

Bridlington Town Centre and Marina Supplementary Planning Document (SPD)

Proposed Minor Post-consultation Changes: Clarity, Accuracy and to Bring the SPD up to date with the Publication AAP

April 2011

Introduction

The schedule sets out the Council's proposed minor post-consultation changes to amend the 2009 Draft of the Supplementary Planning Document (SPD). The SPD remains a draft and will do so until the Bridlington Town Centre AAP is examined and the Council adopts its final version.

The proposed minor changes :

- i. take on board the comments received on the SPD in 2009 when it was consulted upon between August and October 2009 alongside the consultation on the Second Preferred Options Draft Bridlington Town Centre AAP. The comments on the SPD and AAP, and the Council's response to each, are set out in the Second Preferred Options Report of Consultation, published in October 2010 alongside the Publication AAP;
- ii. bring the draft SPD into line with the Publication AAP, taking into account the revisions to the AAP in response to comments received on the Second Preferred Options Draft AAP.
- iii. clarify the SPD text and improve its accuracy where needed and bring the SPD up to date, including up to date with the Council's proposed minor post-publication changes proposed to the Publication AAP (Minor Post-publication Changes to the Bridlington Town Centre AAP, Parts 1 and 2).

The proposed changes exclude corrections to the SPD's formatting, typographical s and other similar errors in the 2009 text. These will be picked up when the final version of the SPD is prepared.

None of the changes set out in the schedule proposes any substantive or otherwise material change to the 2009 draft SPD other than to bring the SPD into line with the Publication AAP. The Council considers therefore that there is no reason to consult on these minor changes.

The Council will decide, based on the outcome of the examination into the Publication AAP, what further changes may be required to the SPD. If the SPD, with the changes proposed set out here, remains wholly in line with the AAP following examination, the Council will not consult on it again.

Proposed Minor Post-publication Changes to the 2009 Draft Bridlington Town Centre and Marina Supplementary Planning Document

No	SPD Reference	Existing Text / Image	Proposed Change <i>(strike through for deletions, underline for additions)</i>	Reason for the Change
1.	Para 1.1	1.1 The draft Town Centre and Marina Supplementary Planning Document (SPD) provides the detailed design guidance for the delivery of the development proposals set out in the second Preferred Options Bridlington Town Centre Area Action Plan	1.1 The draft Town Centre and Marina Supplementary Planning Document (SPD) provides the detailed design guidance for the delivery of the development proposals set out in the <u>Publication</u> second Preferred Options Bridlington Town Centre Area Action Plan	Bring the draft SPD up to date
2.	Paras 1.2-1.4	Paras 1.2-1.4 explain the consultation process and the stage the AAP had reached in July 2009	Delete these paragraphs	No longer necessary
3.	Para 1.5	1.5 All those proposing development within the AAP area are required to address the design guidance set out in this SPD: <ul style="list-style-type: none"> ▪ developers of commercial premises or residential schemes requiring, under national planning policy, a Design and Access statement, are required by proposed AAP policy to address the guidance set out in this SPD; ▪ developers proposing major schemes in the Town Centre who are required by Proposed Policy BridTC5 to prepare a Design Statement, must set out in their Design Statement how their scheme responds to this guidance. 	Edit the text so that it reads 1.5 All those proposing development within the AAP area are required <u>by the provisions of the AAP</u> to address the design guidance set out in this SPD: <ul style="list-style-type: none"> ▪ developers <u>proposing of commercial premises or residential developments schemes in the AAP area who are obliged</u> requiring, under by national planning policy <u>to prepare,</u> a Design and Access statement are required by proposed AAP policy to address <u>in their statement</u> the guidance set out in this SPD; ▪ developers proposing major schemes in the Town Centre who are required by 	Bring the draft SPD up to date with the Publication AAP

			<p>Proposed AAP Policy BridTC125 to prepare a <u>Design Development Statement</u> that incorporates the <u>Design and Access Statement</u>. The must set out in their Development Design Statement <u>must set out</u> how their scheme responds to this <u>the SPD's</u> guidance.</p>	
4.	Para 1.7	<p>1.7 SPD provides design guidance in respect of each of the following of the AAP's proposed policies:</p> <ul style="list-style-type: none"> ▪ sustainability (Proposed Policy BridTC3); ▪ design quality in the wider AAP area (Proposed Policies BridTC4 and TC5) and in the Town Centre (Proposed Policy TC6); ▪ design quality for development for each of the principal town centre uses in the AAP area (Proposed Policies BridTC8-13); ▪ Burlington Parade (Proposed Policy BridTC17); ▪ the Marina (Proposed Policy BTC18); ▪ the Strategic Public Realm Town Centre (Proposed Policy BTC19); and ▪ the Town Centre Seafront (Proposed Policy BridTC20) 	<p>1.7 <u>The</u> SPD provides design guidance in respect of each of the following of the AAP's proposed policies:</p> <ul style="list-style-type: none"> ▪ sustainability (Proposed Policy <u>BridTC113</u>); ▪ design quality in the wider AAP area (Proposed Policies <u>BridTC4 and TC5</u>) and in the Town Centre (Proposed Policy <u>BridTC611</u>); ▪ design quality for development for each of the principal town centre uses in the AAP area (Proposed Policies <u>BridTC8 13</u>); ▪ Burlington Parade (Proposed Policy <u>BridTC317</u>); ▪ the Marina (Proposed Policy <u>BridTC418</u>); ▪ the Strategic Public Realm Town Centre (Proposed Policy <u>BridTC519</u>); and ▪ the Town Centre Seafront (Proposed Policy <u>BridTC620</u>) 	Bring the SPD into line with the Publication AAP
5.	Para 1.8	<p>1.8 The Council is in the process of considering the designation of a Conservation Area within part of the established core of the Town Centre. If it proceeds, following consultation on the proposals, the Council</p>	<p>1.8 The Council designated the Quay Conservation Area in May 2010. <u>The plan shows the area it covers [insert the plan showing boundary of the conservation area]</u>. <u>The reasoning for the designation needs is in</u></p>	Bring the SPD up to date. The Council proceeded to prepare and consult on the Quay CA

		<p>will prepare, consult on and adopt a 'Conservation Area Character Assessment' (CACA). Should the Council proceed, the CACA would need to be read alongside the SPD and its guidance also observed.</p>	<p>the process of considering the designation of a Conservation Area within part of the established core of the Town Centre. If it proceeds, following consultation on the proposals, the Council will prepare, consult on and adopt a 'Conservation Area Character Assessment' (CACA). Should the Council proceed, the CACA would need to be read alongside the SPD and taken into account in justifying design proposals and demolitions within the conservation area's boundary. National policy for development in conservation areas is set out in Planning Policy Statement 5 - Planning for the Historic Environment and must also be complied with.</p>	<p>designation. The Council has not prepared a full Conservation Area Character Appraisal. Instead, the designation papers provide the information needed by developers.</p>
6.	Para 1.9	<p>1.9 Following this introduction, the analyses and design guidance in the SPD are set out as follows:</p> <ul style="list-style-type: none"> i) Sections 2-5 provide analyses and guidance of general applicability to the design of development in the AAP area: <ul style="list-style-type: none"> o Section 2 analyses the characteristic features of the built environment within the AAP area; o Section 3 sets out design guidance for achieving the sustainability standards set by Proposed Policy BTC3 (Section 3); o Section 4 provides general design guidance for the AAP area, 	<p>1.9 Following this introduction, the analyses and design guidance in the SPD are set out as follows:</p> <ul style="list-style-type: none"> i) Sections 2-5 provide analyses and guidance of general applicability to the design of development in the AAP area: <ul style="list-style-type: none"> o Section 2 analyses the characteristic features of the built environment within the AAP area; o Section 3 sets out design guidance for achieving the sustainability standards set by Proposed Policy BTC3 <u>BridTC11 Section 3</u>); o Section 4 provides general design guidance for the AAP area, drawing both on the analyses of the area's built form and the AAP's aims for 	<p>Bring the SPD policy references into line with the Publication AAP policy numbers.</p>

