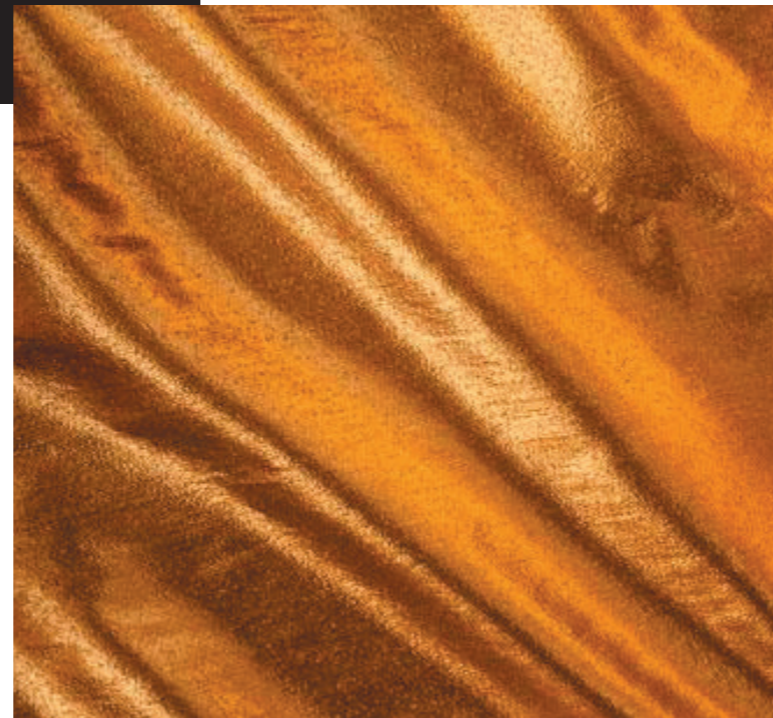


CHAPTER 11



**MENDING THE
FABRIC-**



**THE WAY
FORWARD**



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THE WAY FORWARD

The masterplan provides a vision for the future of Manningham which would need to be implemented over a phased programme of approximately 15 years. Accordingly the plan itself is intended to be flexible and responsive to change e.g. economic changes; changing stakeholder aspirations; new funding opportunities and markets.

A cocktail of funding will be required from both the public and private sectors in order to deliver the vision for Manningham. In particular, we have considered how limited public resources and assets can be maximised through the attraction and harnessing of private sector funding. We have assessed how values are likely to increase over time as physical developments and environmental improvements take place. Some of this value will be harnessed to deliver some of the community facilities and environmental improvements within the residential areas.

A range of activities now need to take place including further feasibility work; design work and continued engagement with the community and stakeholders - essential if we are to move forward towards physical delivery of the vision and masterplan. Below are the key projects and specific actions, which need to take place in the short to medium term.

AREA ACTION PLAN

Prepare an Area Action Plan, which reflects the Masterplan and feeds into the Local Development Framework ensuring the principles are embedded in planning policy.

GREEN LANE PILOT PROJECT AND FORMATION OF PUBLIC PRIVATE PARTNERSHIP

The Green Lane housing scheme is identified as a potential early physical development opportunity and further discussions will need to be entered into with the Housing Trust in order to determine when the site could potentially come forward.

An early action will be to agree and establish the new agency or mechanism to lead on housing renewal aspects with a view to delivering a programme of clearance and investment.

Two alternative models, a Housing Regeneration Company and Limited Liability Partnership should be tested further. An early activity should be to test the above options and make meaningful progress on this issue in the shortest possible timescales. A series of workshops should be undertaken involving key decision-makers from lead agencies which at a minimum must include:

- Housing and Regeneration Officers of Bradford City Council;
- Bradford West City Community Housing Trust;
- English Partnerships (at later sessions);
- Officers of the LSP; and,
- Housing and Regeneration Portfolio Holder, Bradford Council.

