with identified groups who are known to underreport as well as groups from protected characteristics.  
**Target: 300; Progress: 733 reached.**

During 2023 BHCA have introduced a programme of Hate Crime Awareness Training sessions which includes a combination of both online and in person 2 hour sessions which are open to anyone who wants to understand what a Hate Crime is, the impact of hate crime on individuals and communities, and approaches for tackling and reporting.

2. Hate Crime Reporting Centre Unit Refresher Training;  
**Target: 4; Progress: 8** refresher training sessions delivered.
3. Restorative Solutions delivered Hate Crime Awareness (compulsory courses) for those perpetrators who have been given a Conditional Caution; **Target: 20; Progress: 18;**
4. Bespoke Hate Crime training is given to all new Police Officers and staff who join the Police and to existing Officers (every 2 months); approx. 1000+ Officers/Staff have received training for this period.

## 2.6 Recommendation 2 - That a programme of Hate Crime events, for all communities across the District, aimed awareness raising of the importance of reporting Hate Crime, be built into the Bradford Hate Crime Alliance contract.

- 2.6.1 BHCA have delivered Hate Crime events and activities throughout 2022 and 2023 and attended several other events as keynote speakers to raise awareness on Hate Crime. During Hate Crime Awareness Week 2022 a combination of events and activities took place. **Target: 5; Progress: 6** activities/events took place.

In an effort to promote Hate Crime Awareness activities and events, a pilot small grant



programme for Hate Crime Awareness Week 2023 has been introduced.

**2.6.2** BHCA and Stronger Communities Team are working with system EDI lead at Bradford Council to create clear messaging by pooling resources to co-design a set of Diversity Calendar programming. An annual calendar of key significance dates has been established for activities/events for 2023. A series of online and in person events that include Hate Crime awareness will run annually; BHCA and Stronger Team are active members on the planning groups to drive Hate Crime awareness, promoting cohesion and integration and feeling safe activities and events as follows:

- Holocaust Memorial Day – January
- LGBTQ+ History Month - February
- Race Equality Week – February
- Safer Internet Day – February
- International Day of Zero Tolerance to FGM – February
- International Women’s Day- March
- International Day for the elimination of Racial Discrimination – March
- Transgender Day of Visibility – March
- Stephen Lawrence Day – April
- International Day Against Homophobia, Biphobia and Transphobia – May
- Refugee Week – June
- Windrush Day – June
- Bradford Safeguarding week - June
- Ilkley Pride – July
- Srebrenica Memorial Day – July
- South Asian Heritage Month – July
- Roma Holocaust Memorial Day
- Keighley Pride – August
- National Inclusion Week – September
- International Day of Older Persons – October
- Black History Month – October
- Hate Crime Awareness Week – October
- Islamophobia Awareness Month – November
- World Kindness Day – November
- Interfaith Week – November
- Disability History Month – November
- International Men’s Day – November
- Transgender Day of Remembrance – November
- International Day for Elimination of Violence Against Women – December
- Reclaim the Night
- Human Rights Day - December
- International Migrants Day – December

**2.7 Recommendation 3 - That the Bradford Hate Co-ordinator continues to work with key partners to develop a software app which seeks to establish easy recording mechanisms, reporting hate incidents in a confidential way and request only the key information of location, time and type; whilst also showing examples of good practice where Hate Crime has been successfully dealt with.**

- 2.7.1** BHCA has worked with the University of Bradford and developed software which enables accessible reporting of Hate Crime. The Hate Crime reporting and information web app ([Listen Bradford](#)) enables people to report directly from their devices, either to the police or to BHCA. The user testing (soft launch) began in April 2022; Full launch took place during Hate Crime Awareness week in October 2022.  
**Target Web App New Users: 1000; Progress: 971.**  
**Target Web App Hits: 10,000; Progress: 9,449**
- 2.7.2** In order to increase downloads of app and increase the number of Hate Crime reporting via the app, a target for a new KPI 'To increase reporting via the app' within the delivery plan will be established after a complete 12-month period; further work is planned to promote the app includes:
1. Produce communications and marketing materials to ensure people are aware of the new app; conduct a widespread publicity campaign;
  2. Ongoing awareness training and web app tuition package for reporting centres and community organisations and staff;
  3. In depth data analysis to understand the impact of the app.
- 2.8 Recommendation 4 - That Bradford Council's Hate Crime Co-ordinator, the Police and Victim Support work with Bradford Hate Crime Alliance to deliver refresher training to all individuals at Hate Crime Reporting Centres who are responsible for receiving Hate Crime report and also to develop a refresher programme for regular training, as well as developing a programme of after-care support for individuals who report Hate Crime.**
- 2.8.1** The Reporting Centres serve as **safe spaces** for people to report Hate Crimes, offering an alternative option for those who might choose not to report directly to the Police. It is important that all staff at these Reporting Centres have the necessary training and experience to deal with the Hate Crime concerns or referrals. The effectiveness is reliant on easy accessibility and common knowledge of their existence. Covid-19 has impacted on Hate Crime reporting significantly. Many of the Centres were not open.
- 2.8.2** There were 28 Hate Crime Reporting Centres in 2019, spread across the District. The coordination of Reporting Centres is managed by BHCA. Following an audit and the delivery of a training programme held during 2021-22 there are now 24 functioning Reporting Centres. The new additions include: Inspire Academy and Equality Together, supporting Roma communities and people with disabilities.
- 2.8.3** The Centres are now better equipped to respond to Hate Crime concerns; this may help increase reporting at the Centres. The Centres have been provided with various publicity materials (with QR codes) helping publicise that they are a 'Reporting Centre'. Data on reporting will be monitored and evaluated by the Hate Crime Strategic Management Group (SMG).
- 2.8.4** BHCA has developed an on-going programme to provide training to Hate Crime Reporting Centres annually. Management at these Reporting Centres are also required to inform the BHCA when they have staff changes in order that training can be provided to new staff on an 'as and when needed basis'. Hate Crime Unit Refresher Training: **Target: 4; Progress 8** refresher training sessions conducted.
- 2.8.5** In September 2023, the Hate Crime Strategic Management Group will conduct a

comprehensive review of all 24 Hate Crime Reporting centres. The analysis of the data will inform decisions regarding the optimal number of centres required, as well as assess the effectiveness of each Reporting Centre.

**2.9 Recommendation 5 - That the Hate Crime and key partners works towards raising the understanding of Hate Crime across all local communities in the District, by developing a simple, easy to understand explanation of what Hate Crime is and for this to be used in awareness raising materials and campaigns.**

**2.9.1** Highlights of some key work to address this include:

1. BHCA have developed a simple and easy to understand explanation of Hate Crime using leaflets and pocket cards to raise awareness, across the following communities / groups: Disability; LGBTQ+; Gypsy Roma; Asian women; Women's group; Faith; communities; African Caribbean and African community; Refugees and asylum seekers; general publics and staff across organisations.
2. [Easy Read](#) version to the Hate Crime Strategy published as downloadable resource on the BHCA, Safer Bradford, Bradford Council, Bradford for Everyone websites.
3. New accessible BHCA website and Web App launched October 2022.
4. Targeted Hate Crime awareness events, activities, training, workshops (adapted for each audience) run throughout the year this includes holding information stalls across the district and speaking for example to large audiences such as at Bradford City Football Club matches during Hate Crime Awareness week; reaching 18k+ people, promoting the District's core campaigns for example: [I am listening](#); [Root Out Racism](#); [Bradford District Shared Values](#); [Make Sure It Adds Up](#); [#IAMBradford](#).

**2.10 Recommendation 6 - That Bradford Council's Hate Crime Co-ordinator, the Police, Voluntary Community Sector, Hate Crime Reporting Centres and Bradford Hate Crime Alliance, liaise with Morley Street Resource to develop and deliver a bespoke training session for Disabled groups, aimed at improving their understanding of Hate Crime and also of how they can report Hate Crime incidents**

**2.10.1** During 2022 a new Tackling Disability Hate Crime Group was established core membership includes: BHCA; Bradford People First; Stronger Communities Team; Supported Living /Housing, West Yorkshire Police, Restorative Justice, Victim Support and representation from people living with disabilities (experts by experience). The aim is for the group to develop its network across the District. The group is currently developing its training offer. This will be co-produced and jointly delivered. A key priority is to enhance preventative efforts with young people (17 and older) and schools across the district, to raise awareness and provide education to help them understand and learn about hate crime and how it hurts.

**2.11 Recommendation 7 - That material is produced for support workers in the areas of disability, mental health, sign language and translation services to increase awareness of Hate Crime services.**

**2.11.1** The easy read version of the [Hate Crime Strategy 2021-24](#) has been published; the new [mobile app](#) and new [website](#) has been designed so that it can be accessible for different users including sign language.