		<p>drawing both on the analyses of the area’s built form and the AAP’s aims for sustainable design and construction;</p> <ul style="list-style-type: none"> ○ Section 5 provides an analysis of the different character areas within the AAP area and sets out the design guidance for development within each of these areas, including the Town Centre Seafront (Proposed Policy BridTC20). ii) Sections 6-8 provide design guidance for the AAP’s two major projects and the Strategic Public Realm: <ul style="list-style-type: none"> ○ Section 6 provides design guidance for Burlington Parade (Proposed Policy BridTC17) ○ Section 7 provides design guidance for the Marina (Proposed Policy BridTC18); and ○ Section 8 provides design guidance for the Strategic Public Realm (Proposed Policy BridTC19). 	<p>sustainable design and construction;</p> <ul style="list-style-type: none"> ○ Section 5 provides an analysis of the different character areas within the AAP area and sets out the design guidance for development within each of these areas, including the Town Centre Seafront (<u>BridTC6</u>) (Proposed Policy BridTC20). ii) Sections 6-8 provide design guidance for the AAP’s two major projects and the Strategic Public Realm: <ul style="list-style-type: none"> ○ Section 6 provides design guidance for Burlington Parade (Proposed Policy BridTC17) (<u>BridTC3</u>); ○ Section 7 provides design guidance for the Marina (Proposed Policy BridTC18) (<u>BridTC4</u>); and ○ Section 8 provides design guidance for the Strategic Public Realm (Proposed Policy BridTC19) (<u>BridTC5</u>). 	
7.	Para 1.11	<p>1.11 The Council proposes to consult on the draft SPD twice:</p> <ul style="list-style-type: none"> i) alongside the second Preferred Options Draft of the AAP. The comments received will be taken into account in preparing a second, revised draft for consultation; and 	Delete the paragraph	<p>Bring the SPD up to date. The Council may not be consult a second time. The Council expects instead to bring the SPD into line with the</p>

		ii) the Council will consult on a second draft of the SPD alongside the Publication Draft of the AAP.		adopted AAP.
8.	Para 1.13	1.13 Until the adoption of the, the Council will use it to guide developers on the preparation of the Design Statements required for major developments within the Town Centre (Proposed Policy BridTC5) and in pre-application discussions on all applications in the AAP. The Council will also use the SPD as a material consideration in making planning decisions; the more advanced the AAP process, the greater the weight that will placed on the AAP and the SPD.	1.13 Until the adoption of the <u>AAP and SPD</u> , the Council will use the <u>SPD</u> to guide developers on the preparation of the <u>Design Development</u> Statements required <u>by BridTC12</u> for major developments within the Town Centre (Proposed Policy BridTC5) and in pre-application discussions on all applications in the AAP. The Council will also use the SPD as a material consideration in making planning decisions; the more advanced the AAP process, the greater the weight that will placed on the AAP and the SPD.	Bring the SPD into line with the Publication AAP.
9.	Para 2.24	2.24 The road named Quay Road/Prospect Street/Manor Street – leading to Wellington Road – is designated on its western side as part of Burlington Parade and the linking section of the Primary Retail Circuit to connect the established retail core to the new concentration of unit shopping proposed for the site of the existing Supermarket store.	2.24 The <u>western side of the street</u> road -named Quay Road/Prospect Street/Manor Street – leading to Wellington Road – is within the policy area of Burlington Parade (BridTC3), and forms part of the <u>Town Centre’s</u> are designated on its western side as part of Burlington Parade and the linking section of the <u>Primary Retail Circuit. This section of the Primary Retail Circuit is an already active shopping street, and</u> to <u>connects the heart of the Town Centre’s established retail core to the new concentration of unit shopping designated by Policy BridTC3</u> on proposed for the site of the existing Ssupermarket store and the land around it at the top end of the	Improve the clarity and accuracy of the statements.

			<u>Primary Retail Circuit.</u>	
10.	Para 2.38, first sentence	2.38 The Harbour is incongruous in relation to the Town Centre, and does not provide any meaningful relationship to the seafront	2.38 <u>The Harbour is a very important heritage asset as well as a working Harbour. Although the Harbour is bounded on its northern and boundary by the shopping core of the Town Centre, it is poorly integrated with it and lacks any</u> The Harbour also has no , and has no legible incongruous in relation to, the Town Centre, and does not provide any meaningful relationship to the Sseafront.	Improve the accuracy and clarity of the statement.
11.	Paras 2.41	2.41 The Spa, at present, is poorly linked to the Harbour.	2.41 The Spa, at present, is poorly linked to the Harbour <u>and the rest of the Town Centre core. This lack of integration – with the Harbour, and in turn the Harbour’s lack of integration with the Town Centre core – reduces the full value of the Spa to the year round business of the Town Centre.</u>	Clarify the significance of the lack of integration of the Spa, Harbour and commercial core of the Town Centre.
12.	Para 2.61	2.61 The missing connections within the Town Centre to be created are: <ul style="list-style-type: none"> ▪ Hilderthorpe Road to the Railway Station ▪ Windsor Crescent to the site of the existing Supermarket store; ▪ Primary Retail Circuit; and ▪ Town Hall to railway station. 	2.61 <u>Important but</u> The missing connections within the Town Centre to be created are: <ul style="list-style-type: none"> ▪ Hilderthorpe Road to the Railway Station ▪ Windsor Crescent to the site of the existing sSupermarket store; ▪ <u>a clearly defined</u> Primary Retail Circuit; and ▪ <u>the</u> Town Hall to <u>the</u> railway station. 	Clarify the purpose of the statement
13.	Para 2.62	2.62 The Town Centre suffers from severance in the following locations: <ul style="list-style-type: none"> ▪ Between the two side of Quay 	2.62 The Town Centre suffers from severance in the following locations: <ul style="list-style-type: none"> ▪ bBetween the two sides of Quay 	Clarify the intention of the statements.

		<p>Road/Prospect Street/Manor Street (traffic - especially across the Manor Street section)</p> <ul style="list-style-type: none"> ▪ across the two sides of the Promenade (traffic) ▪ Bridge Street (traffic) ▪ the railway line separating Town Hall ▪ Town Centre Seafront from the visual obstruction of the Fun Fair ▪ Harbour severance from established core (visual obstructions, landscape treatment, topography and the arrangement of access routes). 	<p>Road/Prospect Street/Manor Street, <u>due both to on-street parking and</u> (traffic, - especially across the Manor Street section};</p> <ul style="list-style-type: none"> ▪ between across the two sides of the Promenade <u>because of traffic and on-street parking;</u> (traffic) ▪ Bridge Street, <u>because of traffic</u> (traffic) ▪ <u>between the Town Hall and the railway station because of the railway line;</u> separating Town Hall ▪ <u>the Town Centre Seafront from the visual obstruction of the Fun Fair;</u> and ▪ <u>the severance of the Harbour severance from established shopping core because of</u> visual obstructions, landscape treatment, topography and the arrangement of access routes. 	
14.	Para 2.67	<p>2.67 There are a number of built structures of historic interest and character with the Town Centre that must be protected, and their setting enhanced. The main ones are:</p> <ul style="list-style-type: none"> ▪ Listed buildings and structures are as follows, and marked on Figure 2.7: <ul style="list-style-type: none"> ○ South Pier ○ North Pier ○ Bridlington Town Hall ○ Bridlington Station ○ Floral Pavilion ○ Christ Church 	<p>2.67 There are a number of built structures of historic interest and character with the Town Centre that must be protected, and their setting enhanced. <u>This is important throughout the Town Centre, but particularly so in the Quay Conservation Area.</u> The main ones are <u>as follows, with an asterisk designating those that are within the Quay Conservation Area:</u></p> <ul style="list-style-type: none"> ▪ Listed buildings and structures are as follows, and marked on Figure 2.7: <ul style="list-style-type: none"> ○ South Pier* 	<p>Bring the SPD up to date with the designation of the Conservation Area. Take on board comments by English Heritage.</p>