Workshops would be structured to:

- Explore the overall proposition to merge the land and property ownerships of the Council and Housing Trust to create a new entity with a view to delivering a programme of clearance and investment. Key issues, barriers and constraints will be explored and recorded. Potential advantages and beneficiaries will be identified;
- Develop and test propositions; and,
- Finalise and agree on the preferred way forward.

COMMUNITY DEVELOPMENT TRUST

Neighbourhood Management in Manningham would help to improve service delivery, complement local authority activities, help to raise community confidence, help to engage the community in decision making and improve service delivery and in turn, quality of life for the community.

The immediate actions the Council needs to take are:

1. Establish a CDT Steering Group
2. Agree a brief and commission a CDT feasibility study
3. Appoint someone to lead on behalf of the CDT (a Manningham Champion)

HOME ZONE PROJECT

This would entail a scheme comprising two homezones, one in an existing community (Cornwall Place, Cornwall Terrace, Cornwall Road would be a good example) and another for the new environment created at Green Lane.

We could then compare the two approaches and see what constraints, opportunities and lessons can be learned from them. Issues for consideration would include:

- Warp - in consultation with local residents an action plan would be agreed which tackles issues such as:
 - Safety on the streets - especially for children - tackling car parking, rat running etc. It would be good to look at some Dutch models for this. It is important that the sense of neighbourliness is retained and enhanced.
 - Street cleansing - in order to value the street, it is important that issues of cleansing are addressed - particularly those associated with un-adopted back streets.
 - Environmental improvements - street furniture - places for people to sit and watch the world go by (a key factor in making places feel and be safer)
 - Some demonstration housing improvement projects (see below).
- Weft - A package of social and economic measures including, but not exclusively childcare, education, healthcare.

HOUSING DEMONSTRATOR PROJECT

There are a number of terraced homes within Manningham in need of investment. A housing demonstrator project should be undertaken which will involve the conversion of a typical terraced house (or row of terraced houses). The redevelopment will demonstrate what can be achieved through high quality, innovative design. If successful, this model could be rolled out to other areas within Manningham. The housing demonstrator project could usefully come under the CDT umbrella, since it could deliver community assets to underpin the mainly revenue-based activities - otherwise known as neighbourhood management.

DESIGN CODE

Sketch design and detailed design work should be undertaken in order to agree specific project requirements, outline proposals and associated costs and programme for implementation. Design codes effectively mandate the quality levels of a masterplan and need to be agreed by all parties. The public realm, housing, massing or indeed any topic that could be perceived as an issue could be coded.

It can be thought of as a process and document – and therefore a mechanism – which operationalises design guidelines or standards which have been established through a masterplan process. This has been neatly summed up as follows: “The masterplan or framework is the vision. It should be accompanied by a design rationale that explains why, followed by a code that gives instructions to the appropriate degree or precision and that is operational” (Murray, 2002). It will be a tool that can be used in the design and planning process, but goes further and is more regulatory than other forms of guidance commonly used in the English planning system over recent decades.

A key milestone in the process is obviously the publication of the design code itself. The working methodology established for the pilots suggests that this document should:

- Be well structured, coherent and succinct, establishing the rules and requirements for development and for the consideration of planning permissions;

- Explain the relationship between the masterplan or development principles that have been established for the project and the rules set down in the design code. This may often mean that the design code is included within the masterplanning documents, or that the masterplanning documents are clearly referenced in the design code; and,
- Provide a set of definite instructions, rather than general guidance or advice.

In this way a design code would be a tool which helps ensure that the aspirations for quality and quantity for developments, within Manningham, are actually realised in the final schemes. It has the potential to deliver the desired consistency in quality.

PUBLIC REALM STRATEGY FOR KEY STREETS

It has been identified that the key streets surrounding and radiating from Lister Mills need to be improved as an early priority, especially as Urban Splash are now carrying out a major redevelopment of this important building. In particular, there is a need to improve connectivity between Lister Park and Lister Mills, providing a “green finger” and attractive boulevard for pedestrians.

