



ShIPLEY

DRAFT DEVELOPMENT FRAMEWORK



Invest in Shipley

The gateway to Airedale

Foreword

‘ShIPLEY – space to breathe, grow and thrive’

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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.

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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

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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



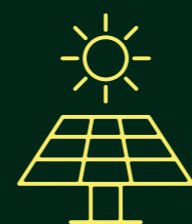
Development Principle 2:
Celebrate and enhance
designated heritage assets



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).

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.

Indicative Image





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



¹³ 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.

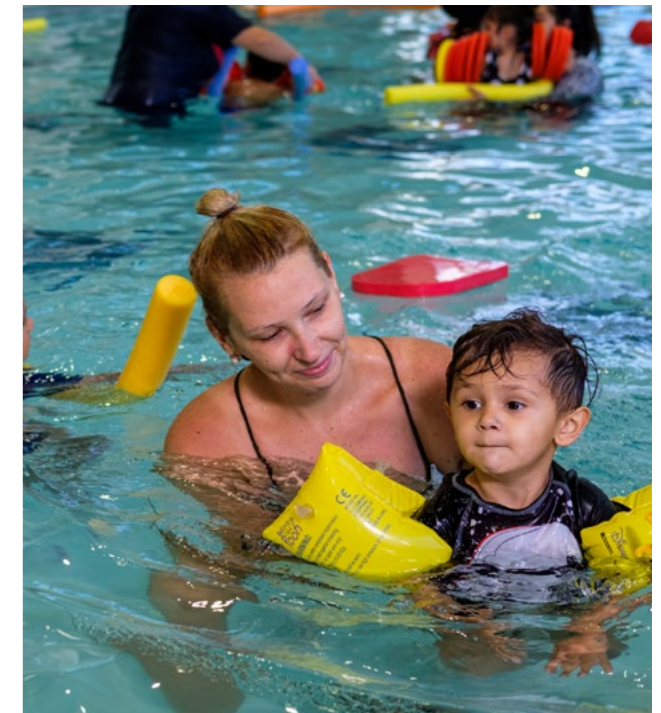
Market Square will become a hub for families by providing a safe space for children to play and roam at the heart of the town centre. Play facilities will be sensitively integrated into the revamped outdoor market and events space to create a thriving destination which offers excitement for parents and 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.**



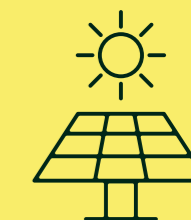
▶ Shipley Sports Centre



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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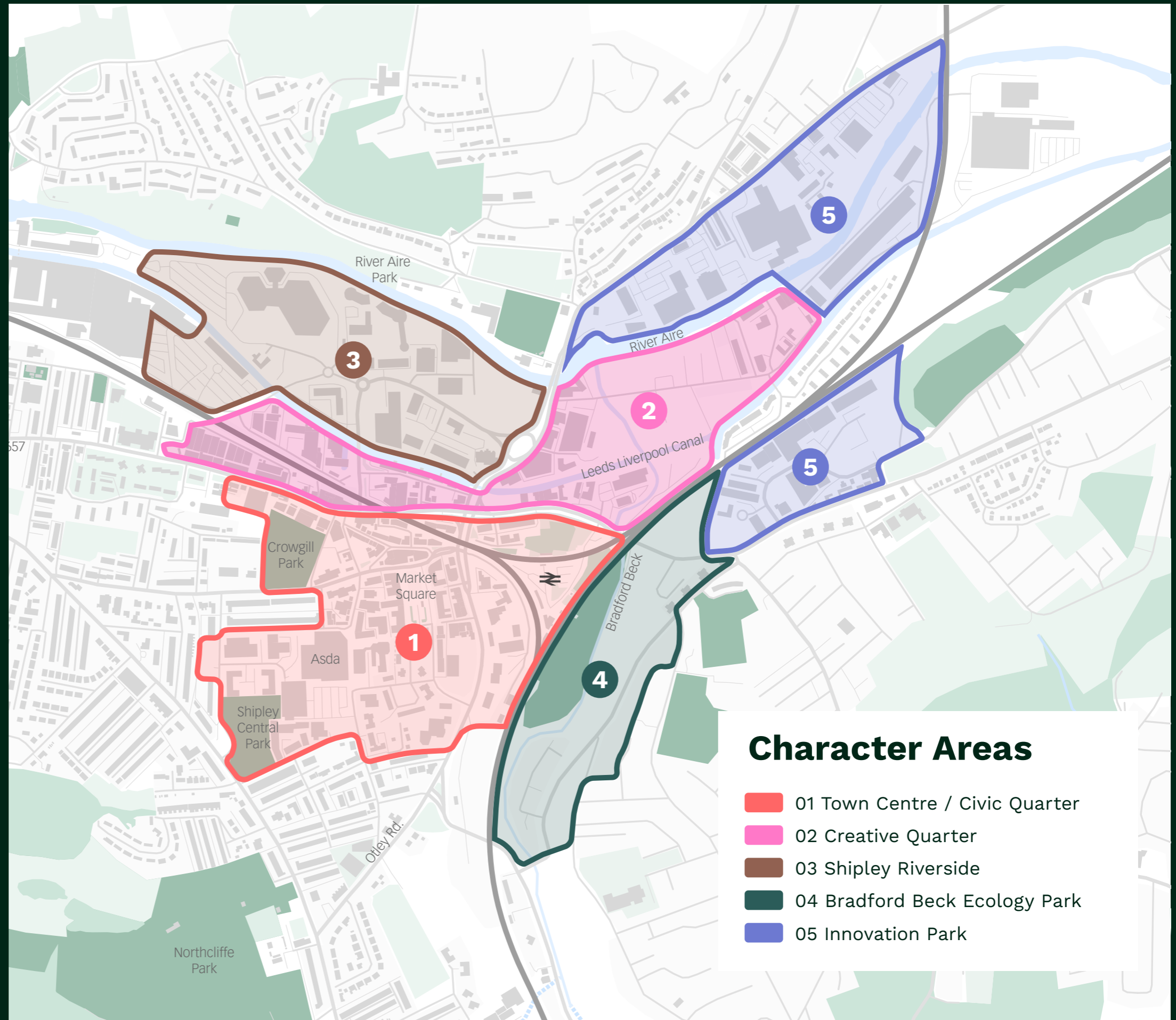
07. Spatial Framework

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

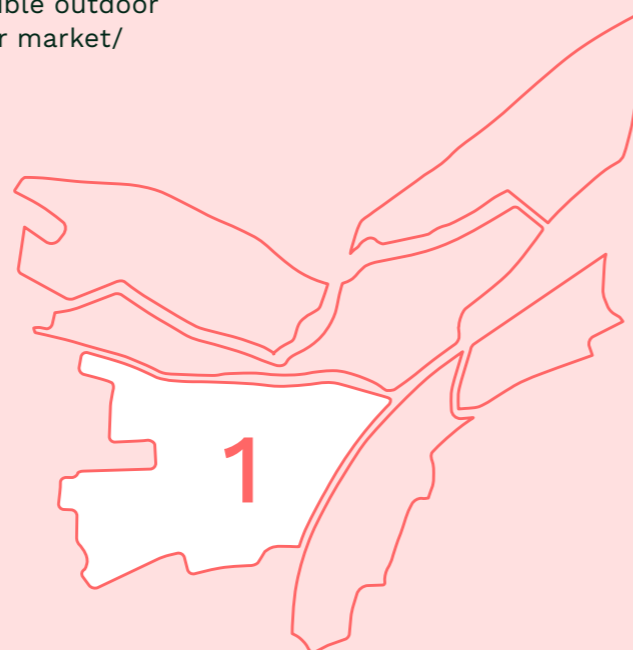
Character Area 1: Town Centre/ Civic Quarter

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.