		<ul style="list-style-type: none"> o 15 Promenade o 17 and 17a Promenade o 45 Promenade o Church of the Holy Trinity o The George Public House, Prince Street o 1-4 Belle Vue, Belle Vue Terrace o Thorn Villa, Providence Place o Bellevue House, Tennyson Avenue o Field House, 18 Victoria Road o 8 Wellington Road o 10 and 12 Wellington Road o Methodist Church, Chapel Street o 9-10 Manor Street o The Brunswick Public House, 13 Manor Street o Premises occupied Harland and Turnbull, 10-12 King Street o 9 Queen Street o 12 Queen Street o 13 Queen Street o 15 Queen Street o 17-18 Queen Street o 21, 21a, 22 Queen Street o 24 Queen Street o 25 and 26 Queen Street o 4 and 5 Queen Square o 6 Queen Square 	<ul style="list-style-type: none"> o North Pier* o Bridlington Town Hall o Bridlington Station o Floral Pavilion* o Christ Church o 15 Promenade* o 17 and 17a Promenade* o 45 Promenade o Church of the Holy Trinity o The George Public House, Prince Street* o 1-4 Belle Vue, Belle Vue Terrace o Thorn Villa, Providence Place o Bellevue House, Tennyson Avenue o Field House, 18 Victoria Road o 8 Wellington Road o 10 and 12 Wellington Road o Methodist Church, Chapel Street o 9-10 Manor Street* o The Brunswick Public House, 13 Manor Street* o Premises occupied by Harland and Turnbull, 10-12 King Street* o 9 Queen Street* o 12 Queen Street* o 13 Queen Street* o 15 Queen Street* o 17-18 Queen Street* o 21, 21a, 22 Queen Street* o 24 Queen Street* o 25 and 26 Queen Street* o 5 Queen Square* o 6 Queen Square* 	
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			<i>[continue as drafted]</i>	
15.	Figure 2.7		Two additions to Figure 2.7 Historic Character: i. Amend the plan to show the boundary of the Quay Conservation Area ii. Colour-code each of the buildings of historic interest / historic townscape character	Bring the SPD up to date. Response to a request by English Heritage
16.	Para 3.1	3.1 The Council proposes to apply the sustainability objectives and standards set out in the AAP at Proposed Policy BridTC3 to development within the AAP area. This section covers the objectives in respect of the design of buildings, public realm, cycling and walking and public transport.	3.1 <u>The discussion that follows sets out guidance on the achievement of</u> The Council proposes to apply the sustainability objectives and standards set by BridTC11 through the set out in the AAP at Proposed Policy BridTC3 to development within the AAP area. This section covers the objectives in respect of the design of buildings, public realm, cycling and walking and public transport in the AAP area.	Bring the SPD into line with the Publication AAP
17.	Para 3.2	3.2 As the AAP recognises, the development and enhancement of the AAP area is, de facto sustainable, in that the proposed investment: <ul style="list-style-type: none"> ▪ has, from the outset, involved Bridlington’s communities in conceiving the projects and influencing their design; ▪ brings into beneficial use large areas of under-used and ineffectively used land and property, the current condition of which impacts negatively on the appeal of Bridlington and consequently its prosperity; ▪ is located in the centre of the town, 	3.2 Social, economic and environmental sustainability are integral to the AAP’s Regeneration Strategy: The AAP <u>As the AAP recognises, the development and enhancement of the AAP area is, de facto sustainable, in that the proposed investment:</u> <ul style="list-style-type: none"> ▪ <u>the developments promoted by the Plan are those the evidence base and the community’s preference show will be more effective than any alternatives in turning around the economic performance of the AAP area, and doing so to the advantage of the town’s long term prosperity and the wellbeing of its communities, now and in the future;</u> 	Bring the SPD into line with the Publication AAP

		<p>ensuring accessibility by a range of transport (walking, cycling, bus, coach and train as well as car) and is accessible to the whole of Bridlington’s residential and business communities and visitors;</p> <ul style="list-style-type: none"> ▪ improves the linkages between the railway station and the established shopping core and Harbour, and introduces a new bus, coach and railway interchange within the development; ▪ introduces the mix and scale of retail, leisure and residential development needed to secure the long term viability of the Town Centre and to ensure that local needs for services can be met locally; and ▪ enhances and secures the long term future of the Harbour, including the listed structures. 	<p>has, from the outset, involved Bridlington’s communities in conceiving the projects and influencing their design;</p> <ul style="list-style-type: none"> ▪ securing the long term <u>has, from the outset, involved Bridlington’s communities in conceiving the projects and influencing their design;</u> ▪ <u>the focus of development – for shops, leisure, small business space and new housing – is the Town Centre and its immediate environs , making these new developments is located in the centre of the town, ensuring accessibility accessible by a choice of range of transport (walking, cycling, bus, coach and train as well as car) by and is accessible to the whole of Bridlington’s residential and business communities and visitors;</u> ▪ <u>the developments are located so as to brings into beneficial use large areas of under-used and ineffectively used land and property, the current condition of which impacts negatively on the appeal of Bridlington - to investors, as an operating environment for business, as a shopping centre and as a tourism destination - and consequently on the town’s its prosperity;</u> ▪ <u>the developments bind the improves the linkages between the railway station to the rest of the Town Centre, introduce a bus-rail-coach interchange, and</u> 	
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			<p><u>regenerate the Harbour while better integrating this important heritage, economic and tourist asset into the Town Centre; and the established shopping core and Harbour, and introduces a new bus, coach and railway interchange within the development;</u></p> <ul style="list-style-type: none"> ▪ <u>the developments provide for introduces the mix, types and scale of retail, leisure and residential development needed to secure the long term viability of the Town Centre, both and to ensure that meeting local needs for services can be met locally, and significantly adding to Bridlington’s appeal as a year round tourism destination; and</u> ▪ <u>the developments conserve, enhance and give new life to key heritage assets – the listed railway station, the setting of the listed buildings at Manor and Queen Street, the Gypsy Race, the regeneration of the Harbour Top and its integration with the Town Centre, and the integration of the Harbour with a new Marina that binds the Spa to the rest of the Town Centre. enhances and secures the long term future of the Harbour, including the listed structures.</u> 	
18.	Para 3.3	3.3 The AAP’s proposals for [<i>sentence is incomplete in the draft SPD</i>]	3.3 The AAP’s proposals for <u>The quality of design – from the perspectives of preserving local distinctiveness, creating harmony and beauty, responding to climate change and minimising</u>	Clarify what was intended by the part-complete sentence.

			<u>any adverse effects on the environment – will be critical to ensuring these intrinsic elements of the Strategy produce the sustainability gains intended.</u>	
19.	Para 3.4	3.4 The Council’s sustainability policy for the AAP area is set out in Proposed Policy BridTC3. The guidance below draws on this policy. Should the Council set district-wide policy that sets more demanding standards than set by the AAP, the Council’s district-wide policies will supersede the AAP’s provision and apply to the AAP area outwith the provisions for Burlington Parade. For development within the ‘area for comprehensive redevelopment’ designated by Proposed Policy BridTC17 and in the commercial parts of the Marina provided for by Proposed Policy BridTC18, the standards set by these site specific policies will continue to apply.	3.4 <u>BridTC11 sets out the AAP’s sustainability policy. Save for the additional sustainability requirements that apply to Burlington Parade (BridTC3) and the Marina (BridTC4), the objectives and standards set by BridTC11 apply to the whole of the AAP area. The Council’s sustainability policy for the AAP area is set out in Proposed Policy BridTC3. The guidance below draws on this policy. Should the Council, further to the Core Strategy, set district-wide policy, <u>or government issue new environmental or climate change management policy</u>, that puts in place sets more demanding standards than set by the AAP, <u>these policies</u> Council’s district-wide policies will supersede the AAP’s provisions, and apply to the AAP area outwith the provisions for Burlington Parade. For development within the ‘area for comprehensive redevelopment’ designated by Proposed Policy BridTC17 and in the commercial parts of the Marina provided for by Proposed Policy BridTC18, the standards set by these site specific policies will continue to apply.</u>	Bring the SPD into line with the Publication AAP
20.	Para 3.5	3.5 The minimum standards to be achieved by	3.5 The minimum standards to be achieved by all	Bring the SPD up to