- 2.11.2** Hate Hurts is the joint campaign of West Yorkshire Police and the West Yorkshire Combined Authority. 'Hate Hurts' publicity materials (posters, leaflets, easy read information for the campaign; materials have been published and printed in various languages).
- 2.11.3** Hate and Mate Crime leaflets and a poster in easy read have been produced by the Safeguarding Voice group. Work in progress with Voice Group to design and print these in different formats (paper copies, audio, and sign).
- 2.12** **Recommendation 8 - That Bradford Council's Hate Crime Co-ordinator works with the Morley Street Resource Centre, in developing a Disability Hate Crime Group, aimed at providing specific and focused Hate Crime training and support to all Disabled groups.**
- 2.12.1** BHCA re-established the Tackling Disability Hate Crime Group in 2022, 3 meetings were held. See point 2.10.1 in this report.
- 2.12.2** The Stronger Communities Team is working with Safeguarding Voice, which is the Safeguarding Adults Board's service user reference group. Quarterly meetings are currently running and Hate and Mate Crime is a big part of the group's work; information materials have been produced and the group is working on 'What is a good friend' to tackle Mate Crime. The Chair of the Voice group is also a Bradford for Everyone Ambassador for the Stronger Communities service; a two-way communication has been created so that work is aligned, tapping into each other's assets/resources and avoiding the duplication of work.
- 2.13** **Recommendation 9 - That Bradford Council's Hate Crime Co-ordinator and Bradford Hate Crime Alliance, facilitate the development of a Multi-Agency Hate Crime Group consisting of key groups and partners, aimed at the sharing of resources, co-ordination of work being undertaken for Hate Crime across the whole of the Bradford District and a more joined up approach to supporting victims of Hate Crime.**
- 2.13.1** **Hate Crime Strategic Management Group (SMG)** – SMG leads Bradford Council's and its partners' approach to addressing Hate Crime across the Bradford District. SMG ensures that the District's Hate Crime Strategy is implemented on a partnership approach with clear delivery plan and aims to work towards:
1. Preventing Hate Crime.
  2. Increasing reporting of Hate Crime.
  3. Responding to and building an understanding of Hate Crime across communities.
  4. Improving support for victims of Hate Crime.
- 2.13.2** SMG is a Sub-group of and reports to Community Safety Partnership and is informed by the Stronger Communities Partnership Board. There is reciprocal arrangement in place to ensure these two boards are connected and kept informed in relation to Hate Crime work. SMG's core membership includes:
1. City of Bradford Metropolitan District Council – Neighbourhood and Community Services to include: Stronger Communities and Prevent;
  2. Bradford Hate Crime Alliance.
  3. West Yorkshire Police.
  4. Victim Support.
  5. West Yorkshire Restorative Justice Service.

SMG works in collaboration with: Education Services (includes schools, university and colleges); Housing providers; Safeguarding Adults Board; Children's Safeguarding Board; Health; Voluntary Community Sector organisations and residents/communities. In September 2022 SMG's Terms of Reference were refreshed and the Hate Crime Delivery Plan published. SMG meets on a quarterly basis.

**Target: 4; Progress: 3 SMG meetings held.**

**2.13.3** SMG's work in pipeline will include the voices of key groups with Protected Characteristics. The Stronger Communities Team will be supporting groups/networks made up from people with Protected Characteristics/Communities of Interest groups; The Team will provide quarterly updates on engagement; data, on reach and content covered. Issues in relation to Hate Crimes flagged here will be addressed with key partners to give people, organisations and victims the support they need. This will create a shared understanding of needs and gaps in relation to driving Hate Crime work.

**2.13.4** The Hate Crime Strategy Away Day took place in May 2023, which was attended by more than 45 multi-agency staff members. The insights and knowledge captured during this event will help define and set priorities on what's most important in our current strategy delivery and kick start the initial work to shape the new Hate Crime Strategy. This work is underway.

**2.13.5 Hate Crime Scrutiny Panels** run every eight weeks, led by the police for communities; at the panel, cases are scored on how well the police handled each case.  
**Target: 4 BHCA to attend Hate Crime Scrutiny panels; Progress: 4 panels attended.**

**2.14 Recommendation 10 - That Bradford Council works with its key partners with a view to developing a programme of sharing best practice and resources, to target and address Hate Crime more effectively across the District.**

**2.14.1** Bradford Council, BHCA and WYP continues to work with many key partners across programmes, projects, boards, networks and events locally, regionally, nationally and globally. We have a learning culture, working with researchers to make sure our information is correct and that we learn from it so that we can plan future projects and programmes well. Some work highlights include:

1. Continuing to share learnings about Hate Crime, what works and what doesn't work in many different formats through presentation delivery; talks at events and on radio, making films; on socials; publishing briefings, reports and sharing with partner organisations and across the Wellbeing Board, Stronger Communities Partnership Board and Safer Communities Partnership.
2. Government Events: Presented at the Hate Crime Conference: Working in Partnership to Support Victims and Tackle Perpetrators in November 2022 attended by 52 people.
3. Bradford remains a key and active member of the Council of Europe's Intercultural Cities Network (ICC) where as one of 156 cities around the world we learn, share and collaborate on how cities can become more 'intercultural' in both policy and practice. This work continues.

4. Bradford is a member of Belong - “The cohesion and Integration Network” – the Stronger Communities team spoke at the annual conference – entitled “Belonging” –highlighting Bradford’s innovative projects. This work continues.
5. Member of Peoples Powerhouse Racial Justice Network - amplifying the voices of northern communities, ensuring that decision makers are held to account to make social inclusion, economic inclusion, and racial equality a reality. This work continues.
6. The University of Bradford's 'One Bradford, Many Voices' Social Integration Research has initiated a new project called Bradford Together Café. This project, launching in October 2023, aims to act on the findings in research to understand the dynamics of residential segregation, reduce Hate Crime, and promote integration in schools. Led by the University in collaboration with partners, the initiative seeks to combine knowledge and experiences of residents to create solutions for both local and global impact.
7. Launched in June 2023 with 70+ attendees, the Diversity Exchange is a web portal as part of the systems EDI work. The portal will serve as a one-stop platform for sharing intelligence, resources, and insights on equality, diversity, and inclusion. The portal will help facilitate learning among various organisations, from social enterprises, grass root groups to large statutory bodies, aiming to foster understanding, problem-solving and share learning to make impactful change. The website: <https://www.bradfordwellbeing.co.uk/> hosts the overarching partnership work of the Wellbeing Board of which the Diversity Exchange will be an element of.

**2.15 Recommendation 11 - That Bradford Council’s Hate Crime Co-coordinator explores possible funding streams, to carry out Hate Crime work, including but not limited to, awareness raising, preventative work and support activities.**

**2.15.2 Bradford Hate Crime Alliance**

BHCA has been successful in obtaining further funding which has allowed the following work to be undertaken:

1. ‘Let’s Talk About It’ project was a 10-week programme covering topics on racism, white supremacy, and where prejudice and unconscious bias come from with an emphasis on personal reflection and open honest discussions. Further funding has been obtained from the Stronger Communities Partnership Board to re-run this project again in 2023.
2. The production and running of the Listen Bradford Web App.
3. The refresh of the [Bradfordhatecrimealliance.com](http://Bradfordhatecrimealliance.com) website.
4. Prints of Hate Crime Banners for all reporting centres
5. Working with Equality Together; support was provided to enable the establishment of the Equality Together group, this has led to the re-establishment of a group to focus on Hate Crime directed towards people with disabilities particularly those with learning disability.
6. Bespoke Training programme delivered at a secondary inner-city school as highlighted in point 2.16.1 (2) in this report, this was born from increased demand for training.

**2.15.3 West Yorkshire Police**

Hate Crime referrals are managed by the Bradford WYP team, as well as delivering training, projects and activities to raise awareness on Hate Crime.

Funding streams have allowed the following work to run:

1. During 2022 Home Office funded project enabled the delivery of a programme of events led by WYP Women's Engagement and Faith Engagement Officers included Hate Crime Awareness; staying and feeling safe. 3 sessions were held in various faith settings.
2. An annual contribution of resources is made to support Hate Crime Awareness Week.
3. In early February 2023 the Chief Constable agreed to uplift the number of Hate Crime Co-ordinators from 2 across Bradford District to a total of 5. This is a significant investment and will help further support victims of Hate Crime; enhancing partnership working and community engagement capabilities. The 3 new officers joined the team in July 2023.

**2.15.4 Bradford Council** - Bradford Council has invested in building a 'Stronger Communities Team' transitioning the work of the Bradford for Everyone Pilot Programme into a mainstream service. The team work with Area Offices and coordinate work and activities which support the work of communities of interest / protected characteristics, championing equality, diversity and inclusion across the district.

**2.15.5** The Bradford for Everyone programme delivered a total of 85 projects, engaging 36,000+ people across the Bradford District. These projects have ranged from small scale projects bringing children of different ethnic, religious or socio-economic backgrounds together through the medium of collective game design, to a large-scale systemic pieces of work which is enabling employers to become truly 'inclusive'. See **Appendix A** Hate Crime and Feeling Safe work and projects delivered as part of the Bradford for Everyone Programme.

**2.15.6** Prevent has submitted a bid to the Home Office for 2023-24. The bid focusses on running projects on critical thinking and online misogyny. Critical Thinking training has been delivered in the past, if this bid is successful then this work can continue. Currently awaiting the results of the bid.

**2.16 Recommendation 12 - That Bradford Council's Hate Crime Co-ordinator and key partners work with schools to encourage training and development, where resources allow, of Hate Crime to support both staff and pupils to raise awareness and knowledge.**

**2.16.1** Some key highlights of work with schools and young people include:

1. Hate crime awareness training delivery in schools and colleges ongoing; **Target 8: Progress: 34** sessions delivered.
2. Completed an extensive bespoke project at a secondary inner city school including workshops delivered to the whole school on Hate Crime; for every form group & year group (year 7 to 13, approx. 900 young people reached). Plus, CPD training rolled out for teachers 'Empowering Teachers to Tackle Hate'.
3. 2 workshops in partnership with Bradford College's 14-16 provision
4. Continue to involve Schools in key dates and events for example the Holocaust Memorial Debate held at Bradford Council's Chambers, involved 3 schools; a total of 40 children attended with 6 people on the panel to answer questions put forward by young people. The session was recorded for BCB.