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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.



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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



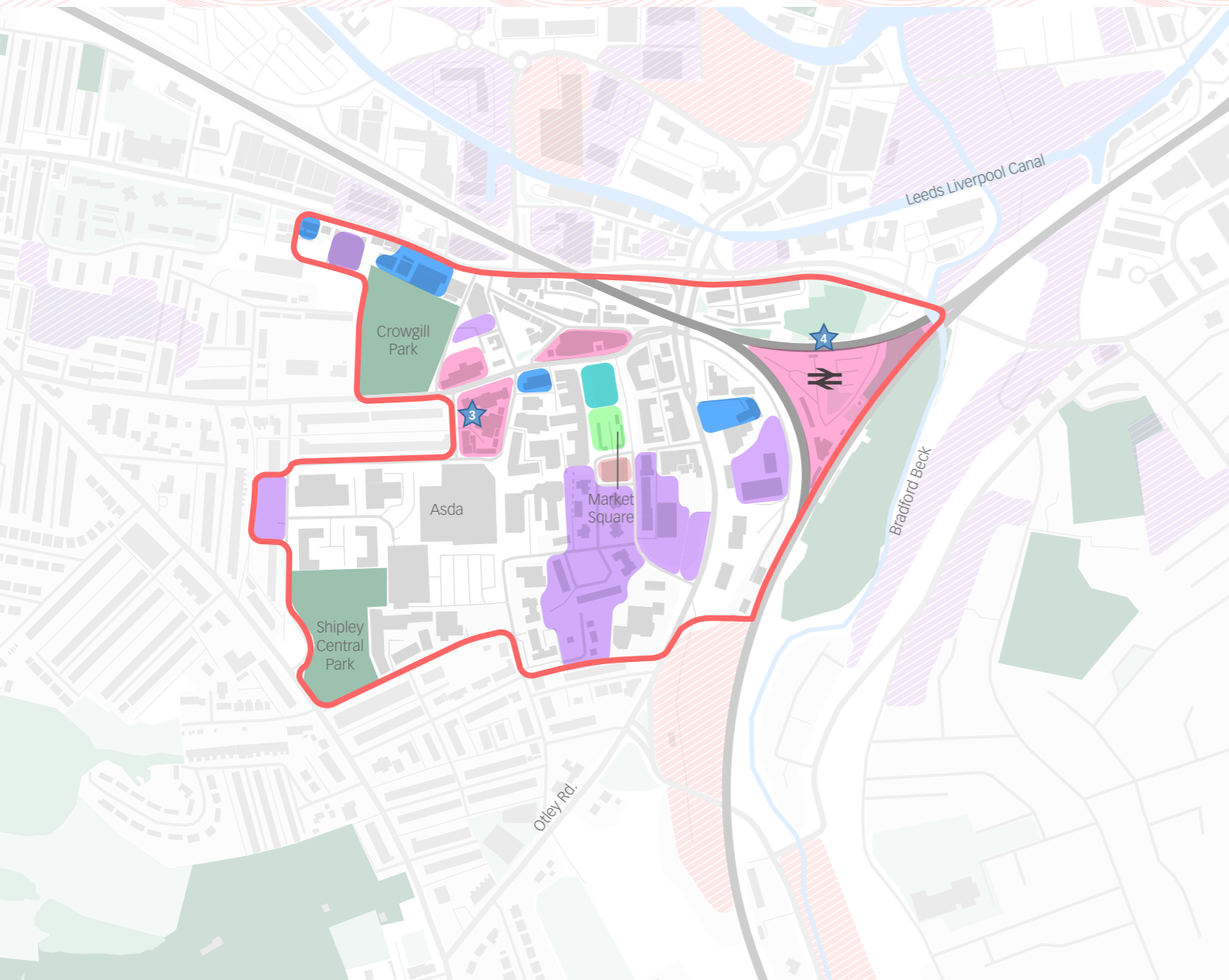
01. Existing Uses

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

Key

 Mixed-Use	 Commercial	 Potential Development Sites	★ Key Heritage Assets
 Food Hall and Market	 Proposed Green Space	 Committed Sites	3. Civic Quarter
 Residential	 Existing Green Space	1 Town Centre / Civic Quarter	4. Train Station



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 Shingley's retail core is to create a more diverse and experiential offer which encourages people to come into Shingley 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. Shingley'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:

- ▶ **Shingley 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.
- ▶ **Shingley 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 Shingley's Underground Market, could provide for new mixed uses within the town centre, including high-quality residential.
- ▶ **A revitalised Shingley 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** – Shingley'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:

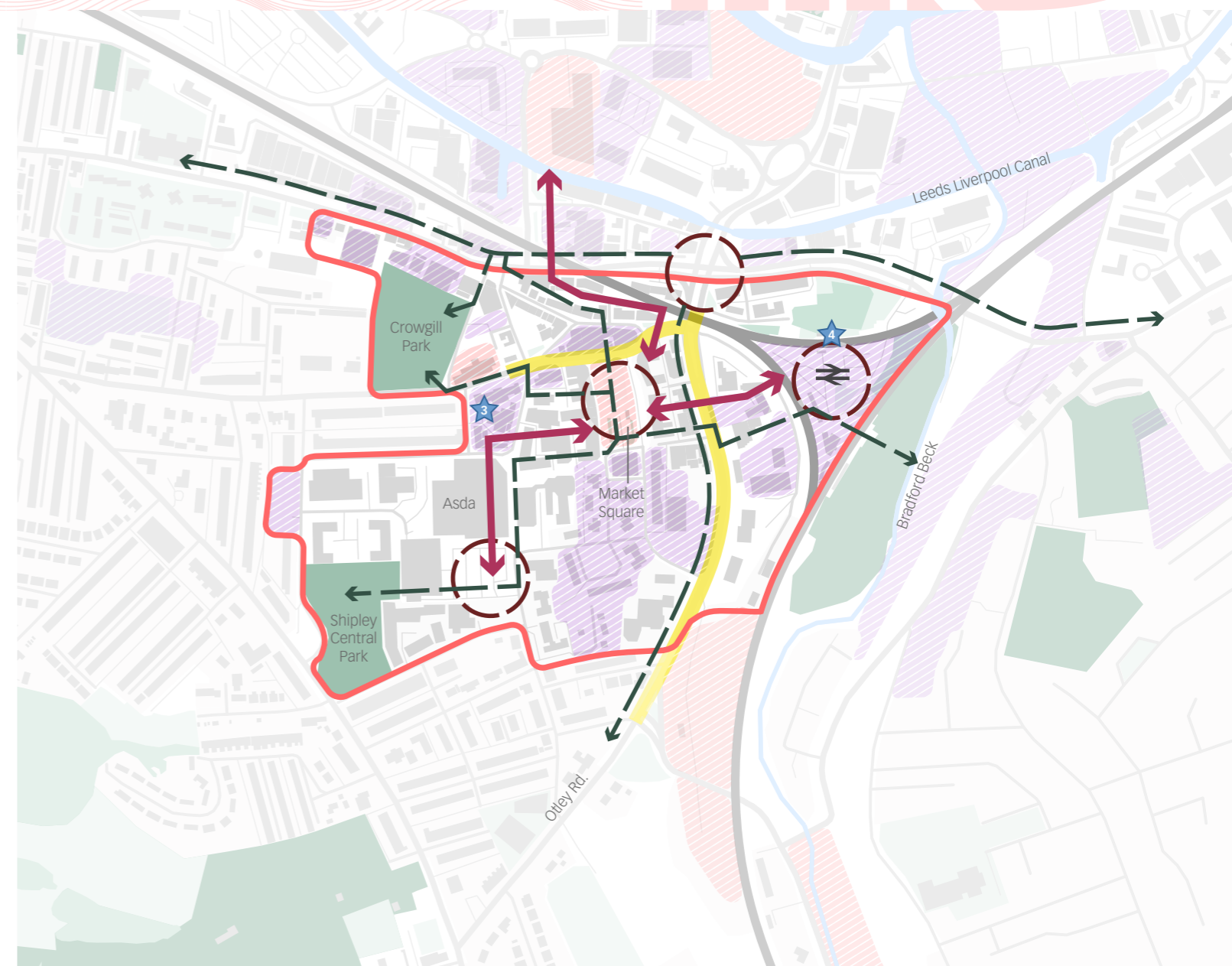
- ▶ **Pedestrian connectivity improvements within the Market Square to downgrade Kirkgate to a more accessible surface, with potential expansion to include Westgate to further expand the pedestrian core**
- ▶ **Rationalisation of existing bus laybys within Kirkgate to improve pedestrian safety and create 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 |
| | | | Town Centre / Civic Quarter |



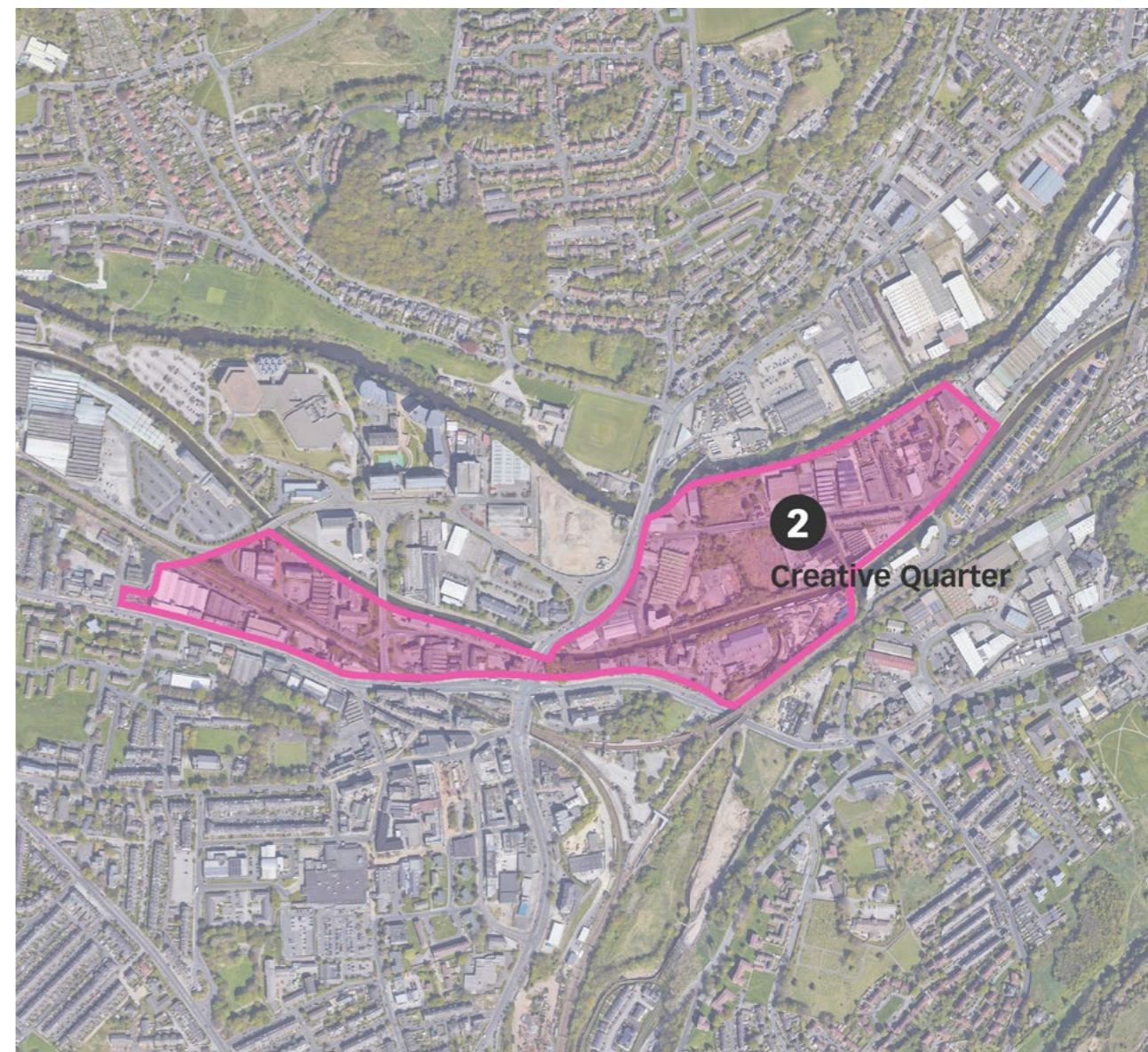
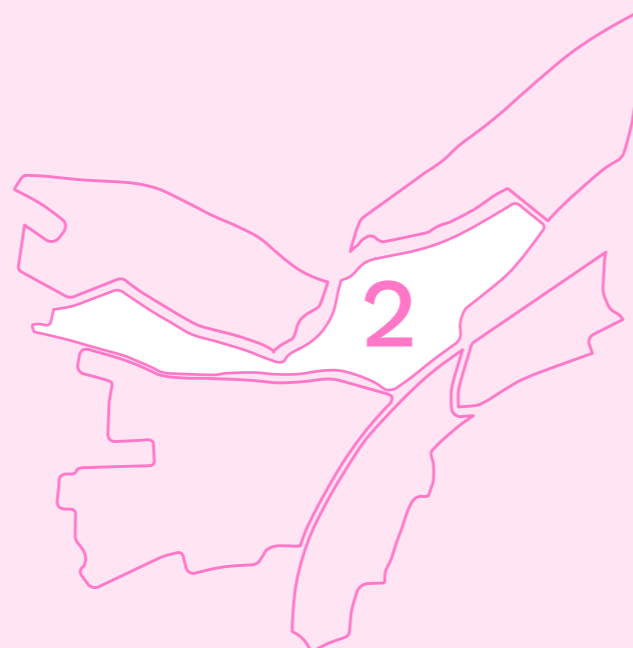
07. Spatial Framework