		all new development within the AAP area are Level 3 of the Code for Sustainable Homes (in line with national policy) and BREEAM good.	new development within the AAP area are Level 3 of the Code for Sustainable Homes (in line with national policy) <u>and good on the BREEAM standard for commercial buildings.</u> good. <u>Government's intention is to raise the requirement to Level 4 in 2013 and Level 6 by 2016.</u>	date.
21.	Para 3.8, 2 nd bullet	<ul style="list-style-type: none"> ▪ the use of sustainable construction materials, including the re-use of the material reclaimed from site preparation and demolitions in line with the relevant provisions of Level 3 on the Code for Sustainable Homes and BREEAM good (Level 4 on the Code and BREEAM very good for Burlington Parade); 	<ul style="list-style-type: none"> ▪ the use of sustainable construction materials, including the re-use of the material reclaimed from site preparation and demolitions in line with the relevant provisions of Level 3 on the Code for Sustainable Homes and BREEAM good (Level 4 on the Code and BREEAM very good for Burlington Parade); 	Bring the SPD into line with the Publication AAP.
22.	Para 3.8, 7 th bullet	<ul style="list-style-type: none"> ▪ the use of low carbon technologies for the operation of buildings to achieve 10% of energy needs from low or no-carbon renewables: <ul style="list-style-type: none"> ○ thermal panels, biomass boilers, CHP systems; ○ energy efficient appliances and low-energy lighting; ○ designs that maximise daylight; ○ sound insulation systems to protect amenity; 	<ul style="list-style-type: none"> ▪ the use of low carbon technologies for the operation of buildings to achieve 10 % of energy needs from low or no-carbon renewables <u>(the requirement is 30% within the Burlington Parade comprehensive development area, BridTC3):</u> <ul style="list-style-type: none"> ○ thermal panels, biomass boilers, CHP systems; ○ energy efficient appliances and low-energy lighting; ○ designs that maximise daylight; ○ sound insulation systems to protect amenity; 	Bring the SPD into line with the Publication AAP.

23.	Para 3.10, second sentence	3.10 ...(heat and electricity). However, this use of roofs should not have a negative impact on the design of the buildings.	3.10 ...(heat and electricity). However, this use of <u>green</u> roofs should not have a negative impact on the design of the buildings <u>or the townscape they are part of, most particularly in the Quay Conservation Area.</u>	Bring the SPD into line with the Publication AAP. Take on board comments by English Heritage.
24.	Para 3.11	3.11 The Gypsy Race is largely culverted and hidden, and one of the principal objectives of the Burlington Parade scheme is to maximise the positive impact of this substantial asset. The Gypsy Race is to provide a continuous ecological corridor between land and sea; a water feature in an urban park; a and as a special habitat for local vegetation and wildlife. Partly because it flows, where open, through under-used land, it is likely to support valuable ecosystems, where the aim must be to protect and develop these, while also providing a visible and appealing feature.	3.11 The Gypsy Race is largely culverted or <u>largely hidden along most of its length through Burlington Parade.</u> and One of the principal objectives of the Burlington Parade scheme is <u>to open up the Race</u> to maximise the positive <u>environmental, as well as commercial, value</u> impact of this substantial <u>but significantly under-exploited 'green infrastructure'</u> asset. <u>Environmentally, the Gypsy Race has two functions, both of which drive the design guidance:</u> once opened up, it is to provide a mechanism for increasing the flood carrying capacity of Race; and it is to provide a continuous ecological corridor. The Gypsy Race also has two purposes commercially, and these purposes also drive the design guidance: it <u>forms the unifying spine of the Burlington Parade development, binding the retail schemes in the north of the site to the regenerated Harbour Top in the south; and, as a distinctive and appeal setting for development, it will drive values in the valley.</u> <u>Survey work will establish the present ecological significance of the corridor, and provide the basis both for ensuring what</u>	Bring the SPD into line with the Publication AAP. Response to comments by the Environment Agency and Natural England.

			<p><u>habitat exists is protected and for establishing what more can be done to enrich it. The detailed Flood Risk Assessment will set the technical criteria for managing the Race’s hydrology through the corridor. between as land and sea; a water feature in an urban park; and as a special habitat for local vegetation and wildlife. Partly because it flows, where open, through under-used land, it is likely to support valuable ecosystems, where the aim must be to protect and develop these, while also providing a visible and appealing feature.</u></p>	
25.	Para 3.15	<p>3.15 Green roofs should be provided wherever practicable – including:</p> <ul style="list-style-type: none"> ▪ the proposed relocation of the Supermarket store onto the Coach Park site; ▪ the unit shops which are to form the second retail anchor on the site of the existing Supermarket store; ▪ outbuildings and decked car park structures with flat roofs. 	<p>3.16 Green roofs should be provided wherever practicable, <u>alone or in conjunction with photovoltaics. The following may provide opportunities , and where these exist should form an integral part of the design schemes.;</u> including:</p> <ul style="list-style-type: none"> ▪ the <u>new proposed relocation of the Ssupermarket store onto the Coach Park site;</u> ▪ the unit shop scheme <u>and its adjoining car park</u> that will provide <u>s which are to form the second retail anchor;</u> ▪ <u>on the site of the existing Supermarket store;</u> ▪ <u>the Harbour Top buildings that form part of Burlington Parade;</u> ▪ <u>the roofs of the decked car parks , including Palace and Beck Hill; and</u> ▪ <u>the housing schemes, where roofs are</u> 	Bring the SPD into line with the Publication AAP.

			<u>not used for gardens and terraces.</u>	
26.	Para 3.17	<p><i>The Marina and Harbour</i></p> <p>3.17 The Harbour, as a gradient between the landside and the sea, may present habitat, roosting or other ecology issue that will need to be resolved. The Appropriate Assessment of the AAP itself will set out the recommendations, and where these have design aspects, will be covered by the next draft of the SPD. An area of beach to the south of the southern listed pier may have particular ecological interest. The area however is not known to have any particular interest features, and is not therefore protected by any national or international designation.</p>	<p><i>The Marina and Harbour^{Top}</i></p> <p>3.17 The Harbour, as a gradient between the landside and the sea, may present habitat roosting or other ecology issues. The Appropriate Assessment of the AAP itself will set out the recommendations, and where these have design aspects, will be covered by the next draft of the SPD. An area of beach to the south of the southern listed pier may have particular ecological interest. The area however is not known to have any particular interest features, and is not therefore protected by any national or international designation <u>The existence or otherwise will be determined through the Environmental Assessment work for the planning application; and an any issues resolved in the design solutions for the Harbour works.</u></p> <p>3.18 <u>The design of the works to the Harbour and to create the Marina will need to take into account the outcome of the Level 1 Screening under the Habitats Regulations . The Screening determined that there is a risk of adverse effects on the internationally protected Bempton Cliffs and Flamborough Head arising from the construction and operation of the Marina. The Council and English Nature, however, are confident that the Marina can be designed and operated to</u></p>	<p>Bring the SPD up to date and into line with the Publication AAP. Respond to comments by Natural England and the RSPB.</p>

			<p><u>avoid such effects. Should this not prove feasible or practicable, the AAP builds in the requisite protection: the Marina will not proceed if it is not possible to avoid adverse effects on the designated areas.</u></p> <p>3.19 <u>A small part of the South Beech will be reclaimed to accommodate the footprint Marina. This small area forms part of a much larger area of beach which is used as feeding grounds for purple sandpipers. Although purple sandpipers are not nationally or internationally protected, they are a locally significant specific species. Thus the Marina will need to be designed so as to mitigate the impact on these feeding areas, and if necessary on full environmental assessment, also compensate the lost habitat. The AAP puts in place the necessary provisions for this.</u></p>	
27.	Para 3.20	3.20 LTP2 policy outlines a hierarchy of transport modes that prioritises certain modes over others. This hierarchy is an important device for encouraging walking and cycling.	3.20 LTP32 policy outlines a hierarchy of transport modes that prioritises certain modes over others. This hierarchy is an important device for encouraging walking and cycling.	Bring the SPD up to date.
28.	Para 3.22, second sentence	3.21 ...to reduce traffic congestion. The parking restrictions will be brought into force once there are adequate replacement provisions in place in line with Proposed Policy BridTC15.	3.22 ...to reduce traffic congestion. The parking restrictions will be brought into force once there are adequate replacement provisions in place in line with BridTC15 <u>BridTC8</u> .	