5. The Pol-ED (WYP) team has an education programme for Year 1-13, written by teachers for teachers to keep children safe; content includes Hate Crime, bullying and harassment.
6. Work with Prevent Education Officer to distribute Hate Crime resources around education establishments.
7. Bradford District Schools Linking Network continues. All aspects of the Linking Network's programmes are designed to provide **preventative factors against Hate Crime** and build confidence in contact with others. Some work highlights include:
  - Bradford District Schools Linking Network Reach: 142 classes from **74** schools engaged in the Bradford Schools Linking Programme from September 2022 to July 2023.
  - Bradford District Intergenerational Linking Programme has **52 Links** between schools and older people's groups. This includes 35 care homes, 9 independent living schemes and 4 older people's groups linked with 26 primary schools, 3 nursery schools and 20 secondary schools.
  - New resources created for Primary and Secondary Schools to understand the migration story of the Windrush Generation and shared these with all Bradford schools and arranged to bring a Windrush elder into 5 schools to celebrate Windrush 75.

The Stronger Communities Partnership Board has approved additional funding. This joint funding, in collaboration with the Linking Network, aims to link, support and develop 60 intergenerational links and to reach around 1200 younger people and similar numbers of older people across Bradford District between April 2023 to March 2024.

**2.17 Recommendation 13 - Bradford Council's Corporate Overview and Scrutiny Committee to receive a report back in 12 months, which monitors the progress against all the recommendations contained within this scrutiny review.**

**2.17.1** On 8 December 2022, a progress update on the recommendations derived from the Hate Crime Scrutiny Review was delivered at Corporate Overview & Scrutiny Committee meeting. Subsequently, a request was made for a comprehensive response outlining specific measures to address the identified actions. This detailed response was initially planned to be presented at Overview & Scrutiny Committee meeting on 9 March 2023. However, due to adverse weather-related issues, the March meeting had to be rescheduled, and the presentation was postponed to 7 September 2023.

**2.18 Recommendation 14 - The use of social media be considered, to show examples of good practice where Hate Crime has been successfully dealt with.**

**2.18.1** The delivery of Hate Crime work recognises the importance of good digital hubs and social media as a means to connect people, to share positive stories, ideas and expand opportunities for learning and see what's going on. All teams actively use socials to share examples of good work that is happening across the district, highlighting Hate Crime related activities, events and national campaign's such as Hate Crime Awareness Week (HCAW), Islamophobia Awareness Month (#IAMBradford), Race Equality Week, etc. The Calendar of key events helps plan this



work. The new BHCA web page is interactive, having informative and educational materials as well as showcasing films, and a series of podcasts. For example, the landing page of the website shares a positive film of two sisters who and how change is empowered through restorative justice.

### 3. OTHER CONSIDERATIONS

The work of tackling Hate Crime ensures that Hate Crime is also built into the delivery of the following strategies and action plans.

1. Community Safety [Plan](#);
2. Stronger Communities – Bradford for Everyone [Strategy](#);
3. Roma [Strategy](#);
4. City & Local Authority of Sanctuary [Action Plan](#).

### 4. FINANCIAL & RESOURCE APPRAISAL

4.1 Community Safety Partnership provides a sum from the West Yorkshire Combined Authority's funding to BHCA to undertake an agreed level of Hate Crime work across the District. The current contract is for the value of £55,000. This does not have a direct effect on the Bradford Council's mainstream funding.

4.2 The Community Co-ordinator, role funded by the Home Office, was Bradford Council's Hate Crime Lead, however the Home Office funding ceased as of March 2022. From April 2022 the responsibility for delivering Hate Crime work is now managed by the Stronger Communities Team at Bradford Council.

### 5. RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1 The Community Safety Partnership and Stronger Communities Partnership Boards report to the Wellbeing Board governance arrangements.

5.2 Risks likely to cause community tensions are monitored and mitigating actions are put in place through the Partnership structures.

### 6 LEGAL APPRAISAL

Under S149 Equality Act 2010, local authorities are required to have "due regard" to:

- The need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the EqA 2010 (*section 149(1)(a)*).
- The need to advance **equality** of opportunity between persons who share a relevant protected characteristic and persons who do not share it (*section 149(1)(b)*). This involves having due regard to the needs to:
  - remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic.
  - take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it (*section 149(4)*); and
  - encourage persons who share a relevant protected characteristic to participate in **public** life or in any other activity in which participation by such persons is disproportionately low.

Section 149(6) makes it clear that compliance with the PSED in section 149(1) may involve treating some people more favourably than others, but that is not to be taken as permitting conduct that would otherwise be prohibited by or under the EqA 2010 (this includes breach of an **equality** clause or rule or breach of a non-discrimination rule (*section 149(8)*).  
(*Section 149(3), EqA 2010*).

- The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it (*section 149(1)(c)*). This includes having due regard to the need to tackle prejudice and to promote understanding (*section 149(5), EqA 2010*).

## **7. OTHER IMPLICATIONS**

### **7.1 Equality Objectives**

**7.1.1** The implementation of Hate Crime initiatives strongly supports Bradford Council's Equality Diversity and Inclusion Plan 2022-25. Underpinning the principles of tackling inequalities. It aligns specifically with **Objective 4: Inclusive communities** as it actively helps to ensure that Bradford Council services are focussed on supporting our communities, tackling discrimination and standing up to Hate Crime, fosters community cohesion and integration, and empowers individuals to engage in civic life, creating safe, strong, and active communities for all.

**7.1.2** All grant funded, contracted partners, projects and work in relation to Hate Crime recognises the single statutory duty to promote equality under the Equality Act 2010. All our work and the work of our partners ensures and demonstrates that all services and work has due regard to:

1. eliminate unlawful discrimination, harassment and victimisation and other conduct that is prohibited by or under the Equality Act 2010
2. advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
3. foster good relations between people who share a relevant protected characteristic and persons who do not share it.

### **7.2 SUSTAINABILITY IMPLICATIONS**

There are no sustainability implications.

### **7.3 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS**

None

### **7.4 COMMUNITY SAFETY IMPLICATIONS**

The actions outlined in this report improve Hate Crime awareness and reporting leading to improved community safety outcomes.

### **7.5 HUMAN RIGHTS ACT**

There are no Human Rights Act implications, however, the work of Hate Crime contributes positively to the many articles within the Human Rights Act.

## **7.6 TRADE UNION**

There are no trade union implications.

## **7.7 WARD IMPLICATIONS**

There are no ward implications.

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

None

## **7.9 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE**

**7.9.1** Young people, particularly those in vulnerable situations, are more susceptible to the impact of various crimes due to their developmental stage and exposure to external influences. Vulnerabilities can also contribute to the risk of radicalisation into various forms of extremism. Hate crimes can have a greater and longer-term impact on young people. These experiences can deeply affect emotional wellbeing, sense of safety and overall development. Collaborative efforts within Hate Crime initiatives are crucial as they enable close partnerships with key agencies to not only consistently monitor and address emerging issues, concerns, and trends related to community safety, but also to proactively build resilience before these issues develop. This proactive approach provides essential protection and support for children and young people, empowering them to navigate challenges and difficulties more effectively.

## **7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT**

None

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

None

## **9. OPTIONS**

**9.1** n/a

## **10. RECOMMENDATIONS**

**10.1** That the report be noted.

## **11. APPENDICES**

**11.1 Appendix A** – Bradford for Everyone Programme Hate Crime and Feeling Safe work and project examples.

**11.2 Appendix B** -- Hate Crime Awareness Week – events

## **12. BACKGROUND DOCUMENTS**

12.1 None

## Appendix A

### Bradford Council - Bradford for Everyone Programme

#### Hate Crime and Feeling Safe work and projects examples

1. **Faith in our Communities** project promoted dialogue and understanding between the leaders and congregations of places of worship and LGBTQ+ communities.
2. **Great Horton Ambassadors** project focussed to improve relations between the Roma and non-Roma communities in Great Horton. The project addressed marginalisation and low aspirations through collaborative involvement in locally based social action projects.
3. **The Sharakat Project** - Talking for Change provided a safe space for people from different backgrounds and cultures to meet, to develop friendships and understanding. Learning about each other's differences but also finding that they have 'more in common'.
4. **African Study for Change** project was based on Hate Crime and discrimination directed towards black people. Further funding streams will be explored to run this again.
5. **Piloting Community Cohesion** a series of activities that promoted greater interaction, dialogue and understanding between people of different backgrounds. The project targeted young people, women from black minority, ethnic groups, refugees and white working class communities.
6. **Great Horton Common Ground Project** tested a new and collaborative approach to addressing community tensions and poor social mixing in Great Horton.
7. **Con-Fession - BFD** creative sessions ran to raise awareness of Hate Crime to young people to help them understand the consequences of this on other people, seek alternative ways of thinking about the problem and solutions.
8. **Youth in Common** - young people from different communities were brought together to undertake thematic bite size workshops and recreational / social activities to better understand each other's sense of 'identity/ belonging', cultural and religious values and beliefs to dispel myths and prejudice, engender mutual respect and tolerance and enable them to realise we have more in common which unites us than the differences that separate us.
9. **Free2B-Me Community Garden** set up of Free2Be-ME's community garden project to provide a sanctuary for people from the LGBTQ+ community; utilising a shared community garden as a means of bringing people together from different backgrounds, cultures, abilities and ages – creating shared ownership, shared interests and shared goals which help forge relationships between groups some of whom have previously experienced difficulties in understanding each other's perspectives. This project continues.
10. **Move on Up and Participate - Bradford East Africa Community** project delivered cultural orientation sessions to refugee and migrant communities addressing widely distorted and anti-immigration views regarding refugee and asylum seekers in our society and pessimism about their future opportunity and ensure our city which is ethnically and racially diverse society create opportunities for productive social mixing that celebrate diversity and help reduce discrimination / hate; enable East Africa communities to settle, and feel safe.