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*¹⁴. 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.

¹⁴ 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.



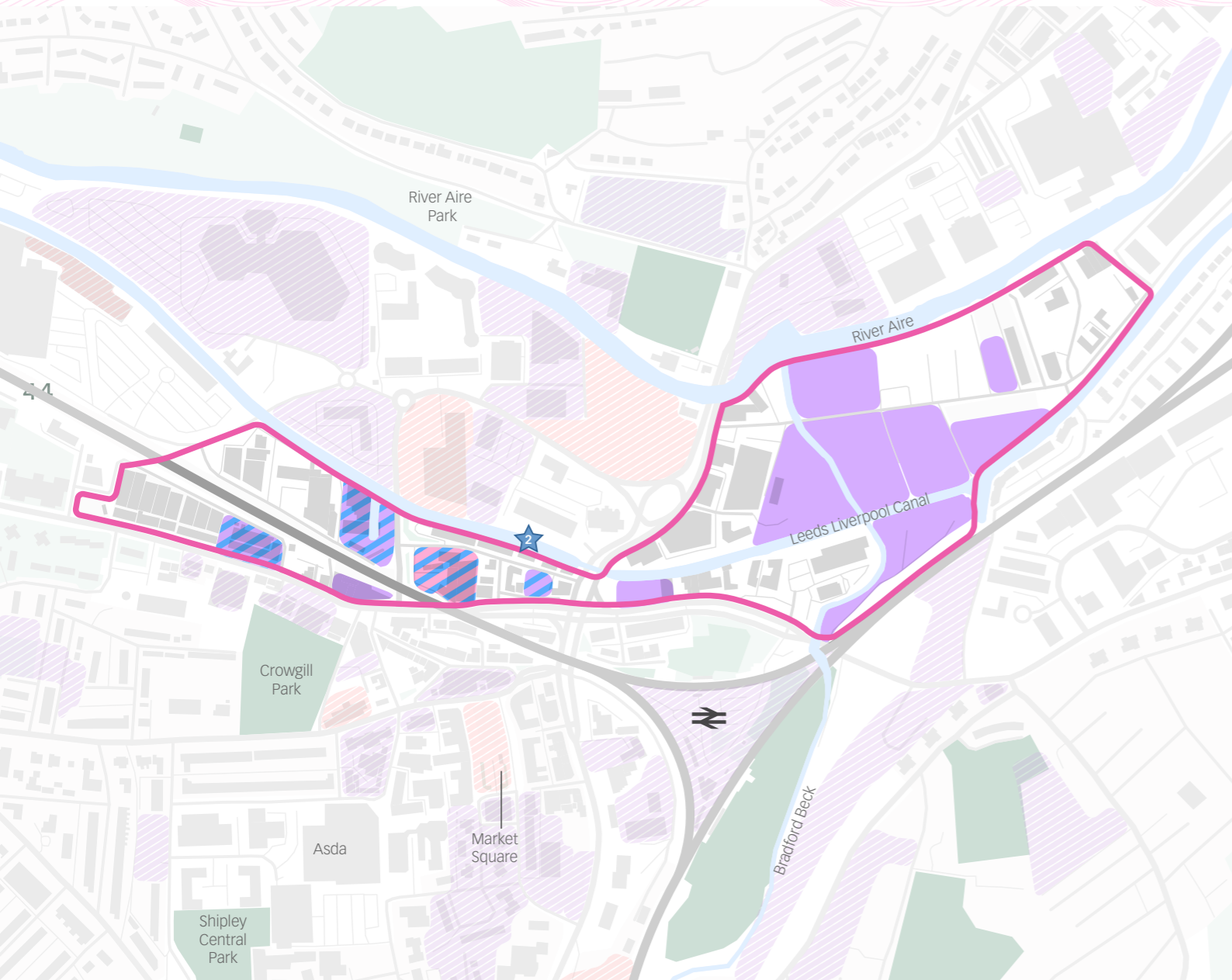
Waterside Bistro



Listed Canal Bridge

07. Spatial Framework

Character Area 2



Creative Quarter - Proposed Development Sites

Key

- Residential
- Commercial OR Residential
- Potential Development Sites
- Existing Green Space
- Commercial OR Mixed-Use
- Committed Sites
- Key Heritage Assets
- 2. Canalside
- Creative Quarter



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 canalside 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.