29.	Para 3.26, second sentence	3.26 ...and street furniture. The design of Chapel Street sets something of a model to be built upon elsewhere, and future schemes can apply the lessons learned from that investment.	3.26 ...and street furniture. <u>Future schemes can learn from and</u> The design of Chapel Street sets something of a model to be built upon elsewhere, and future schemes can apply the lessons learned from the Chapel Street scheme. that investment.	Introduce design flexibility by not stating that Chapel Street will be a model for successive schemes.
30.	Para 3.27, first sentence	3.27 The East Riding LTP2 aims to increase the number of cycling trips in the district to 30% above the 2003/04 baseline by 2010/11.	Delete the sentence.	The sentence is unnecessary, and LTP2 will shortly be replaced by LTP3.
31.	Para 3.35	3.35 Springfield Avenue is to be downgraded and the pedestrian environment enhanced to encourage easy connections between the new concentration of retail uses on the site of the existing Supermarket store and between this anchor and the Gypsy Race Park.	3.35 Springfield Avenue is to be downgraded <u>to ease pedestrian movement across it, both on the route of the Primary Retail Circuit and into</u> and the pedestrian environment enhanced to encourage easy connections between the new concentration of retail uses on the site of the existing Supermarket store and between this anchor and the Gypsy Race Park.	Improve the accuracy of the statement.
32.	Para 3.37	3.37 The proposed bus interchange at Burlington Parade near the Railway Station is sited to improve the integration of the services, helping to encourage public transport use. The interchange provides for a number of bus bays to be agreed with the operators for picking up and dropping off passengers. The same facility includes drop off and pick up provision for coaches.	3.37 The proposed bus- and -coach-rail interchange at Burlington Parade near the Railway Station is sited to improve the integration of the services, helping to encourage public transport use. <u>The number and precise location of pick-up and drop-off bays for buses and coaches will interchange provides</u> for a number of bus bays to be agreed with the operators. for picking up and dropping off passengers. The same facility includes drop	Clarify the intent of the statement.

			off and pick-up provision for coaches.	
33.	Para 3.40	3.40 Coach services follow the same routing as the bus services. Coach drop off points are proposed at King Street, Harbour top, South Cliff Gardens, the Spa and Promenade. Once the Coach Park site is redeveloped, layover parking may be provided adjacent to the Park and Ride, within the AAP area itself or at the Limekiln Lane car park. All coach pick-up, drop-off and layover facilities have to be booked at the Tourism Information Centre, which gives the Council the opportunity to manage services, ensuring the provision for coach pick-up and drop-off is efficient – for the Town Centre as a whole as well as for coach operators and their customers.	3.40 Coach services <u>will</u> follow the same routing as the bus services. Coach drop off points <u>are likely to be provided proposed at all or most</u> of King Street, Harbour Top, South Cliff Gardens, the Spa and Promenade, <u>depending on operators’ requirements, users’ preferences and traffic management considerations.</u> Once the Coach Park site is redeveloped, layover parking may be provided adjacent to the Park and Ride, within the AAP area itself at the Limekiln Lane car park. All coach pick-up, drop-off and layover facilities have to be booked at the Tourism Information Centre, which gives the Council the opportunity to manage services, ensuring the provision for coach pick-up and drop-off is efficient <u>as well as adequate</u> – for the Town Centre as a whole as well as for coach operators and their customers. <u>Once the Coach Park site is redeveloped, layover parking may be provided adjacent to the Park and Ride, within the AAP area itself or a nearby car park.</u>	Clarify the intent of the statement. Respond to comments hat coaches had not been adequately considered.
34.	Para 4.2, second sentence	4.2 ...a range of objectives. The principles that underpin the design guidance set out here are founded on those in ‘By Design: Urban Design in the Planning System towards a Better Practice’ – the Government’s most comprehensive statement on urban design issues within the planning process.	4.2 ...a range of objectives. The principles that underpin the design guidance set out here are founded on those in ‘By Design: Urban Design in the Planning System towards a Better Practice’ (2000) – the Government’s <u>most widely accepted and up to date</u> comprehensive statement on urban design	Clarify the statement to explain that By Design remains the up to date standard to be observed, despite its publication date.

			issues within the planning process.	
	Para 4.3, first sentence	4.3 'By Design' sets a number of objectives for the form and quality of urban development which the SPD interprets in the context of Bridlington Town Centre:	4.3 'By Design' sets a number of objectives for the form and quality of urban development. The which the SPD interprets and applies these to the AAP area, taking the By Design 'vocabulary' to have the following meanings: in the context of Bridlington Town Centre	Clarify the statement.
35.	Para 4.5	4.5 There is a requirement for Bridlington to conceive a general design policy which: <ul style="list-style-type: none"> ▪ sets high standards; ▪ acknowledges the changing functions of areas and therefore the changes of use affecting the character and appeal of areas; ▪ acknowledges the importance of maintaining and enhancing the established character of the different parts of the town; ▪ sets out the criteria to be considered in making a design decision on a planning application. 	4.5 <u>The design guidance set out in this section of the SPD has general application to development in the AAP area. The guidance:</u> re is a requirement for Bridlington to conceive a general design policy which: <ul style="list-style-type: none"> ▪ sets <u>specific</u>, high, design standards, <u>recognising that the future success of the Town Centre as an attractor of businesses, residents and visitors will require much better design in all aspects of the built environment in the AAP area;</u> ▪ <u>takes into account</u> acknowledges the <u>AAP's proposals to change the functions of parts of the AAP area and the role of design in making these changes possible and beneficial;</u> therefore the changes of use affecting the character and appeal of areas; ▪ acknowledges the importance of maintaining and enhancing the established character of <u>each of</u> the different parts of the AAP area town; 	Clarify the intent of the statements.

			<ul style="list-style-type: none"> sets out <u>further information on the criteria the Council will apply when to be considered in making a the design aspects of decision on a planning applications in the AAP area (see <u>BridTC11</u>)</u>. 	
36.	Para 4.7, first sentence	4.7 Although comparatively few of the buildings within the AAP are listed, and there is as yet no designated conservation area, the Council stresses that Bridlington’s built heritage is a valuable asset for the town’s competitiveness.	4.7 Although comparatively few of the buildings within the AAP are listed, and there is as yet no designated conservation area, The AAP Council stresses that Bridlington’s built heritage is a valuable asset <u>to be conserved and enhanced</u> for the town’s competitiveness.	Bring the SPD into line with the AAP, and take into account comments by English Heritage, the Town Council and individuals in Bridlington’s community who wish the heritage assets of the AAP area to be given greater emphasis.
37.	Para 4.8, last sentence	4.8 ... its distinctive character. This is not to say that well-designed contemporary buildings cannot contribute positively to character, but instead that new buildings must be comfortable in their context, leaving a valuable legacy of contemporary architecture.	4.8 ... its distinctive character. This is not to say that well-designed contemporary buildings cannot contribute positively to character., but Instead, that new buildings must be comfortable in their context, leaving a valuable, <u>but sympathetic and harmonious,</u> legacy of contemporary architecture.	Clarify the intent of the statements in response to comments from the Town Council and individuals in Bridlington’s community who are concerned that contemporary design could be harmful to Bridlington’s distinctive character.
38.	Para 6.1	6.1 The proposals for the Strategic Public Realm are set out in Proposed Policy BridTC19 of	6.1 The <u>parts of the public realm in the AAP area that make up proposals</u> for the Strategic	Clarify the text, and bring the policy