11. **Young Peacemakers** was a 20 weeks' peace education programme for young people (8-15 Years old), aiming to inspire and empower changemaking and peacemaking skills to act and change themselves, families, communities, and the world. The programme explored concepts such as peace, justice, equality, human rights, democracy, global citizenship, conflict-resolution and reconciliation, as well as the serious of challenges of climate change, Black lives matter, poverty, refugee crises, war, colonialism, Islamophobia, terrorism, xenophobia, racism, violence against women, and bullying
12. **Friends of Bradford Moor Park Project** the project brought together communities and individuals from all walks of life and backgrounds - promoting interaction, dialogue and understanding between them.
13. **Bradford for Everyone Ambassador Programme** (resident led) ran sessions discussing topics including Black Lives Matter, the diversity of white people, the diversity of the LGBTQ+ communities and supported the delivery of activities and events such as refugee week, Hate Crime week, International Women's Day, Migration Day. Aim to increase understanding within these areas and reduce Hate Crime. The work of the Ambassador programme continues.
14. **Community Champions** training was delivered in partnership with Bradford for Everyone and the Prevent team on critical thinking. Bradford for Everyone worked in partnership with Race Equality Network, Equality Together and Community Action Bradford and District to reduce inequality and support for Black, Asian and Ethnic Minority communities and those with a disability.
15. **Social Integration Research: 'One Bradford, Many Voices'** - University of Bradford undertook an 18-month programme of research to explore how people connect and integrate, contributing to the body of knowledge that will help to create a better future for the Bradford District and beyond, with the aims of: Understanding the dynamics of residential segregation; Facilitating the reduction of Hate Crime; Identifying strategies for and good practice in relation to integration in schools. The Hate Crime research aimed to better understand how people across the District feel about Hate Crime, what it means, what, where and how to report, public's confidence in the reporting system, how they feel about support for Hate Crime victims and also to obtain their opinion on what could and should be improved. The research was published in August 2022.
16. **Social Trust Project** - collaboration work between Bradford Council of Europe and the Social Trust Collaboratory in Canada. Both understood the importance of social trust to a multitude of outcomes for places and communities including health, cohesion, crime and economic and felt the need to be able to measure, map, and act upon, indications of social trust at the neighbourhood level. As an active Intercultural Cities member and leader in integration and cohesion work Bradford was asked to become a pilot district for the development of a Social Trust Barometer tool and a core team from Stronger Communities has been working with the Social Trust Collaborated on the development and roll-out of this project during the past two years. The Social Trust Project aims to measure social trust at the local level, develop a Social Sensing Network of professionals who know places well and can act within them, and to utilise knowledge about trust levels and positive deviance (what's working) in particular places, to develop interventions or policy to support places suffering lower – or declining – levels of social trust – helping to create a safer and more equal district. This pilot continues.

17. **Campaign 1:** Worked with a behaviour change specialist, launched a critical thinking campaign called '[Make Sure It Adds Up](#)' to reduce hate towards people from LGBTQ+, Muslim, Migrant and Working Class communities. This campaign continues.
18. **Campaign 2:** Launched Bradford District's '[Shared Values](#)' of: Respect, Share, Care, Protect; this is a positive social modelling campaign and introduced as a long term drive to stimulate community dialogue, encourage attitudinal change and halt all forms of discrimination to build a fair, inclusive and happy future for everyone. This campaign continues.
19. **People Library** was launched, highlighting real life stories and offering human books related to diverse groups and raising awareness of Hate Crime and its impact. Project continues.

#### **Links:**

**What Works:** <https://bradfordforeveryone.co.uk/what-works/>

#### **Bradford for Everyone Strategy**

<https://bradfordforeveryone.co.uk/wp-content/uploads/2021/11/Bradford-for-Everyone-Strategy-2018-2023.pdf>

#### **Bradford for Everyone Programme Evaluation Report**

<https://bradfordforeveryone.co.uk/wp-content/uploads/2022/08/Bradford-for-Everyone-Programme-Evaluation-Report.pdf>

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# HATE CRIME AWARENESS WEEK

BRADFORD  
DISTRICT

2023

## Events Programme 14–21 October





## Saturday 14 October Hate Crime Awareness Event

12:00-16:00

**Quaker Meeting House, 9 Russel Street,**

**BD5 0JB** To register email:

[beaccommunity@outlook.com](mailto:beaccommunity@outlook.com)

[info@bradfordafrican.co.uk](mailto:info@bradfordafrican.co.uk)

Call: 01274 722978

Learn about diversity and integration in our communities, challenge perception and widen horizons.



## Sunday 15 October LGBTQ+ Zine Making Workshop

10:00-12:00

Salts Works, 202 Saltaire Road, BD183JF

To register:

<https://www.eventbrite.co.uk/e/queer-saltaire-zine-making-workshop-tickets-727394405247>

Free Collaborative Zine Making Workshop - Open to the LGBTQ+ community and allies as part of Hate Crime Awareness Week.



## Monday 16 October Hate Crime Awareness Week Launch Event: A Service of Hope and Remembrance

19:30-20:30

**Bradford Cathedral, 1 Stott Hill, BD1 4EH**

To register: [https://www.eventbrite.co.uk/e/service-of-hope-and-remembrance-national-hate-crime-awareness-](https://www.eventbrite.co.uk/e/service-of-hope-and-remembrance-national-hate-crime-awareness-week-tickets-723278815407?aff=cs)

[week-tickets-723278815407?aff=cs](https://www.eventbrite.co.uk/e/service-of-hope-and-remembrance-national-hate-crime-awareness-week-tickets-723278815407?aff=cs)

Call: 01274 777720

Website: [www.bradfordcathedral.org.uk](http://www.bradfordcathedral.org.uk)

This service will focus on 'religiously motivated hate' and celebrate our city's long and meaningful history of interfaith relationships.



## Tuesday 17 October Bradford Places of Worship Visit

Postponed: Will be held during Interfaith Week.

Bradford Council Stronger Communities Team and West Yorkshire Police have organised a tour of some of Bradford's places of worship to mark both Hate Crime Awareness and Interfaith Week (12-19 November).

Journey to different faith buildings and learn about some of the different faith groups represented across the Bradford District.



## Information Stall - come and visit us at:

Tuesday 17 October

10.30-3.30 Broadway Centre, BD1

Bradford Hate Crime Alliance will be hosting, with support from West Yorkshire Police, Victim Support, and Restorative Justice, an information and awareness stall for to raise awareness and promote reporting of Hate Crimes.



## Wednesday 18 October Picasso Paint Activity Day

### Invite Only Event

United Art Project, in collaboration with Bierley Community Association are hosting a large 'Picasso Paint Activity Day' that unites local residents and offers a space for social experiences and integration. The art created will become a symbol of togetherness and created for its people by its people.

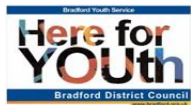


## Thursday 19 October Roma Community Workshops

16:00-18:00

Great Horton CommunityHub & Library, 69  
BeldonRd, BD7 3PE

No need to book - open to all ages-event aimed at the Roma Community with workshops exploring Hate Crime and activities aimed at increasing awareness and the reporting of Hate Crime.



## Thursday 19 October Mary Street Residents Group Awareness Stall

11:00-14:00

Cartwright Hall, N Park Road, BD9 4NS

In Hate Crime Awareness Week some of the Mary Street Residents will showcase some of their culture. Learn more about Gypsy and Traveller traditions and way of life in a friendly and relaxed environment to bring communities together against discrimination.



TO FIND OUT MORE AND TO SEE OUR  
SOCIAL MEDIA OUTPUT:  
FOLLOW US ON TWITTER AND FACEBOOK

[@BFDFOREVERYONE](https://twitter.com/BFDFOREVERYONE)



## Pop Up Stalls

Come along to find out more about Hate Crime Awareness Week at our information pop up stalls.

### Wednesday 18 October

**Broadway Shopping Centre**, BD1

Delivered by Bradford Safeguarding Adults Board Voice Group

**Airedale Shopping Centre**, Keighley,

BD21 Delivered by the Bradford Stronger Communities Team

### Friday 20 October

**Broadway Shopping Centre**, BD1 -

Delivered by Bradford People First



**Bradford  
everyone**

BRADFORD DISTRICT





# Online Training



## Monday 16 October Bradford Shared Values Training

12:30-13:15 - MS Teams  
Respect, Share, Care, Protect - These are the Bradford Shared Values: a people-led campaign that inspires to get all communities and organisations in the Bradford District to live and celebrate the four human values that bring us together.  
Learn about how these values were co-produced and how they can be applied.

<https://www.eventbrite.co.uk/e/hate-crime-awareness-week-shared-values-training-tickets-732849642007?aff=oddtcreator>



## Friday 20 October Make Sure It Adds up - Critical Thinking Training

11:00-12:00 - MS Teams

The Make Sure It Adds Up campaign's overarching aim is to reduce Hate Crime in the Bradford District and improve the lives of all people in our communities.  
Learn how to think critically no matter your age, your ethnicity, or your background.

<https://www.eventbrite.co.uk/e/hate-crime-awareness-week-critical-thinking-training-online-tickets-733416417247?aff=oddtcreator>



## Definition of Hate Crime

The current **definition of a hate crime**, issued jointly by the police and the Crown Prosecution Service, is:

"Any criminal offence which is perceived by the victim or any other person, to be motivated by hostility or prejudice, based on a person's disability or perceived disability; or race or perceived race; or religion or perceived religion; or sexual orientation or perceived sexual orientation; or transgender identity or perceived transgender identity."



## Friday 20 October Incels, Misogyny and the Manosphere Training

13:00-14:00 - MS Teams

Looking at misogyny, the manosphere and Incel culture. What are these? What do they believe in and how do they spread these beliefs? Who are the main ringleaders and why might their beliefs be potentially dangerous in our society? What help is available if needed?