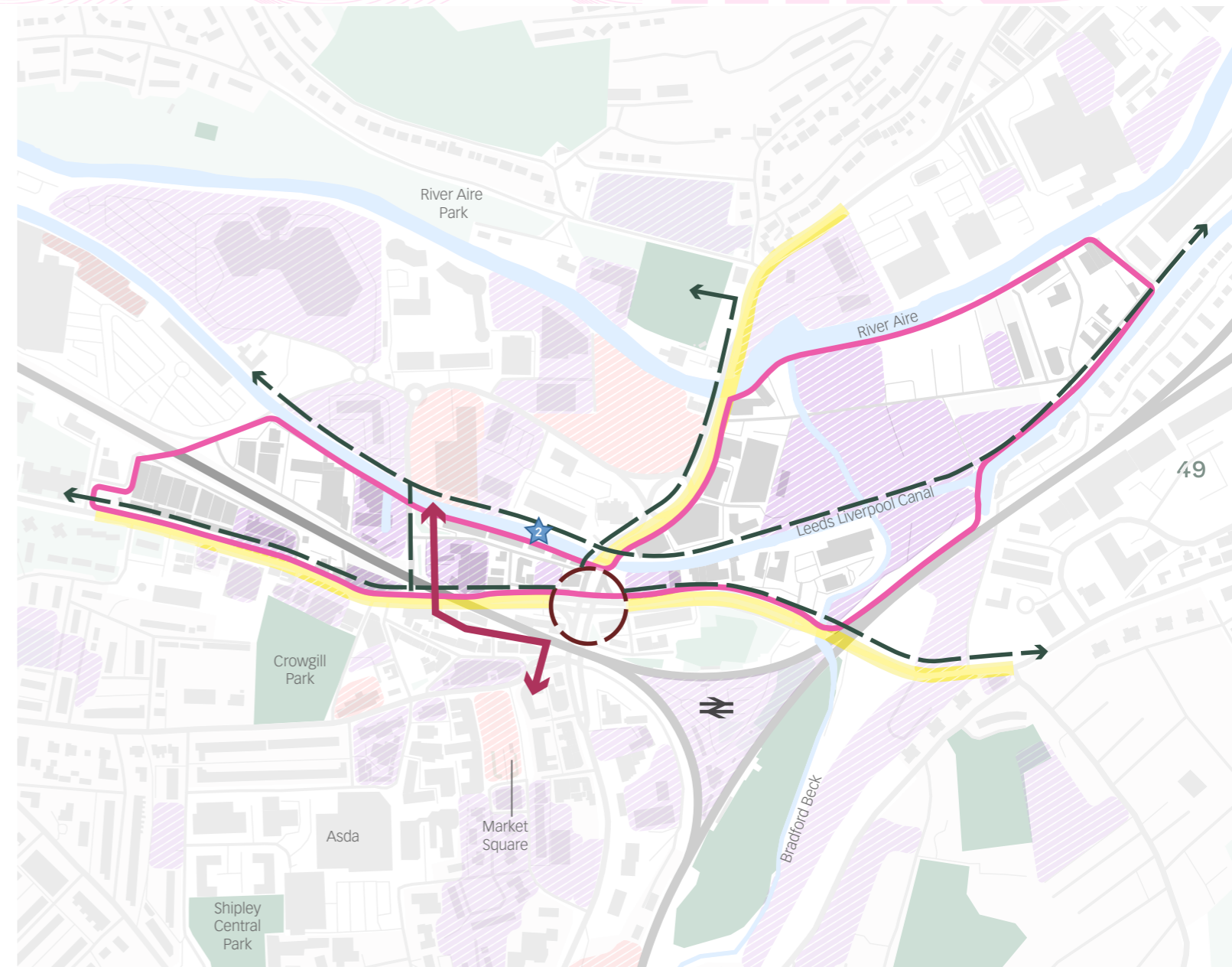
Softening the roads which define the southern edge of the Creative Quarter will be especially important to entice pedestrians across Commercial Street and Leeds Street. The junction with Otley Road in particular is car dominated and provides little comfort for cyclists and people wishing to cross on 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.

48 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 Glen¹⁵. 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



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
- 2. Canalside
- Road Improvement Corridor
- Creative Quarter

¹⁵ <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

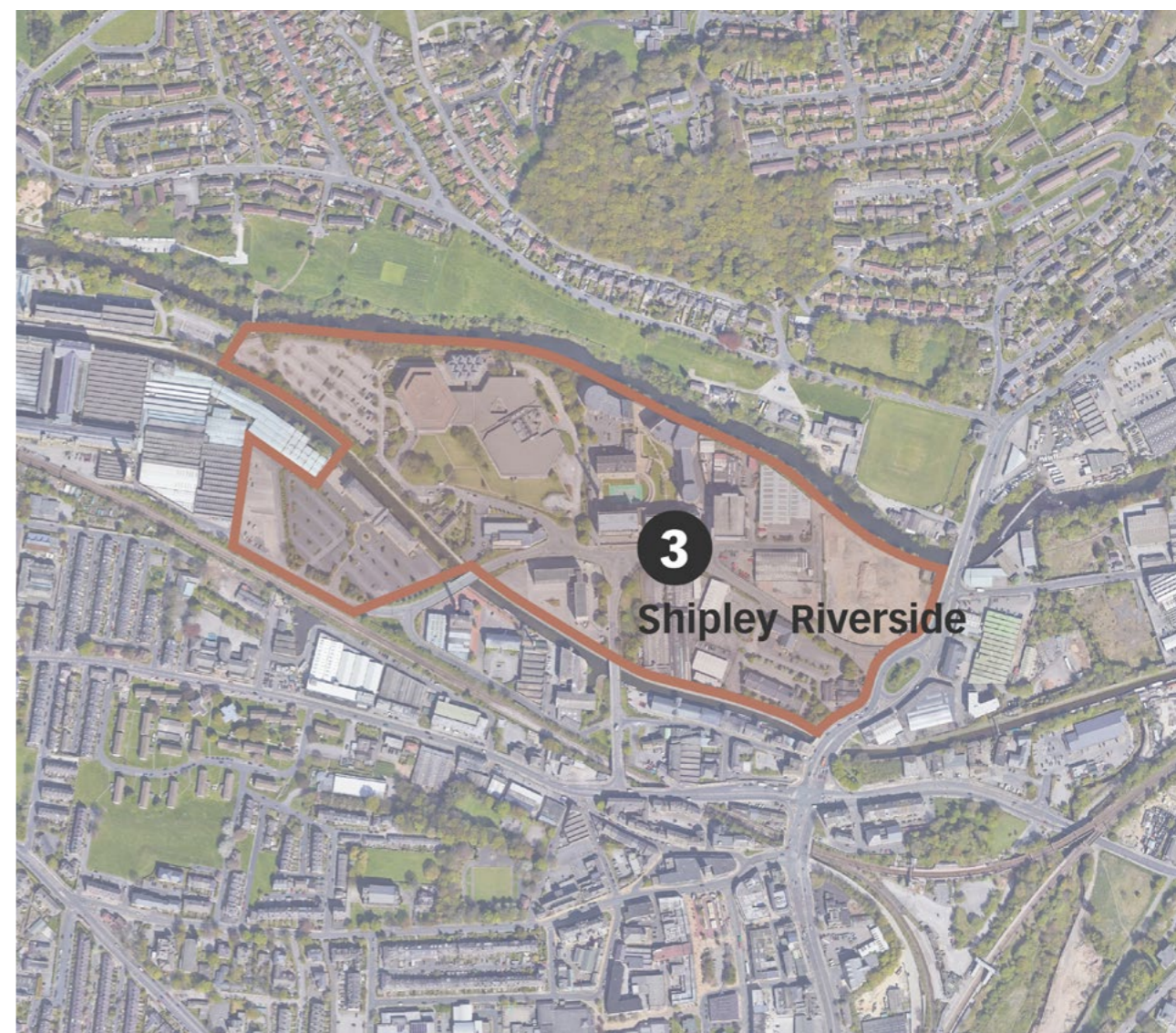
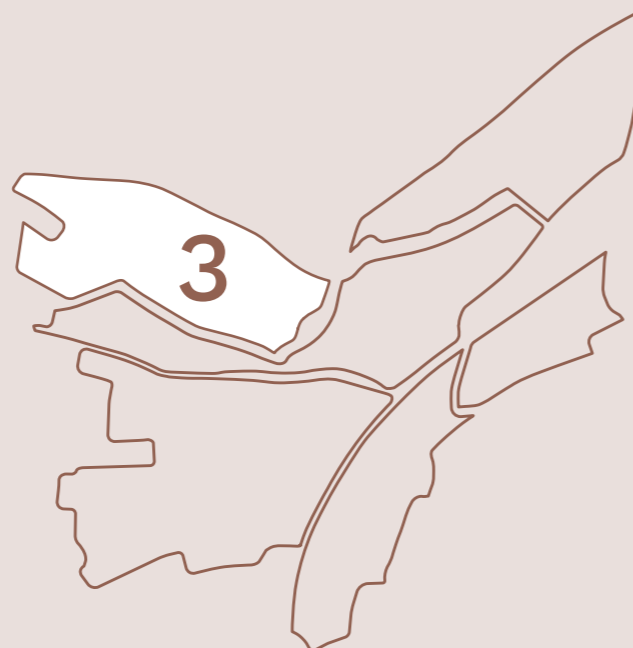
07. Spatial Framework