DEMONSTRATOR PROJECTS

The transport work undertaken as part of the Manningham Masterplan included a series of suggested improvements that could contribute to an improved environment for residents within the area. Whilst some of the suggested improvements could only be implemented following other improvements currently in hand or under consideration by the City Council, others are free standing and could be implemented without reliance on other events taking place. Two such improvements are Victor Road and Hanover Square and could be undertaken as early demonstrator projects.

Victor Road

Leading from Lister Mills to Lister Park, Victor Road is presently a reasonably well landscaped street and would not require much further attention to improve the streetscape.

Linked to traffic calming on North Park Road, whilst Victor Road has existing traffic calming, traffic speeds on Victor Road could be reduced in a more attractive way by road narrowing, regulating parking and the introduction of a one way traffic order (west to east). The narrower street and the introduction of speed tables at minor junctions and the junction with North Park Road at the park entrance, to replace the existing ‘humps’ should encourage slower driving speeds.

Parking along Victor Road at present is informal and is allowed on both sides of the street, causing narrowing and congestion for two-way traffic. By rationalising the parking to provide echelon parking, permitted by the narrowed one-way street, there is the opportunity to create more environmental features within the street. Planters could be located on the new kerb build outs for example.

This level of environmental treatment would complement the Transport 2000 proposals for Oak Lane and also create a ‘Green Finger’ connecting Lister Mills to the park. This scheme would be a demonstration project in the northern sector of the Masterplan area demonstrating the style of treatment that could be adopted elsewhere within the area.

Hanover Square

Hanover Square is a beautiful tranquil residential street off Manningham Lane. There are well attended Mosques on Hanover Square. Unfortunately the number of residents’ vehicles is high and at times of worship many more vehicles are parked within the square. As this is informal parking it is not efficient and vehicles often block the street and are parked in the green area in the centre of the square. This detracts from the wonderful architecture of the houses.

It is proposed that Hanover Square would benefit from a mini ‘Area Action Plan’. This would create a one-way (clockwise) movement around the square and rationalise parking to echelon parking around the green / play space in the centre. If the residents could agree to maintain their front gardens and not to park in the green area it would be possible to create a street-scene to be proud of.



This scheme, located in the southern sector of the area, could also be used to demonstrate the style and treatment that could be adopted within the area.

Next Steps

It would be necessary to develop these schemes further by:

- undertaking surveys to record the topographical features of each scheme,
- traffic use surveys and
- attitudinal surveys of residents and those who visit the streets.

These surveys would form the framework within which the scheme(s) could be developed for implementation. There would also be a need for consultation with stakeholders such as the Council's traffic management and engineering groups and the Police in order to establish the principles of environmental improvements.

ELDERLY CARE NEEDS

A number of concerns were raised during public consultation sessions regarding perceived lack of appropriate care for the elderly in Manningham.

- Concerns by some stakeholders that existing residential provision may no longer meet modern policy requirements or local needs;
- Lack of research to investigate the needs of local elderly and their families;
- Need for services and provision in Manningham to meet the highest possible standards commensurate with the Masterplan objective to create a high quality residential neighbourhood.

An important early phase of work will be further research to determine the future accommodation needs of the elderly in Manningham, quantify market demand in Manningham for social care services and facilities for the elderly and infirm; match supply with anticipated future demand; identify gaps and means of addressing those gaps.

The study will also be important for testing the feasibility of redevelopment options identified within the plan e.g. Anvil Court.

LANDOWNERS

Discussions with private sector landowners who control key priority sites should commence at the earliest possible opportunity to determine willingness to participate in the delivery of the plan. This is a priority activity to try to stimulate further investment in prominent locations. Individual landowner aspirations should be identified and where appropriate, relationships brokered with key agencies such as Yorkshire Forward and/or with potential developers from commercial and residential sectors.

DELIVERY PLANS:

Detailed delivery plans and financial appraisals of all costs and potential values related to the masterplan have been provided separately. Action Plans for the establishment of delivery vehicles have been prepared and costed.