<https://www.eventbrite.co.uk/e/hate-crime-awareness-week-incels-misogyny-and-the-manosphere-training-tickets-732882871397?aff=oddtcreator>

# HATE CRIME AWARENESS WEEK

BRADFORD  
DISTRICT

## Useful links and further information



<https://bradfordforeveryone.co.uk/>



BRADFORD DISTRICT



<https://bradfordhatecrimealliance.com/>



Link to **Bradford Hate Crime Strategy**:

<https://bradfordforeveryone.co.uk/wp-content/uploads/2023/03/Hate-Crime-Strategy-2021-24.pdf>



<https://nationalhcaw.uk/>



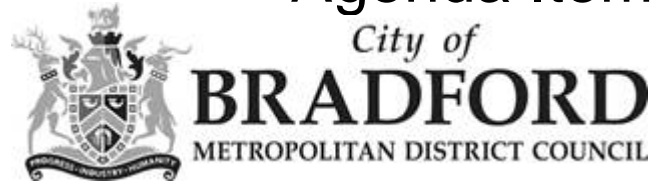
City of  
**BRADFORD**  
METROPOLITAN DISTRICT COUNCIL



<https://www.stophateuk.org/>

The wording in this publication can be made available in other formats such as large print. Please call 07970 595225 or email [Stronger.Communities@bradford.gov.uk](mailto:Stronger.Communities@bradford.gov.uk)

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## Report of the Strategic Director, Place to the meeting of Shipley Area Committee to be held on 8<sup>th</sup> November 2023

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### Subject:

**Biodiversity and The Environment Act 2021**

### Summary statement:

The continuing and worsening climate and biodiversity crises demand action and response across the authority to protect and find opportunities for the residents of the District. The Environment Act was given royal assent at the end of 2021 and has brought in several changes that affect the council:

- Updated Biodiversity Duty within the NERC Act 2006. Public bodies now required to Protect and Enhance biodiversity during their normal operations.
- Made Biodiversity Net Gain a condition of planning permissions for most Town and Country Planning Act Applications.
- Local Nature Recovery Strategy – In development with WYCA.

### EQUALITY & DIVERSITY:

Equality assessments - Please consider and comment on the equality impacts of any new, review, or removal of policies, practices, strategies, services or functions. In some instances this may require the completion of an equality impact assessment form. Full guidance is available on BradNet.

Equality objectives – if the work presented contributes to one of the Council's equality objectives a statement must be provided to explain what and how (more detail available in the report guide).

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David Shepherd  
Strategic Director of Place

### Portfolio:

**Regeneration, Planning and Transport**

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### Overview & Scrutiny Area:

**Regeneration and Environment**

## 1. SUMMARY

- 1.1 The continuing and worsening climate and biodiversity crises demand action and response across the authority to protect and find opportunities for the residents of the District.
- 1.2 The Environment Act was given royal assent at the end of 2021 and has brought in several changes that affect the council:
  - Updated Biodiversity Duty within the NERC Act 2006. Public bodies now required to Protect and Enhance biodiversity during their normal operations.
  - Made Biodiversity Net Gain a condition of planning permissions for most Town and Country Planning Act Applications.
  - Local Nature Recovery Strategy – In development with WYCA.
- 1.3 Natural England’s Bradford & South Pennines Nature Recovery Project was launched earlier this year. The Project focusses habitat restoration and species recovery efforts on the South Pennines and Bradford.

## 2. BACKGROUND

- 2.1 The background is that the Environment Act 2021 contained proposals to introduce additional statutory obligations on Local Authorities, on top of the existing general biodiversity duty enshrined within the Natural Environment and Rural Communities (NERC) Act 2006. This general duty is as follows:

“Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity”.

The Act strengthens this biodiversity duty and now requires public authorities to “conserve and enhance” biodiversity.

- 2.2 In addition to this strengthened duty – which requires biodiversity to be considered as part of the Council’s operations and policies – a number of other provisions were written into the Act which the Council has responsibility for implementing or engaging with. The key Council responsibilities are:

- **Biodiversity Net-Gain:** A requirement for all planning approvals to secure at least 10% net-gain in biodiversity value and to maintain that for 30 years. This will become mandatory in January 2024 for major developments and will become mandatory for minor developments in April 2024.
- **Biodiversity Reports:** The Environment Act requires Local Authorities to complete the following reporting on compliance with the Biodiversity Duty must be completed:
  - First Consideration of actions to take for biodiversity completed by **1<sup>st</sup> January 2024**;
  - Reconsideration of actions must take place within 5 years but can be



more regularly.

- First full report is required no later than **1<sup>st</sup> January 2026**;
- Subsequent reports required within 5 years.
- Biodiversity Reports should include:
  - Summary of actions taken in compliance with the biodiversity duty.
  - Forward planning for compliance with the biodiversity duty.
  - Actions taken to comply with Biodiversity Net Gain obligations under Schedule 7A of the Town and Country Planning Act.
  - Details of the outcomes of Biodiversity Net Gain plans approved.
  - Future planning for Biodiversity Net Gain over the next five year period.

- **Local Nature Recovery Strategy:** Members, at the January 2023 meeting, specifically requested an update on the Local Nature Recovery Strategy provisions of the Environment Act. The following section therefore covers this aspect in more detail.

2.3 As noted above, production of a LNRS for West Yorkshire (WYLNRS) is the responsibility of West Yorkshire Combined Authority. Bradford Council plus the other West Yorkshire local authorities and the Peak District National Park Authority are classified as “supporting authorities” in this context. This is because they all have planning powers and will sit on the WYLNRS Steering Group along with Natural England, to assist in setting local priorities, supporting the development of the LNRS and ensuring that the process is genuinely collaborative.

2.4 The main outputs for LNRS’s include:

- a statement of biodiversity priorities for the strategy area
- a local habitat map for the whole strategy area
- a statement of biodiversity priorities to include—
  - a description of the strategy area and its biodiversity,
  - a description of the opportunities for recovering or enhancing biodiversity, in terms of habitats and species, in the strategy area,
  - the priorities, in terms of habitats and species, for recovering or enhancing biodiversity (taking into account the contribution that recovering or enhancing biodiversity can also make to other environmental benefits), and
  - proposals as to potential measures relating to those priorities.

The governance arrangements for the WYLNRS have recently been agreed and Bradford Council has signed up to them. In summary, Bradford Council, along with the other WY authorities will be represented on the Steering Group by a nominated officer (currently from Calderdale).

### 3. OTHER CONSIDERATIONS

3.1 **Biodiversity Duty:** Existing activity across the council that aligns with the new Biodiversity Duty includes;

- Reduced mowing to better meet the needs of people and nature.
- Development of Blue-Green infrastructure in the Top of Town and Transforming Cities Fund schemes in the city and elsewhere.
- Planted a tree for every child – the creation of new woodland, school trees and 40 school orchards (blossom for pollinators).
- Encouraging nature and play opportunities on the doorstep of new housing and commercial developments.
- New wildflower strips and meadow development.
- A shift to herbaceous planting in the city centre.
- The conversion of conifer plantation woodlands to semi-natural woodlands at St Ives.
- Ilkley Moor restoration.
- Reduced use of glyphosate.
- Measures to clean up the air we all breathe.
- Working with businesses and partners in the Bradford District Sustainable Development Partnership.

3.2 **Biodiversity net gain:** A further significant strand of the Environment Act, which places new responsibilities on the Council is the requirement for net-gain from development, managed through the planning system, which will become mandatory in January 2024.

Work to prepare for the requirements of the Environment Act includes:

- Updating of information and guidance for developers about biodiversity net-gain, including the local information requirements and validation requirements for applicants
- Internal process updates/changes to embed biodiversity net-gain requirements in automated planning processes (including GIS, Uniform, Idox)
- Discussions with planning colleagues regarding the ongoing monitoring and enforcement of on-site net-gains secured through planning conditions
- Continued work with land-managing services across the Council to establish a “habitat bank” which will include Council owned sites that can be offered for offsets for net-gain that cannot be secured on-site. This would provide an income stream for habitat improvements on Council land and its long term (30 years) maintenance.
- Continued consideration of resource implications of the additional burdens.

3.3 **Habitat Bank:** The Countryside/ Biodiversity Team has been working with the Parks teams, area managers and Estates Management to identify suitable council sites for setting up a Habitat Bank on council land. The aim of this Habitat Banks would include the provision of biodiversity units to developers who are required to offset their biodiversity losses. Currently there is a risk that development will be

hampered by a lack of commercially available biodiversity units.

- 3.4 Creation of a council habitat bank offering to sell biodiversity units on council owned land offers a significant financial opportunity for Bradford Council. Council assets can be the location for habitat enhancements that generate biodiversity units which can then be sold to developers. Early investment in habitat improvements on selected council land would mean biodiversity units are available to facilitate development and speed up the planning process with money available to be reinvested in further habitat enhancement.
- 3.5 The Biodiversity Team have set aside Natural England funding to pay for a Biodiversity Net Gain baseline assessment and Preliminary Ecological Appraisal of Northcliffe to identify where opportunities exist on the site for BNG offsetting moneys. A local ecologist has been contracted to prepare the baseline assessments and write a management plan for the whole park. We hope that local development will be facilitated by having a suitable offsetting habitat bank site in Shipley and that the value of the park for biodiversity, flood water management and public wellbeing will be improved through additional funding. Creation of a council habitat bank such as this would also mean council assets would generate revenue and pay for their own management while remaining in public ownership. Benefits of healthier habitats include public physical and mental health benefits, floodwater management and carbon sequestration, all of which are part of the district's natural capital resource and reduce financial risk to residents and businesses.
- 3.6 Whilst considerable work has been done in Bradford and West Yorkshire looking at the creation of a council habitat bank there are two significant blockages;
  - Difficulty in reaching agreement with Estates Management on use of council assets for this purpose, although they are currently reviewing assets for this purpose, it is not clear what other competing priorities exist, especially on agricultural land.
  - Legal uncertainty about the ability of councils to use Section 106 agreements to agree that the council itself will deliver agreed improvements. The alternative is to use Conservation Covenants however we are currently unaware of Responsible Bodies in the region. There have been discussions between the with WYCA have

Despite the above a 'match-making' website for council assets is in development. This would allow developers looking to buy biodiversity units to identify suitable council-owned sites and contact the managing section of the council to discuss the sale of biodiversity units. Any sales of units would then require the managing section of the council to legally agree that any enhancements and habitat improvements would be maintained for the required 30 years.