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

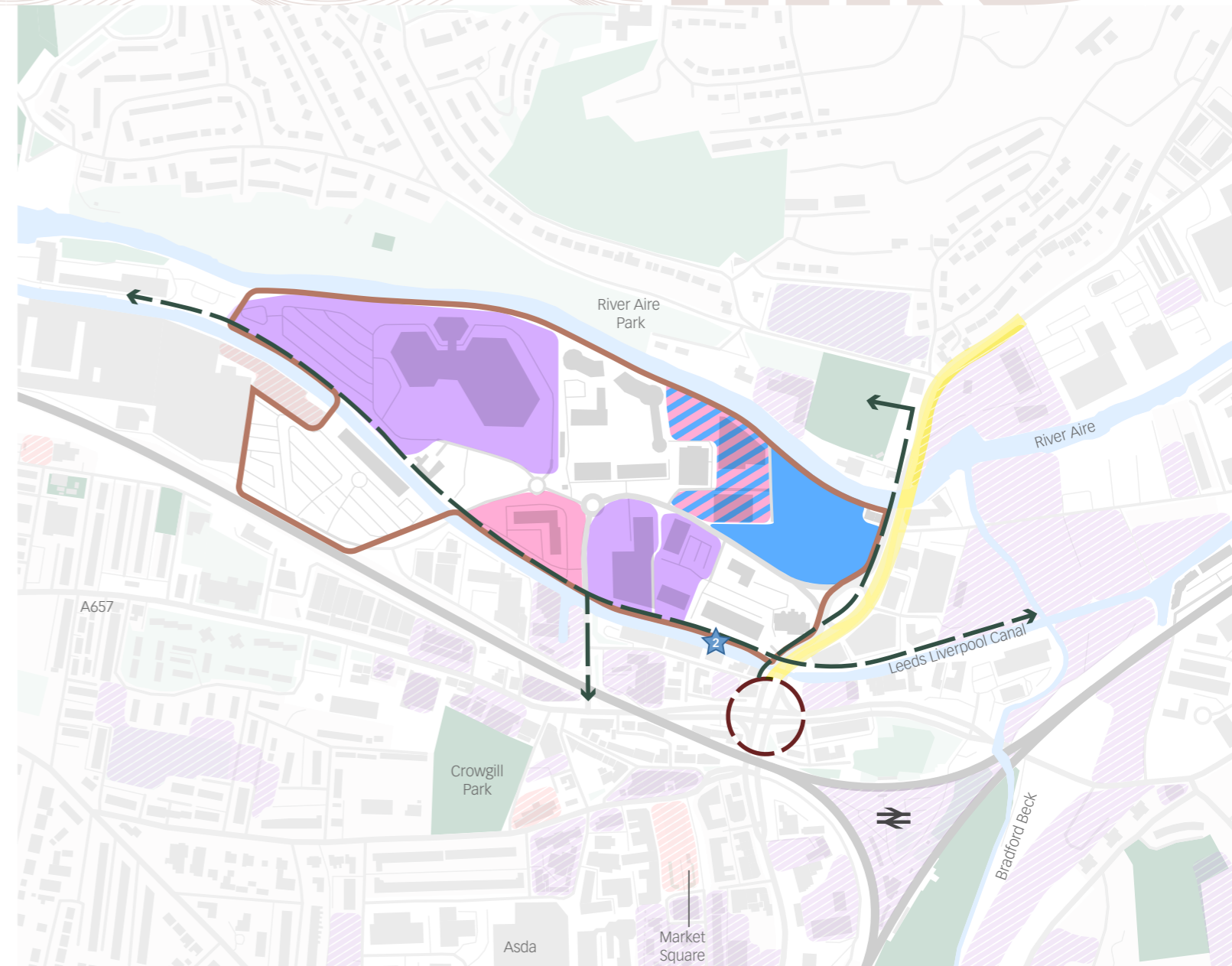
There will be a focus on wellbeing within residential developments, emphasising the ability to connect residents with nature and promoting a healthy lifestyle. The relationship between buildings and their surroundings will be a central feature of proposals, with an intention that people are naturally 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
- Commercial OR Mixed-Use
- Potential Development Sites
- Existing Green Space
- Key Gateway
- Road Improvement Corridor
- Committed Sites
- Pedestrian and Active Travel Circuit
- ★ Key Heritage Assets
- 3 ShIPLEY Riverside



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



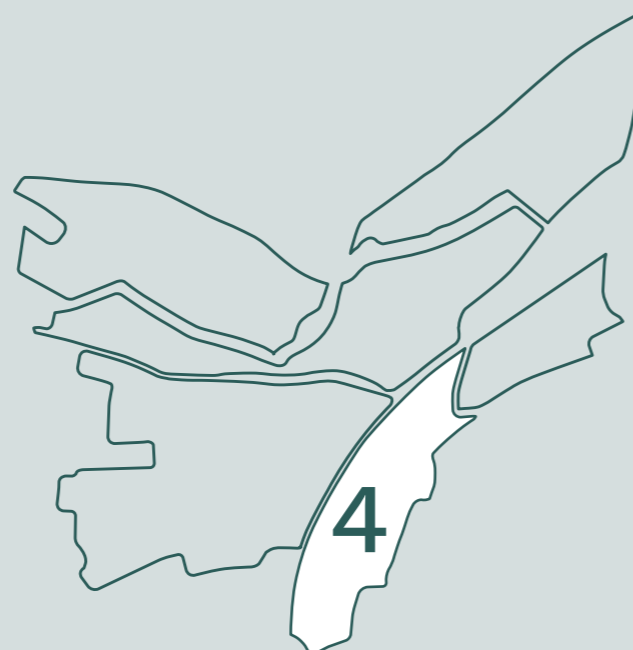
07. Spatial Framework

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.