		the AAP.	Public Realm are set out in Proposed Policy BridTC5 19 of the AAP.	numbers into line with the Publication AAP.
39.	Para 6.5, final sentence	6.5 ... budgets and materials. The management of the public realm largely determines its success; any complaints or lack of cleanliness should be dealt with immediately.	6.5 ... budgets and materials. The management of the public realm largely determines its success; <u>the Council aims, therefore, to deal immediately with any complaints from the public or shortcomings in lack of cleanliness should be dealt with immediately.</u>	Clarify the intent of the statement.
40.	Para 6.9, final phrase of final sentence	6.9 ... from the Plaza; and the warehouse building will be brought into suitably active use.	6.9 ... from the Plaza. ; and the warehouse building will be brought into suitably active use.	Up to date information on the rail station parking needs indicates that it may not be possible to retain the warehouse building.
41.	Para 6.11, final sentence	6.11 ... listed building. The treatment should incorporate a water feature that signals the starting point of the Gypsy Race as it begins its descent to the Harbour.	6.11 ... listed building. The treatment should incorporate <u>A a water feature that signals the starting point of the Gypsy Race as it begins its descent to the Harbour would be particularly appropriate – adding focus and interest in addition to its emblematic value.</u>	Clarify the intent of the statement (a water fountain being desirable, but not necessarily a requirement).
42.	Para 6.12, points i) and ii)	i) it connects the established Shopping Core to the new concentration of unit comparison goods shops proposed within Burlington Parade at Plot 1C (see Figure 5.2 in the Town Centre AAP); and ii) it creates a coherent, well-defined, shopping core – connecting the new to the old to create a single, larger core -	i) it connects the established <u>part of the Primary Shopping Area</u> Shopping Core to the new concentration of unit comparison goods shops proposed within Burlington Parade at Plot 1C (see Figure <u>35.2</u> in the Town Centre AAP); and ii) it helps to <u>define and unify</u> creates the	Bring the terminology into line with the Publication AAP and clarify the statements.

		that fully supports the purposes of the shopping core throughout it. The purposes of the shopping core are	extended Primary Shopping Area a coherent, well defined, shopping core – connecting the new to the old to create a single, coherent, Primary Shopping Area and concentrating and directing pedestrian flows, larger core that fully supports the purposes of the shopping core throughout it. The purposes of the Primary Shopping Area shopping core are:	
43.	Para 6.14, penultimate sentence	6.14 ... scheme that is specific to the shopping core. This unity and distinctiveness ...	6.14 ... scheme that is specific to the <u>Primary Shopping Area</u> shopping core . This unity and distinctiveness....	Bring the terminology into line with the Publication AAP.
44.	Heading before Para 6.15	Shopping Core	Shopping Core <u>Primary Shopping Area</u>	Bring the terminology into line with the Publication AAP.
45.	Para 6.16 , first sentence	6.16 The connecting route between the old and the new parts of the shopping core – along the Quay Road and Prospect Street sections of the Primary Retail Circuit – requires the pavement to be widened on the western side.	6.16 The connecting route between the old and the new parts of the Primary Shopping Area shopping core – along the Quay Road and Prospect Street sections of the Primary Retail Circuit – requires the pavement to be widened on the western side.	Bring the terminology into line with the Publication AAP.
46.	Para 6.19	6.19 As elsewhere in the shopping core, servicing - delivery, loading – will be prohibited during shopping hours. Queen Street and King Street will remain pedestrianised. The AAP shows these streets in Figure 4.4. The Primary Shopping Circuit links the three ‘new’ public spaces proposed in the	6.19 As elsewhere in the <u>Primary Shopping Area</u> , shopping core , servicing, - delivery and loading – will be prohibited during shopping hours. Queen Street <u>will become fully pedestrianised</u> and King Street will remain pedestrianised, <u>subject to the outcome of the Transport Regulation and Road Stopping</u>	Clarify the statements and bring the terminology into line with the Publication AAP.

		<p>extended shopping core: the Station Plaza – the new gateway into the Town Centre at the Railway Station at the northern extent of the Primary Shopping Circuit; Cenotaph Square, to be created next to Christ Church, mid-way along the Circuit’s length; and the new Town Square at Bridge Street/Queen Street.</p>	<p><u>Orders still to be made and consulted upon.</u> The AAP shows these <u>candidate</u> streets in Figure 4.4 3.5. The Primary Shopping Circuit links the three ‘new’ public spaces proposed in the extended shopping core: the Station Plaza, – the new gateway into the Town Centre at the Railway Station at the northern extent of the Primary Shopping Circuit; Cenotaph Square, to be created next to Christ Church, mid-way along the Circuit’s length; and the new Town Square at Bridge Street/Queen Street.</p>	
47.	Para 6.24	<p>6.24 Queen Street is to become a new Town Square – the principal space in and heart of the Town Centre – and the focus for the Town Centre’s community life.</p>	<p>6.24 Queen Street, <u>together with the eastern end of Bridge Street</u>, will is to become a new Town Square – the principal space in and heart of the Town Centre – and the focus for the Town Centre’s community life.</p>	<p>Bring the statement up to date with the Publication AAP.</p>
48.	Para 6.26	<p>6.26 By relocating the public toilet, taking Queen Street out of the main vehicle circulation in the town and removing surface parking, the space will be cleared. The space can then be transformed into a proper Town Square to provide both a setting for the listed buildings and an inducement to new development that is of a quality befitting the space. The space can then be used for events, occasional specialist markets and festivals – as well as simply relaxing. The library should be encouraged to spill its activities from time to time into the new</p>	<p>6.26 By <u>removing and relocating elsewhere the public toilet</u>, taking Queen Street out of the main vehicle circulation in the town and removing surface parking, the space will be cleared. The space can then be transformed into <u>the a proper Town Square needed to provide the missing heart of the Town Centre, designed so as to provide a high quality setting for the concentration of both a setting</u> for the listed buildings and an inducement to new development that is of a quality befitting the space. <u>The new heart of the Town Centre space</u> can then be used for events, occasional</p>	<p>Clarify the statement in response to concerns expressed that the toilets would be lost and not replaced with the creation of the Town Square. Bring the proposals into line with the Publication AAP.</p>

		<p>Square, and should opportunities arise for new civic buildings in the Town Centre, the Square should be considered as a location. The programming of the Square will become an important aspect of the management of the Town Centre, and will be something the Bridlington Renaissance Partnership will oversee.</p>	<p>specialist markets and festivals – as well as simply relaxing. The library should be encouraged to spill its activities from time to time into the new Square, and should opportunities arise for new civic buildings in the Town Centre, the Square should be considered as <u>the preferred</u> a location. The programming of <u>events</u> for the <u>Town</u> Square will become an important aspect of the management of the Town Centre, and will be something the <u>overseen by the</u> Bridlington Renaissance Partnership. will oversee.</p>	
49.	Para 6.27, first sentence	<p>6.27 The Town Square also provides one of the key means, alongside the Burlington Parade development, of better integrating the Harbour physically into the core of the Town Centre, one of the key objectives of Proposed Policy BridTC17.</p>	<p>6.27 The Town Square also provides one of the key means, alongside the Burlington Parade development, of better integrating the <u>historic</u> Harbour physically into the core of the Town Centre, one of the key objectives set by <u>Proposed Policy BridTC3 for Burlington Parade.</u> 17.</p>	Bring the SPD up to date with the Publication AAP.
50.	Para 6.32	<p>6.32 The Gypsy Race Park is one of the key centrepieces of the physical strategy for improving the competitiveness of the Town Centre. The success of the design treatment of the Park – from the start of the Race as a spine for the Town Centre alongside Hilderthorpe Road and the relocated supermarket, through the Park itself that runs between Springfield Avenue and Bridge Street, to is conclusion a the Harbour entrance – is critical to its ability to perform</p>	<p>6.32 The Gypsy Race Park is one of the key centrepieces of the physical <u>as well as commercial</u> strategy for improving the competitiveness of the Town Centre. The success of the design treatment of the Park – from the start of the Race as a spine that links the retail developments at the top of Burlington Parade to Harbour for the Town Centre alongside Hilderthorpe Road and the relocated supermarket, through the Park itself that runs between Springfield Avenue</p>	Improve the accuracy and clarity of the statements.