Two reports have been prepared, on the subject of BNG and Habitat Banking in West Yorkshire. The first was prepared by consultants WSP and looked at broad opportunities and challenges of BNG including resource requirements across council departments. The second, funded by Natural England and delivered by Yorkshire Wildlife Trust focussed on the possibility of using council assets for Habitat Banking.

- 3.7 **Conservation Covenants:** Conservation covenants are a new type of voluntary but legally binding agreement enabled through the Environment Act. They are designed to secure the long-term conservation of the natural or heritage features of the land covered by the agreement.

A Conservation covenant is an agreement between a landowner and a Responsible Body that ensures that agreed management prescriptions for ecological conservation are carried out by the owner of the land. Conservation covenants are attached to the land to which they relate so they are intended to ensure that agreed activity is carried out in the long term by whoever owns the land. They are designed to be used for securing Biodiversity Net Gain sites, where ecological impacts of development can be offset by on-going management of habitats for the required minimum 30 years.

It is likely that Conservation Covenants will be essential if the council wishes to sell biodiversity units on its own land. A Conservation Covenant must be registered as a land charge to ensure that the land is protected for nature conservation and habitat management prescriptions are linked with the land should it be sold.

It is expected that Natural England will become a Responsible Body but as yet we are unaware of any other potential Responsible Bodies who might be operating in the region. We are currently talking, with the other West Yorkshire Authorities, with WYCA to establish if they could become a Responsible Body to arrange Conservation Covenants for the five authorities.

It is likely that Responsible Bodies will be able to levy a fee for entering into a Conservation Covenant. This fee would cover monitoring and enforcement of Conservation Covenants and any other scheme-specific costs.

- 3.8 **Local Nature Recovery Project:** Natural England led projects focussing on habitat restoration and ecosystem service improvement for Bradford & the South Pennines. The Natural England Team are working across the district with various local groups and teams in the council including BD25 to provide funding through several funding streams. Among other things the NE project is looking to identify sites for a new National Nature Reserve in Bradford and the South Pennines.

- 3.9 **Other projects receiving funding as a result of the Bradford and South Pennines Nature Recovery Project:**

- Manningham Library – Nature Connected
- Improving Air Quality for Schools - Better Places Bradford
- Mini Eco-sculpture park in Bradford Moor – The Leap
- Testing Water Quality in Bradford's Becks – FoBB
- Testing Green Therapy for Health, Environment & Nature Recovery – Lynchfield Mount Hospital
- South Pennine Recreational Disturbance – For South Pennines to emulate the approach taken in Bradford

- Bradford Peregrine Trail – BUWG & Bradford Peregrines
- Safer Snickets – Streetspace
- Inclusive Nature Recovery – Greenville Trust, Get Out More
- Horton Community Farm Green Community Hub.

Landscape colleagues are also in discussions with NE to advance the Shipley Fields culvert removal on Bradford Beck.

#### 4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The financial impact assessment of the emerging Environment Bill, published by Government in October 2019, stated:

*“For local government, our findings indicate that the initial annual costs total £9.5m throughout the first two years. Thereafter, costs are ongoing equalling £9.5m per year. Of these costs, £1.1m are associated with spatial planning.”*

- 4.2 A further policy statement from government dated January 2020 pledged:

*“Government will fully fund all new burdens on local authorities arising from the Bill in order to make our ambition a reality. We are committed to working in partnership with local government, businesses and wider stakeholders on the implementation of these measures, to identify and secure the capacity and skills to deliver a cleaner, greener and healthier environment.”*

There is currently no clarity on whether this commitment to fully fund the new burdens will be honoured.

- 4.3 In an effort to provide further detail on this issue, the West Yorkshire Local Planning Authorities funded a scoping study in 2022 by WSP consultants. One of the key elements of this study was to ascertain what additional resources would be required to set up a West Yorkshire wide biodiversity net-gain system. The report concluded that there is a need for additional staff resource to implement the extra responsibilities – this includes additional ecological expertise/biodiversity officers; planning and monitoring resource, legal and enforcement input. Bradford currently employs one Biodiversity Officer and one Biodiversity Assistant, whose remits extend beyond BNG and covers input into general development management, advising on site management and the Council’s wider biodiversity duty and input into Council-led infrastructure projects.
- 4.4 Resourcing the additional burdens of the Environment Act across the Planning, Highways and Transportation Service remains a key consideration yet to be resolved. To date, DEFRA has awarded local authorities two grant payments in 2022-23 and 2023-24 (of £43,467 each) specifically to facilitate the preparation for biodiversity net-gain. Whilst these grants are welcome, they are, so far, one-off payments and do not cover the ongoing revenue requirements to effectively implement these new responsibilities.
- 4.5 The Local Nature Recovery Strategy provides a framework for potential investment in biodiversity enhancement and creation works in the district. Whilst private habitat

banks are able to invest in works, to generate biodiversity units for sale to developers, if they target their investment to priority habitats in strategically significant locations identified in the LNRS, that work will create more biodiversity units which can then be sold to developers.

- 4.6 As discussed above, council assets across the district offer potential habitat enhancement sites for generation of biodiversity units for sale to developers. With council teams or local contractors undertaking the enhancement works a Habitat Bank also offers economic benefits and the possibility of increasing staff and skills within the council or benefitting local businesses. Whilst there is additional risk associated with taking on this role there are also numerous potential benefits for the people and businesses of the district.

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

- 5.1 The main risk arising from the matters outlined in the report is a lack of adequate resource to fully engage with the new duties imposed by the Environment Act. This would expose the Council to legal challenge, reputational damage and loss of biodiversity resulting from failure to achieve a mandatory planning requirement.

## **6. LEGAL APPRAISAL**

- 6.1 The Environment Act has introduced a new mandatory requirement for biodiversity net gain in the planning system and consequently upon all Local Planning Authorities, to ensure that all new developments increase biodiversity by a minimum of 10%, with this requirement coming into effect from late 2023. The aspiration for achieving biodiversity net gain is also set out in the National Planning Policy Framework. The Guidance Document to be put forward for adoption by the Council will explain how biodiversity net gain can be achieved in the West Yorkshire area.

The Environment Act has integrated the requirement to deliver biodiversity net gain by development into the planning system and sets out the following key components of mandatory biodiversity gain:

- Amendment of Town & Country Planning Act (TCPA).
  - Requirement for a minimum 10% gain calculated using the Biodiversity Metric & approval of a biodiversity gain plan.
  - Habitat is required to be secured for at least 30 years via planning obligations or conservation covenants.
  - Delivered on-site, off-site or via a new government statutory biodiversity credits scheme (although this would be a last resort option); and
  - The setting up of a national register for net gain delivery sites.
- 6.2 The biodiversity net gain requirements of the Act will become mandatory in January 2024, which has given local authorities a two-year transition window within which to implement net gain within the planning system. A BNG Guidance Document will aid this implementation. The Guidance Document will be prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended), which includes consultation requirements at Regulations 12 and 13.

## 7. OTHER IMPLICATIONS

### 7.1 SUSTAINABILITY IMPLICATIONS

7.1.1 The Council has produced a Sustainable Development Action Plan which includes specific actions relating to biodiversity and addresses the need for further action as a result of the declared climate emergency. This plan acknowledges the opportunities within the District for the generation of renewable energy, flood alleviation and carbon sequestration measures and community engagement in environmental, biodiversity and local food initiatives. It includes other commitments to combat climate change through:

- **Flood management and natural flood** management - continue working with local communities and key public bodies such as the Environment Agency.
- **Tree planting and woodlands** - as part of the Council's ongoing contribution to the Northern Forest, an ambitious programme of tree planting and woodland creation is under way.
- **Peat bog protection and restoration** – re-wetting and sphagnum moss planting work to improve and restore important carbon sinks. A peat bog can store up to seven times the carbon of woodland.
- **Biodiversity duty/habitat network development** - Managing habitat change proactively alongside legal habitat protection and enforcement to ensure biodiversity and wildlife protection. Progress Bradford District Habitat Network – working to link key sites and corridors across and beyond the District.

7.1.2 In terms of the Council's role in development management, the coming years will see a requirement for the District to accommodate new development – for both housing and employment. In terms of housing alone, a requirement of 30,672 new homes has been identified in the draft Bradford District Local Plan over the period 2020-2038 (equating to 1,704 dwellings per year) plus all the necessary infrastructure which goes along with this. There are clear environmental benefits to ensuring that all this development results in a net gain for biodiversity, thus helping to secure the District's ecological value, its resilience to climate change, its quality of life and wider social and economic benefits. As a general principle, based on the fact that net gain is an expectation in current national planning policy, the Council has been requesting that developments demonstrate a net gain prior to this becoming law.

### 7.2 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

7.2.1 As stated above, biodiversity plays a key role in combatting or ameliorating the impacts of greenhouse gases and climate change. It is widely accepted that trees, wetlands and other habitats can absorb and lock-up carbon from the atmosphere. It is clear that any gains in biodiversity across the District will only serve to enhance this positive effect.