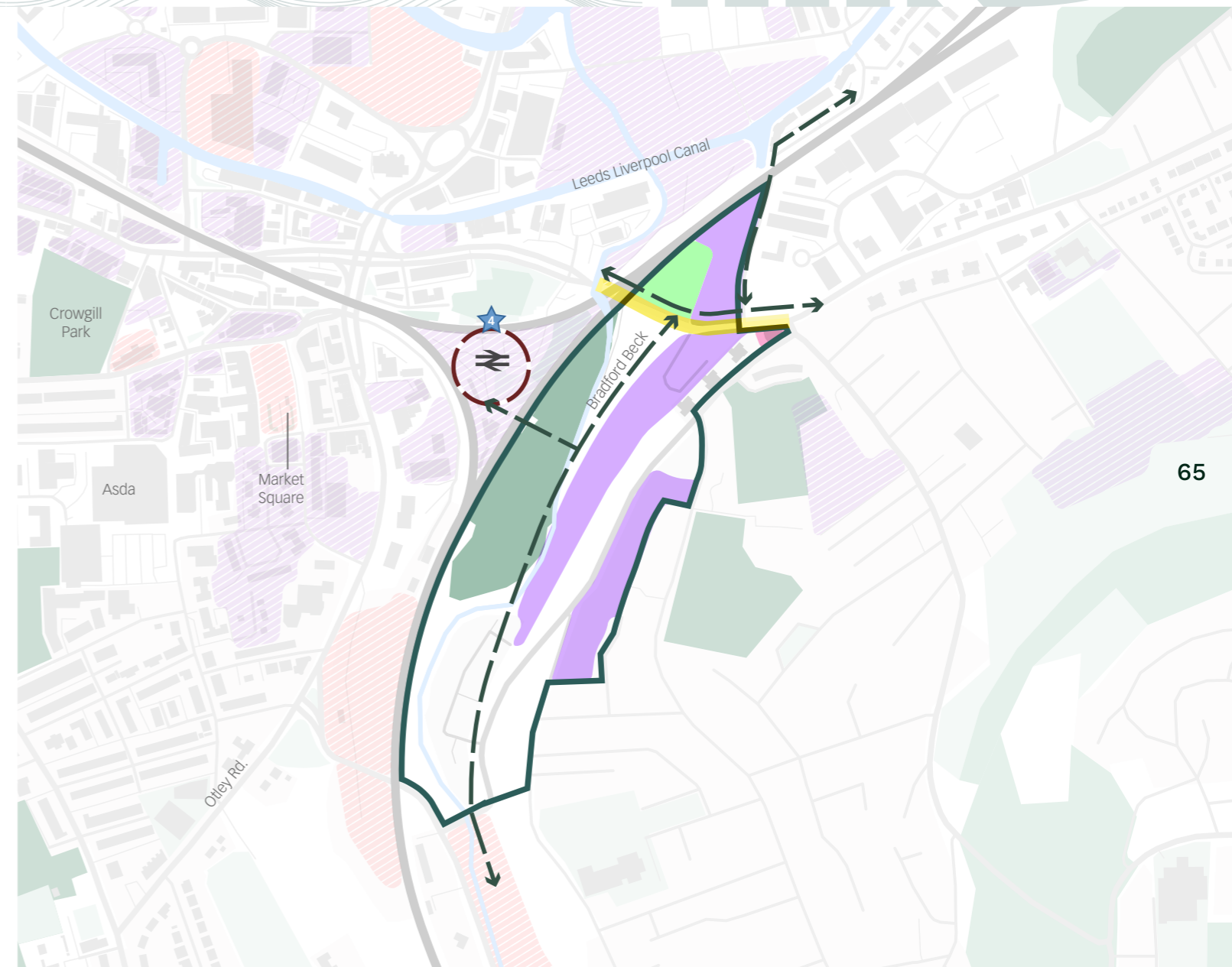
The Ecology Park will be subject to detailed design and feasibility studies to ensure that it is deliverable and to promote the best practice in sustainability. The focus will be on attracting local wildlife through habitat creation and soft landscaping which is suitable for local species. This will 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