		<p>the several functions set for it by the AAP.</p>	<p>and Bridge Street, to is conclusion a the Harbour. <u>High quality design – both of the public realm and the buildings that overlook it – are critical to the ability of the Gypsy Race Park and Avenue to deliver perform the purposes several functions set for the Race it by the AAP. Achieving the high quality design sought is fundamental to generating the values that will make it feasible commercially to deliver the beneficial uses that are needed both to animate and provide natural surveillance for the Park and to reclaim the otherwise damaging under- and poorly-used land that dominates the area. The Park and Avenue needs also to be generous in scale and planting – partly to drive values but also to meet the pressing need in the Town Centre for high quality, sheltered public space, away from the seafront, especially out of season.</u></p>	
<p>51.</p>	<p>Para 6.36, second bullet</p>	<ul style="list-style-type: none"> ▪ The Race is then to be opened as a rivulet in a landscaped edge, paved either side (so people can beside it) along the length of the supermarket site and the southern edge of the 1C development block in the Burlington Parade Masterplan. The design treatment within block 1C should allow for the uses to overlook this part of the Race, helping to animate it and the public relam should people to walk around this block. 	<ul style="list-style-type: none"> ▪ The Race is then, either: <ul style="list-style-type: none"> ○ to be opened as a rivulet in a landscaped edge <u>alongside the length of the supermarket site on Hilderthorpe Road</u>, paved either side (so people can <u>walk</u> beside it), <u>along the length of the supermarket site; or</u> ○ <u>if the footprint of the supermarket does not permit this, then signified by the Hilderthorpe Road elevation of the supermarket.</u> 	<p>Bring the statements up to date with the Publication AAP.</p>

			<ul style="list-style-type: none"> ▪ <u>The Race should continue (or appear) as a landscaped rivulet along the southern edge of the 1C development site block designated by BridTC3 and shown in the Burlington Parade Masterplan. The design treatment within block 1C should allow for the uses to overlook this part of the Race, helping to animate it and the public realm should people to walk around this block.</u> 	
52.	Figure 6.3	The New Town Square	Amend the image to make clear that the eastern section of Bridge Street forms part of the new Town Square and to reduce the illustrated heights of the buildings along the northern perimeter of the Harbour.	Improve the accuracy of the illustration.
53.	Para 6.38	6.38 It is also essential (and is a policy requirement in Proposed Policy BridTC17) that the Park is overlooked along the whole of its length, and is well-lit. At Beck Hill and Bridge Street, pedestrians and cyclists will have to walk under the bridges and the spaces under the bridges must be attractive, lit and overlooked from the bridges, as well as from the Race.	6.38 It is also essential (and is a policy requirement of in Proposed Policy BridTC3 17) that the Park is overlooked along the whole of its length, and is well-lit. At Beck Hill and Bridge Street, pedestrians and cyclists will have to walk under the bridges and the spaces under the bridges must be attractive, lit and overlooked from the bridges, as well as from the Race.	Bring the statement into line with the Publication AAP.
54	Para 7.1 , point iii)	7.1 iii) Bridge Street to the Harbour top, where the development will comprise a mix of maritime activities to maintain the operations of the Trust Port and robust architecture combining residential,	7.1 iii) Bridge Street to the Harbour <u>T</u> op, where the development will comprise a mix of maritime activities to maintain the operations of the Trust Port and robust architecture combining residential,	Bring the statements into line with the Publication AAP, and respond to concerns expressed by the

		<p>leisure, retail and food and drink uses overlooking the Harbour, integrating parking in the level change between the Town Centre and the Harbour. This part of the Burlington Parade development will be delivered only when detailed plans are in place for relocating the operational facilities and ensuring that the statutory Trust Port activities are continued. The partners also undertake to ensure that the Harbour Commissioners are made no worse off financially from the redevelopment of the Harbour top</p>	<p>leisure, retail and food and drink uses overlooking the Harbour. <u>Increased car parking is to be integrated in the commercial development, making use of Car parking, , integrating parking in the level change between the Town Centre and the Harbour. The operational port facilities will be relocated in a mix of permanent and temporary replacements to allow the commercial development to proceed in advance of the Marina if necessary, as is likely. The Council has made undertakings to Port’s commissioners that ensure that the port operations will not be compromised and any revenue losses to the Port from non-operational activities will be compensated fully.</u> operations from This part of the Burlington Parade development will be delivered only when detailed plans are in place for relocating the operational facilities and ensuring that the statutory Trust Port activities are continued. The partners also undertake to ensure that the Harbour Commissioners are made no worse off financially from the redevelopment of the Harbour top</p>	<p>Harbour Commissioners.</p>
55.	Para 7.7	<p>7.7 The retail anchor use will provide a public car park for about 360 spaces, clad by suitable materials for the Town Centre setting, with a preference for the cladding of the car park by residential or small office</p>	<p>7.7 The retail anchor use will provide a public car park for about 360 spaces, clad by suitable materials for the Town Centre setting, with a preference, <u>subject to commercial and viability considerations</u>, for the ‘cladding’ of</p>	<p>Improve the accuracy of the statements and acknowledge the commercial and viability considerations.</p>

		uses.	the car park by residential <u>and/or</u> small office uses.	
56.	Para 7.13	7.13 The supermarket must have an active frontage both onto Station Plaza, and an appropriately detailed façade onto Hilderthorpe Road. There will be smaller retail units in the plinth. No blank or billboard facades will be allowed face onto the street. The façade on Station Plaza will be open and inviting, and incorporate smaller units onto the plinth suitable to the important gateway function of the Plaza and the need to animate it.	7.13 The supermarket must have an active frontage both onto Station Plaza, <u>where the key considerations are the impact on the listed station building and the importance of Station Plaza</u> , and an appropriately detailed façade onto Hilderthorpe Road. There will be smaller retail units in the plinth. No blank or billboard facades will be allowed <u>along either Hilderthorpe Road or the link road from Station Approach to Hilderthorpe Road</u> to face onto the street. The façade onto Station Plaza must will be open and inviting, and incorporate smaller units onto the plinth <u>that are</u> suitable to the important gateway function of the Plaza and the need to animate it. <u>These units must either contain part of the supermarket offer or other uses that complement, and do not compete with or dilute the demand for, the retail and related uses to be accommodated by the comparison goods unit shop development.</u>	Improve the accuracy of the statements, bring them up to date and into line with the Publication AAP, and respond to comments made by the proposed supermarket operator.
57.	Para 7.15	7.15 The Gypsy Race will be reopened along Hilderthorpe Road, with street trees and a promenade along the façade of the building giving access to the street related uses in the plinth. Along the Supermarket the Gypsy Race will have green banks and a line of trees aligned with Hilderthorpe	Delete the paragraph.	The paragraph unnecessarily repeats guidance provided under the Gypsy Race section.