### **7.3 COMMUNITY SAFETY IMPLICATIONS**

7.3.1 None

### **7.4 HUMAN RIGHTS ACT**

7.4.1 Protection, enhancement and access to biodiversity is a basic human right. This is usefully summed up by United Nations report “Biodiversity and Human Rights” (2017), which states:

“Biodiversity is necessary for ecosystem services that support the full enjoyment of a wide range of human rights, including the rights to life, health, food, water and culture. In order to protect human rights, States have a general obligation to protect ecosystems and biodiversity”

### **7.5 TRADE UNION**

7.5.1 None

### **7.6 WARD IMPLICATIONS**

7.6.1 All Wards will be subject to development and therefore net-gain benefits. A habitat bank for offsetting these benefits should include sites in all Wards across the District.

### **7.7 AREA COMMITTEE LOCALITY PLAN IMPLICATIONS**

7.7.1 Biodiversity is a Priority in the Shipley Area Locality Plan When planning for the locality the baseline biodiversity value of development sites should be a factor in site selection. It should also form part of planning when considering favoured suitable offsetting locations.

The LNRS should also be considered with the above as this strategy should identify where the best locations for habitat enhancement or creation are located with the area.

To be included in an amendment to the locality plan for Shipley, early survey and baseline BNG assessment, along with preparation of management plans and early implementation will mean Shipley residents see the benefits of Biodiversity improvements whilst Biodiversity Units will be immediately available to developers.

### **7.8 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE**

7.8.1 None

### **7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT**

7.9.1 None

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

8.1 None



## **9. OPTIONS**

9.1 None

## **10. RECOMMENDATIONS**

10.1 That Members welcome and support the content of this report.

10.2 That Members will support and promote Habitat Bank sites in Shipley, such as Northcliffe Park and others to offset biodiversity losses.

## **11. APPENDICES**

11.1 None

## **12. BACKGROUND DOCUMENTS**

12.1 Regeneration and Environment Overview and Scrutiny Committee 17 January – Biodiversity and Environment Act Update (**Document T**).

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## Report of the Shipley Area Co-ordinator to the meeting of Shipley Area Committee to be held on Wednesday 8<sup>th</sup> November 2023

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### Subject:

Allocation of Combined Funding 2023-2024

### Summary statement:

This report summarises the applications received from eligible local organisations, across the Shipley Constituency, from the amalgamation of funding from United Kingdom Shared Prosperity Fund (UKSPF), West Yorkshire Mayor's Cost of Living fund (CoLF) and Household Support Fund (HSF).

### EQUALITY & DIVERSITY:

Decisions will need to be made in line with Equal Rights legislation. This will require Area Committees to assess the potential equality impact of any decisions they make. The District Plan and Locality Plans are underpinned by a cross cutting principle of tackling inequality in our communities. These combined funds will set out a program of activity that supports this as a core outcome. As a Council, we have committed to keeping equalities at the heart of what we do - 'This means everyone can access services regardless of their background, that we embrace our different communities across the whole district and that we build an inclusive organisation.' In collaboration with partners, we will support this approach, address inequality and improve opportunities for communities across Shipley.

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Neighbourhoods and Community Services

Report Contact: Damian Fisher  
Shipley Area Co-ordinator  
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**Overview & Scrutiny Area:** Corporate



## **1. SUMMARY**

- 1.1 This report summarises the applications received from eligible local organisations, across the Shipley Constituency, from the amalgamation of funding from the UK Share Prosperity Fund (UKSPF), West Yorkshire Mayor's Cost of Living fund (CoLF) and Household Support Fund (HSF).

## **2. BACKGROUND**

- 2.1 Applications from eligible local organisations across the Shipley constituency were invited to apply from the total funding of £81,992. The funds from CoLF, HSF and UKPSF were combined to provide emergency local services and support during the cost-of-living crisis, specifically for food banks/parcels, warm places debt advice and support for mental health.

Examples of support can be (not an exhaustive list):

- Food (or other such as hygiene, clothes) parcels
- Establishing new or extending existing warm places
- Support and advice
- Measures to improve energy efficiency for households.
- Tangible items for vulnerable groups (slow cookers, hot water bottles, flasks, blankets)

- 2.2 All grants will be distributed via the Area Co-ordinator's Neighbourhood Teams who cover the 5 Parliamentary Constituencies in the district, which are Bradford South, Bradford East, Bradford West, Shipley and Keighley.

- 2.3 The Stronger Communities Team developed a single application process and criteria required for the combined funding and these funds will be administered through this team. The funding went live in September 2023 with a closing date for receipt of applications of 30 September 2023.

### **2.4 Funding Allocation and delivery plan**

- 2.4.1 The minimum grant value an organisation could apply for in each constituency was £2,000 and the maximum grant value up to £10,000. The grant must be spent by 31st March 2024 and monitoring forms to be returned by end of June 2024.

- 2.4.2 Funding is delegated to Area Committees to distribute to the Voluntary and Community Sector, the Grants Advisory Group (GAG) is made up of elected members nominated by the Area Committee at the beginning of each municipal year to help support the decision-making process in conjunction with the Area Co-ordinator. The GAG considered the applications on the 18<sup>th</sup> of October for Area Committee approval on November 8<sup>th</sup>, 2023.

- 2.4.3 Monitoring and evaluation will be undertaken, and the information collected will include:
- a. nature of the support received (e.g. warm space/food parcel etc)
  - b. financial value of the support (estimated where appropriate)
  - c. other key beneficiary information as far as possible, including ward, gender, ethnicity, and disability.

- 2.4.4 Data will be collected (including case studies) to enable the timely evaluation of Fund impacts to be undertaken by the Combined Authority, such as:
- a. improved health and wellbeing,
  - b. increased aspirations/motivation/participation,
  - c. reduced barriers to inclusion and employability,

Should approval be given grant will be allocated in November 2023. Projects are to be completed by the 31<sup>st</sup> of March 2024 and completed monitoring forms returned by 30<sup>th</sup> June 2024

### **3. OTHER CONSIDERATIONS**

- 3.1 The recommended allocations from GAG only accounted for £40,198.65. This means £41,793.35 is left unallocated. Therefore, and a second round of applications will need to be relaunched on 9<sup>th</sup> November.

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

- 4.1 Shipley has an overall allocation of £81,992. Any projected underspends from partner organisations will be reported to the Area Office as soon as relevant parties are aware to enable the GAG to redistribute quickly.

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

- 5.1 There are no risk management or governance issues.

### **6. LEGAL APPRAISAL**

- 6.1 There are no legal appraisal issues to highlight.

### **7. OTHER IMPLICATIONS**

#### **7.1 SUSTAINABILITY IMPLICATIONS**

- 7.1.1 The District Plan and Locality Plan is underpinned by sustainability goals. As the priorities have been set using the District Plan, the outcomes achieved from this funding help us achieve our district goals on sustainability.

#### **7.2 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS**

- 7.2.1 The work planned on greening areas of Bradford, working with community groups on decarbonisation and supporting households with the costs of living crisis all support their agenda.

#### **7.3 COMMUNITY SAFETY IMPLICATIONS**

- 7.3.1 There are no community safety implications arising from this report.

#### **7.4 HUMAN RIGHTS ACT**

- 7.4.1 There are no human rights implications arising from this report.

## **7.5 TRADE UNION**

7.5.1 There are no trade union implications arising from this report.

## **7.6 WARD IMPLICATIONS**

7.6.1 This funding will to improve quality of life for residents across the Shipley constituency and support priorities in the ward plans 2023 to 2025.

## **7.7 AREA COMMITTEE LOCALITY PLAN IMPLICATIONS**

7.7.1 To support the delivery of priorities in the Shipley Locality Plan.

## **7.8 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE**

7.8.1 The District, Locality and Ward plans contain specific outcomes that relate to children and young people. Grants allocated from these funding pots will bring direct and indirect benefit to them, addressing local priorities of need and deprivation.

## **7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT**

7.9.1 There are no issues arising from this report.

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

8.1 There are no not for publication items.

## **9. OPTIONS**

9.1 To agree the proposals for the allocation of funding outlined in Appendix 1.

9.2 To amend the proposals for the allocation of funding.

9.2.1 To agree timelines for the allocation of any funding not allocated from the first call out in conjunction with the Area Co-ordinator.