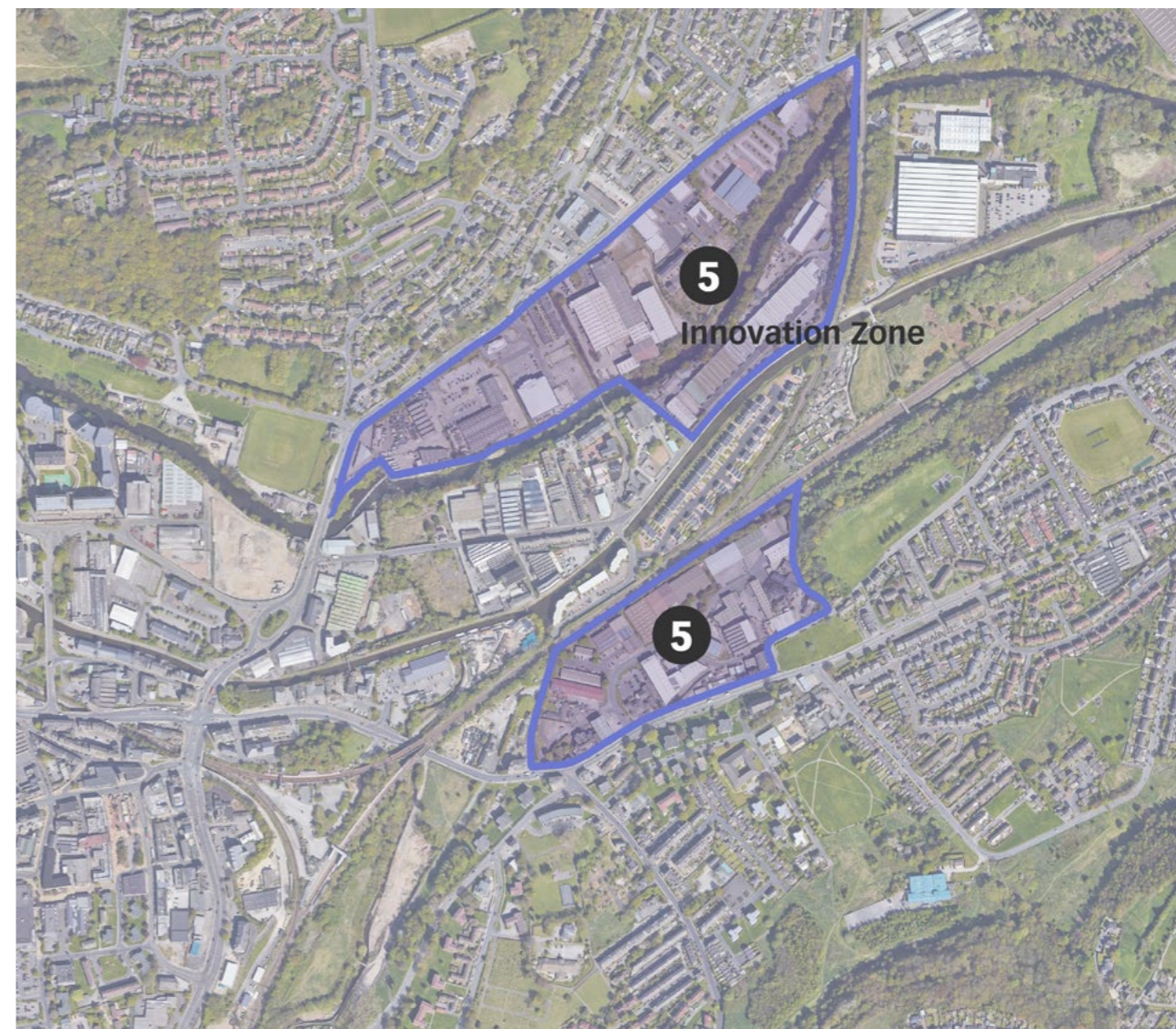
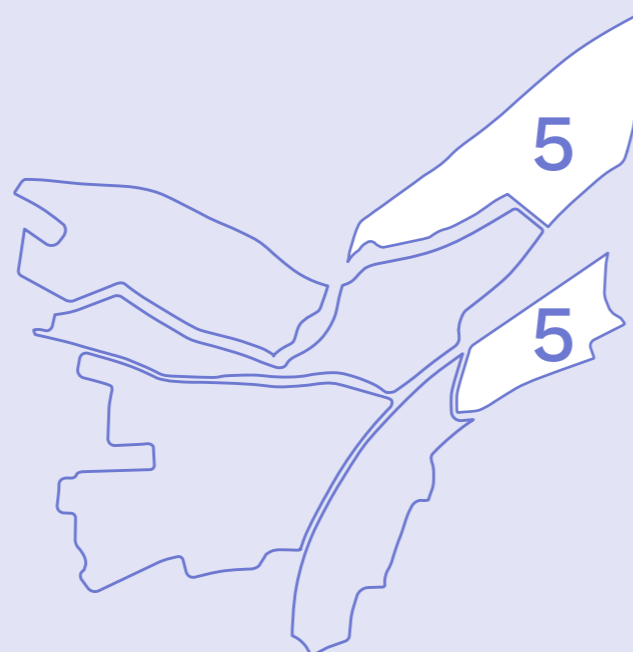
07. Spatial Framework

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

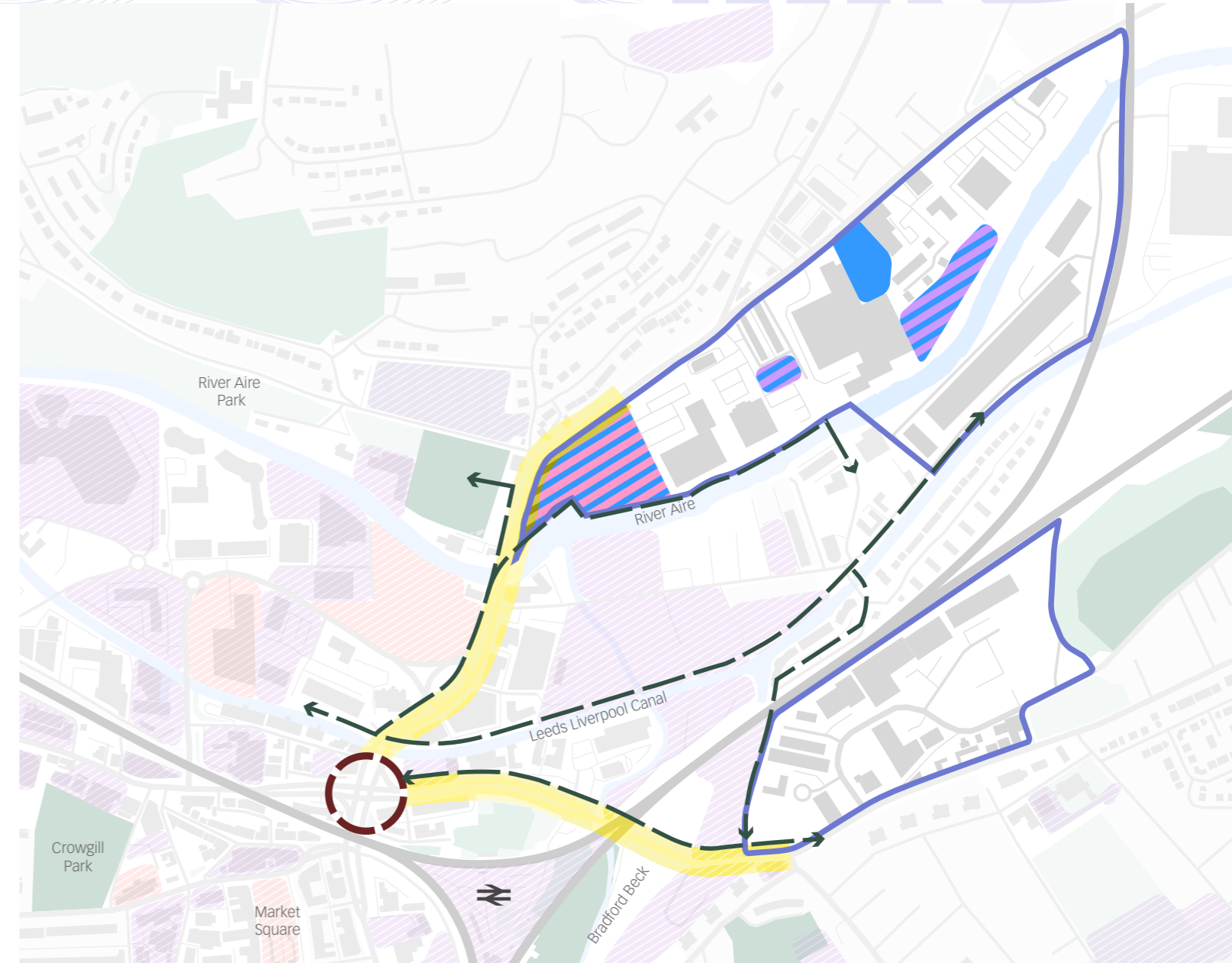
A footpath runs along the north bank of the River Aire through the Innovation Zone, connecting Otley Road with the Denso Marston Nature Reserve further along the river to the east. The path varies substantially in quality, with the section immediately to the east of Otley Road presenting as particularly 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	