		Road.		
	Para 7.21, second sentence	7.21 ... its entrance from Springfield Avenue. The Council requires suitable treatment to the car park, and will push to see that it is clad with active development.	7.21 ... its entrance from Springfield Avenue. The Council requires suitable treatment to the car park, and will wish push to see that it is clad with active development, <u>subject to the commercial feasibility of the provision.</u>	Acknowledge viability considerations.
58.	Para 7.22	7.22 The south façade of Station Approach will need to be designed to accommodate the proposed bus-coach-rail interchange as a linear bus shelter, integrated in the rear façade of the retail units avoiding closed, anonymous rear façades. Behind the bus shelter an internal service road will service the retail units.. The land between Station Approach and the rail tracks can be redeveloped with warehouse type buildings, resembling the existing warehouse, as well as to accommodate the relocated station parking. These can be used for arts, food or cultural.	7.22 The south eastern façade of <u>the unit shop development along Station Approach</u> will need to be designed to accommodate the proposed bus-coach-rail interchange as a linear <u>array of pick-up and drop-off bays plus bus a passenger shelter.</u> <u>The bays and shelter need to be</u> integrated in the rear façade of the retail units, avoiding, closed, anonymous rear façades. The servicing arrangements for the unit shop scheme will need to be designed Behind the interchange will be an bus shelter an internal service road will service the retail units.. The land between Station Approach and the rail tracks can be redeveloped with warehouse type buildings, resembling the existing warehouse, as well as to accommodate the relocated station parking. These can be used for arts, food or cultural.	Bring the SPD into line with up to date evidence on the re-accommodation of the rail parking which will be in part along Station Approach opposite the interchange.
59.	Para 7.23	7.23 At the end of this strip of land, between the Station building and the existing warehouse, a small, but precious development could be realised. This building faces Station Plaza and its	7.23 <u>The eastern side of the new Station Plaza – the land between the Plaza and the rail line – will need careful design treatment. Ideally, a new, very well designed, small building would be put in this position to help hold and define</u>	Increase the flexibility of the guidance.

		architecture is iconic.	<u>the boundaries of the Plaza. If this proves infeasible, landscape works will need to be designed to play a similar role. At the end of this strip of land, between the Station building and the existing warehouse, a small, but precious development could be realised. This building faces Station Plaza and its architecture is iconic.</u>	
60.	Para 7.24	7.24 The Gypsy Race corridor forms an internal, secluded, link between the Station Plaza and the Harbour top(and the Marina). The Gypsy Race corridor is to contain a mix of apartments, town houses, restaurants and cafés, business space and shop fronts organised around a high quality public realm. The key aim of the corridor is to provide a calm and enchanting address for residents, entrepreneurs and visitors.	7.24 The Gypsy Race corridor forms an internal, secluded, link between the Station Plaza and the Harbour Ttop(and the Marina). The Gypsy Race corridor is to contain a mix of apartments, town houses, restaurants and cafés, business space and shop fronts organised around a high quality public realm. <u>These developments need to provide animation and / or natural surveillance for the open space, pedestrian and cycle routes. A</u> The <u>key aim of the corridor is to provide a calm and enchanting address for residents, entrepreneurs and visitors; natural surveillance, 'secure by design' and lighting are integral to achieving this aim.</u>	Clarify the intent of the statement.
61.	7.26	7.26 The whole of the Gypsy Race corridor is to form an open, publicly accessible, convenient, green and enchanting route between Station Plaza and the Harbour. Mixed use development and frontages will define this new public realm. Beck Hill will be raised to form a vehicle bridge that spans the valley and allows pedestrians and	7.26 The whole of the Gypsy Race corridor is to form an open, publicly accessible, convenient, green and enchanting route between Station Plaza and the Harbour. Mixed use development and frontages will define this new public realm. Beck Hill will be raised to form a vehicle bridge that spans the valley and allows pedestrians and allows pedestrians	Remove the unnecessary repetition.

		cyclist to pass safely underneath.	and cyclists to pass safely underneath.	
	7.34	7.34 The public realm scheme for the Race should continue under the new bridge at Bridge Street to the Harbour (where there is the potential for a major piece of public art (e.g., the Race spouting through a fish’s mouth). The new link from Bridge Street into the Harbour should be lined with buildings that offer ‘street related’ uses and enclose the access.	7.34 The public realm scheme for the Race should continue under the new bridge at Bridge Street to the Harbour (where there is the potential for a major piece of public art (e.g., the Race spouting through a fish’s mouth). <u>If it proves feasible commercially, the opportunity should be taken to line the</u> The new link from Bridge Street into the Harbour should be lined with buildings that offer ‘street related’ uses and enclose the access.	Provide greater flexibility, in light of commercial realities, in the guidance.
62.	7.36	7.36 The urban design objectives for the Harbour top are: <ul style="list-style-type: none"> ▪ to make the Harbour accessible and visible from the Town Centre; ▪ to utilise land now used for parking to create an active and diverse edge to the Harbour in line with the provisions of Proposed Policy BridTC17; ▪ parking is hidden from the main public spaces, and never visible (hidden behind structures, using the topography); ▪ a variety in roof line and building heights compatible with established built form mixed with robust, maritime architecture. 	7.36 The urban design objectives for the Harbour Ttop are: <ul style="list-style-type: none"> ▪ to integrate the Harbour more fully with, and accessible and visible from the core of the Town Centre; ▪ to utilise land now used for parking to create an active and diverse edge to the Harbour in line with the provisions of Proposed Policy BridTC17; ▪ hide the parking is hidden from the main public spaces, and never visible (hidden behind structures, taking advantage of the change in levels to do so; using the topography); ▪ <u>create a</u> variety in <u>the</u> roof lines and building heights compatible with the <u>Town Centre’s characteristic</u> established built form, mixed with robust, maritime architecture. 	

63	7.37	<p>7.37 The addition of new buildings to the Harbour blocks requires careful adaptation to the existing buildings and precise management of levels. The new buildings will:</p> <ul style="list-style-type: none"> ▪ form a collection of proud, individual waterfront buildings; ▪ have front doors on the street; ▪ build up from recognisable, individual architectural units into keeping with the scale and grain of the established urban form and surrounding developments. A rich variety in architectural design, use of materials, height and roof shapes will create the illusion of a smaller grain development; ▪ be rich in ornamental detailing and have profound building entrances; ▪ have a maximum building height of five stories; ▪ have a variety in roof line or building height compatible with established built form; ▪ in <i>limited</i> parts have some animation of the spaces from the perimeter uses 	<p>7.37 The addition of new buildings to the Harbour blocks requires careful adaptation to the existing buildings and precise management of levels. The new buildings <u>should be designed to:</u> will:</p> <ul style="list-style-type: none"> ▪ form a collection of proud, individual waterfront buildings; ▪ have front doors <u>onto</u> the street; ▪ build up from recognisable, individual architectural units into keeping with the scale and grain of the established urban form and surrounding developments; ▪ <u>entail</u> a rich variety of in architectural design, use of materials, height and roof shapes <u>to</u> will create the illusion of a smaller grain development; ▪ be rich in ornamental detailing and have profound building entrances; ▪ have a maximum building height of five stories above South Cliff Road, subject to ensuring variety in roof line and heights; and be varied have a variety in roof line and or building height ; compatible with established built form; and ▪ <u>where there is no conflict with the Harbour operations, help animate in limited parts have some animation of</u> the spaces from the perimeter uses . 	Bring the SPD into line with the Publication AAP
64.	8.4	<p>8.4 Where opportunities for relocation of seasonal seaside activity, Leisure World and retail in Prince Street arise a scheme that restores the splendour of Bridlington’s</p>	<p>8.4 Should an opportunity arise, in line with the objectives of the AAP for the Seafront, to relocate the seasonal only activities to another location (e.g., South Cliff to take</p>	Bring the SPD into line with the Publication AAP

		Waterfront can be implemented.	<p>advantage of the Park and Ride, Yacht Club, beach etc), there should be scope in the Prince and Cliff Street and Garrison Square areas to redevelop the area. The aim is a scheme development. Where opportunities for relocation of seasonal seaside activity, Leisure World and retail in Prince Street arise a scheme that restores the splendour of Bridlington's Waterfront. <u>An idea that has the considerable support of Bridlington's communities is a winter garden capable of opening up to the out of doors in clement weather, coupled with development for other non-seasonal uses including hotel, leisure and housing.</u></p>	
65.	8.5	8.5 Along the North Promenade a series of five pocket parks or crescents will provide a quality environment for waterfront redevelopment which creates a mix of residential, hotel and ground floor leisure uses. The existing waterfront parks (Marlborough, Fort and Albion) should be restored to 'Blooming Belvederes' on the waterfront. This will require the relocation of existing car parking.	Delete the paragraph	The parks do not form part of the AAP's proposals; Crescent Gardens has already been treated.
66.	9. Illustrative Sections	Figures 9.1-9.9 (Section Plans)	Insert text where relevant in Section 7 to guide the reader to the provision of the section plans in Section 9 of the SPD	Improve the readability of the SPD