## **10. RECOMMENDATIONS**

10.1 That the Area Committee agree the proposals for the funding allocations as outlined at Appendix 1.

10.2 That the Grants Advisory Group be thanked for their work with this funding.

## **11. APPENDICES**

11.1 Appendix 1 - Proposed Allocation of funding.

## **12. BACKGROUND DOCUMENTS**

12.1 None

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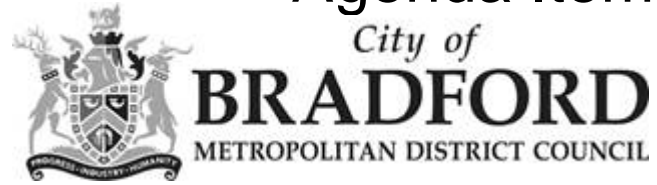


## SUMMARY SHEET

GROUP	WARD	AMOUNT REQUESTED	PURPOSE	NOTES/ COMMENTS	DECISION
Bolton Woods Community Centre	Windhill & Wrose	<b>£9,805.95</b>	We will use this funding to expand and maintain the 'Lets Eat Together' programme currently delivered over 1 night a week. We will provide food-based support across the week, Monday – Friday using a combination of evening meals x 3 nights and 2 drop-ins for residents. The additional drop ins will enable us to provide advice; benefit, general CoL advice. We will also undertake daily blood pressure checks and link this programme to wider health initiatives we are developing across this locality and neighbouring communities, Crag Rd and the new residential development along the Canal Road Corridor.	Funding to be released when there are no outstanding actions associated with monitoring compliance for the previous UKSPF cost of living fund.	<b>£9805.95</b>
Bradford North Foodbank	All (centres are in Shipley and Windhill & Wrose)	<b>£3,801.00</b>	In Shipley 2,581 people were fed in the first eight months of 2023. This was delivered from foodbank centres at Shipley Baptist Church and Christchurch Windhill. A small minority of those people live in the Bradford West and Keighley constituencies, which are served by the Shipley-based foodbank centres, so it was felt they should be included in this one application, as they would not be sufficient in size/value on their own. We expect demand remain at the same elevated level over the project period, which is consistent with data through prior years. Money from this fund will be focussed on ensuring a consistent supply of food can be maintained, with all food parcels providing nutritionally balanced meals.	Funding to be released when there are no outstanding actions associated with monitoring compliance for the previous UKSPF cost of living fund.	<b>£3,801.00</b>
Streetspace Community CIC	Shipley	<b>£10,000.00</b>	Develop and promote bespoke, inclusive and accessible energy efficiency workshops and guidance for homes within the Saltaire Heritage Site.		<b>£10,000.00</b>
Denholme Shared Church	Bingley Rural	<b>£3,535.20</b>	Denholme Shared Church (DSC) wishes to advertise and to provide a hot-food 'Warm Space' in its function room on Sunday afternoons, 4p.m. to 7p.m., 26 <sup>th</sup> November 2023 – 17 <sup>th</sup> March 2024 excluding 24 <sup>th</sup> December and 31 <sup>st</sup> December. If necessary, the church will fund the first session.		<b>£3,535.20</b>
Baildon Community Link	Baildon	<b>£2,866.50</b>	To provide slow cooker cooking lessons, recipe cards and free slow cookers for the most vulnerable residents identified with the assistance of the local school.		<b>£2,866.50</b>
Cottingley Community Centre	Bingley Rural	<b>£7,500.00</b>	Create a new initiative to engage young people, initially through a warm space for 11 to 15 yr olds, give them responsibility for planning activities and managing the budget. A Christmas lunch special as part of the regular community lunches without increasing the cost. Continuing the warm space and expanding the drop in advice service. Give a small gift to children seeing santa so not excluded when parents are unable to pay for the gift.	Funding to be released when there are no outstanding actions associated with monitoring compliance for the previous UKSPF cost of living fund.	<b>£7,500.00</b>

## SUMMARY SHEET

Shiple Baptist Church	Shiple Windhill & Wrose	<b>£2,690.00</b>	Shiple Baptist Church is seeking additional funding to enhance the experience for those attending the Youth Warm Space/Drop-In as well as promoting the provision to a wider audience across Shiple and Windhill.		<b>£2,690.00</b>
					<b>£40,198.65</b>



## Report of the Shipley Area Co-ordinator to the meeting of Shipley Area Committee to be held on Wednesday 8<sup>th</sup> November 2023

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### **Subject:**

Allocation of the West Yorkshire Combined Authority grants to community groups to support climate change in the Shipley Area.

### **Summary statement:**

Bradford Council is working in partnership with the Mayor of West Yorkshire, Tracy Brabin, and the West Yorkshire Combined Authority to offer grants to community groups to support climate friendly projects as we work towards a net zero carbon region. This report summarises the applications received from eligible local organisations, across the Shipley Constituency and makes recommendations from the Grants Advisory Group on allocation.

### **EQUALITY & DIVERSITY:**

Decisions will need to be made in line with Equal Rights legislation. This will require Area Committees to assess the potential equality impact of any decisions they make.

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**Portfolio: Abdul Jabar**  
Neighbourhoods and Community Services

Report Contact: Damian Fisher  
Shipley Area Co-ordinator  
Phone: (01274) 437146  
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**Overview & Scrutiny Area:** Corporate



## 1. SUMMARY

- 1.1 Bradford Council is working in partnership with the Mayor of West Yorkshire, Tracy Brabin, and the West Yorkshire Combined Authority to offer grants to community groups to support climate friendly projects as we work towards a net zero carbon region. This report summarises the applications received from eligible local organisations, across the Shipley Constituency and makes recommendations from the Grants Advisory Group on allocation.

## 2. BACKGROUND

- 2.1 These grants support communities that may struggle to achieve net zero on their own and aims to inspire real change to reduce carbon emissions and also sustainable behaviour change in communities' raising awareness with regards the Climate emergency. The funding is focused on activities that will make a meaningful and lasting difference to the carbon footprint in communities.

The grants of between £5,000 and £50,000 will support community proposals for:

- **Energy** – local clean and flexible energy solutions
- **Building** – healthy, affordable and efficient community buildings
- **Transport** – walking, cycling and public transport
- **Nature** – green and climate ready nature and biodiversity solutions

And include projects such as:

- Developing locally generated clean energy schemes, producing onsite energy/renewable energy, for example solar panels, wind turbines
- Making community buildings resilient to climate change and increased fuel costs, through insulation, A-rated appliances, LED lighting or heat pumps – reducing consumption and promoting good practice to local residents
- Reducing car and fossil fuel usage by making it more appealing to cycle, walk or use public transport.
- Finding ways of working with nature, such as preserving or increasing biodiversity in our green spaces, strengthening the link between residents and nature through access to green space, local food growing, and creating opportunities for people to connect with nature.

Projects will be community led driven by an understanding of local needs, developing ideas with communities.

The application process was in in two stages subject to WYCA requirements. Stage one was an expression of interest, and stage two a detailed application. Organisations were invited to submit a detailed application subject to the Grants Advisory Groups approval to go to the next stage.

There were 13 expressions of interest that were reviewed by the grants advisory group on 20<sup>th</sup> September 2023. With a total fund of £73,800 and expressions of interest totalling over £500k the grants advisory group had to make some difficult decisions as to which applications to put through to the second stage and being mindful not to waste bidders time and a priority on those bids they felt would make

the most impact on carbon reduction/biodiversity.

Four applications were recommended to submit full applications. These are shown in appendix 1 with the amounts recommended for approval. All funding must be spent by December 2024 and a report on each project together with copies of receipts evidencing how all the money was spent. An evaluation will also be carried out by WYCA by March 2025.

- 2.2 The minimum grant value any organisation could apply for in each constituency was £5,000 and the maximum grant value was up to £50,000.

### **3. OTHER CONSIDERATIONS**

- 3.1 None

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

- 4.1 Shipley has an overall allocation of £73.800.

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

- 5.1 There are no specific risk management or governance issues.

### **6. LEGAL APPRAISAL**

- 6.1 There are no legal appraisal issues to highlight.

### **7. OTHER IMPLICATIONS**

#### **7.1 SUSTAINABILITY IMPLICATIONS**

- 7.1.1 The District Plan and Locality Plan is underpinned by sustainability goals. As the priorities have been set using the District Plan, the outcomes achieved from this funding help us achieve our district goals on sustainability.

#### **7.2 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS**

- 7.2.1 The work planned with community groups on decarbonisation and supporting biodiversity initiatives is shown in Appendix 1

#### **7.3 COMMUNITY SAFETY IMPLICATIONS**

- 7.3.1 There are no community safety implications arising from this report.

#### **7.4 HUMAN RIGHTS ACT**

- 7.4.1 There are no human rights implications arising from this report.

#### **7.5 TRADE UNION**

- 7.5.1 There are no trade union implications arising from this report.

## **7.6 WARD IMPLICATIONS**

7.6.1 This funding will to reduce the carbon footprint across the constituency and support priorities in the ward plans 2023 to 2025.

## **7.7 AREA COMMITTEE LOCALITY PLAN IMPLICATIONS**

7.7.1 To support the delivery of priorities in the Shipley Locality Plan.

## **7.8 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE**

7.8.1 The benefits of these projects will impact people of all ages across the constituency.

## **7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT**

7.9.1 There are no issues arising from this report.

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

8.1 There are no not for publication items.

## **9. OPTIONS**

9.1 To agree the proposals for the allocation of funding outlined in Appendix 1.

9.2 To amend the proposals for the allocation of funding

## **10. RECOMMENDATIONS**

10.1 That the Area Committee agree the proposals for the funding allocations as outlined at Appendix 1.

10.2 That the Grants Advisory Group be thanked for their work with this funding.

## **11. APPENDICES**

11.1 Appendix 1 – Proposed allocation of funding.

## **12. BACKGROUND DOCUMENTS**

12.1 None

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## CLIMATE COMMUNITY GRANT

ORGANISATION	WARD	PURPOSE	DECISION – STAGE 1	DECISION – STAGE 2	AMOUNT AWARDED
Wilsden Parish Council	Bingley Rural	Selective thinning and canopy reduction of immature birch with the dual objective of encouraging heathland plants, especially bilberry, and creating areas of decaying vegetation to enhance biodiversity.	Shortlisted – must include in the application the plans for long term management.	Agreed to fund full project.	£7,000.00
St Peter's Church	Shipley	Replace lighting and boilers with energy efficient alternatives.	Shortlisted – will consider an application for lighting and a low carbon solution for heating (not a gas boiler)	Agreed to fund energy efficient lighting.	£6,546.00
The Kirkgate Centre	Shipley	Instal solar panels and insulation.	Shortlisted	Agreed £11,250.00 to part fund the solar panel installation (WYCA limit). £22,139.00 supporting work to improve thermal performance	£33,389.00
Northcliffe Environmental Enterprises Team	Shipley	Installation of solar panels.	Shortlisted – comprehensive costings need to be included in the application.	Agreed to fund installation of solar panels over 5 buildings	£26,865.00
					£73,800.00

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