

Local Plan for the Bradford District

Shipley and Canal Road Corridor Area Action Plan

Adopted December 2017





FOREWORD

Shipley and Canal Road Corridor Area Action Plan

The City of Bradford Metropolitan District Council has worked with the local community and key stakeholders to prepare a 15 year development plan for the Shipley and Canal Road Corridor.

The Canal Road Corridor is a priority regeneration area in the Bradford District and has been identified as one of four Urban Eco Settlement locations within the Leeds City Region. It is vital that the Shipley and Canal Road Corridor Area Action Plan (AAP) provides a strong planning framework for the regeneration of the area, which responds to the District's housing and economic needs and will benefit new and existing communities.

The AAP will guide the transformation of the Shipley and Canal Road Corridor area up to 2030. It will identify the location for new development and help make decisions on planning applications. It will also influence decisions about transport, infrastructure, community facilities and economic development.

The AAP has been developed in collaboration with businesses, landowners, developers, local organisations and residents. An Engagement Plan has been developed which will ensure these views are reflected throughout the AAP process.

The AAP supports the regeneration ambitions for the Corridor as set out in the Local Plan Core Strategy. At a strategic level the Local Plan - Core Strategy sets out broad proposals and targets for future development in the Corridor up to 2030.

This Publication Draft Report sets out the proposed development site allocations and the policies for delivering the AAP vision and objectives. The feedback received following the previous public consultation and the technical evidence has informed this Publication Draft Report.

The Council is inviting formal representations from the public, stakeholders and statutory consultees on the 'soundness' and legal compliance of the Publication Draft.

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INTRODUCTION

Shipley and Canal Road Corridor Area Action Plan

1.1 The Shipley and Canal Road Corridor Area Action Plan (the AAP) is being produced as part of the new development plan for the District called the Bradford District Local Plan. It is one of two AAPs identified in the approved Local Development Scheme. The AAP will guide the transformation of the Shipley and Canal Road Corridor (the Corridor) and facilitate the delivery of this key growth area identified in the Bradford District Core Strategy.

1.2 The AAP will provide a comprehensive and up-to-date planning framework for the area and will act as a basis for determining planning applications and bringing forward regeneration and associated infrastructure.

1.3 The purpose of the AAP is to provide a clear vision, strategy and framework for regeneration and future development in the Shipley and Canal Road Corridor area to 2030.



1.4 The AAP sets out a detailed planning framework to direct future development and investment. It allocates land for development, defines areas which will be protected and identifies the supporting infrastructure required to ensure delivery.

The Publication Draft

1.5 The Planning and Compulsory Purchase Act 2004, as amended by the Localism Act 2011 provides the statutory framework for preparing the Local Plan. Government requirements on the preparation of Local Plans are set out in the National Planning Policy Framework and the Town and Country Planning (Local Planning) (England) Regulations 2012. These are designed to ensure that by the time the plan is finalised, it has been tested through extensive consultation and involvement of the public and wider stakeholders and all reasonable options have been considered.

1.6 The Publication Draft is the third stage in the process of preparing the AAP and presents the Council's preferred approach for the Shipley and Canal Road Corridor. The Publication Draft sets out the policies and proposals that the Council consider should be included in the new plan following collection of relevant evidence and testing of reasonable options. The first stage of the AAP involved evidence gathering between 2010-2012. This was followed by public consultation on the AAP Issues and Options from March to May 2013. Following the Publication Draft the next stage will be submission of the plan to the Secretary of State for Independent Examination.

1.7 The Publication Draft takes account of work undertaken on the AAP to date, in particular the consultation on the AAP Issues and Options Report between March and May 2013. The results of this public consultation and further technical work have been used to inform the Publication Draft. The main purpose of the AAP is to:

- set out the vision, key objectives and strategic approach
- identify the sites allocations and policies for delivering development

1.8 The AAP is structured as follows:

1. Background and Strategic Context:

presents the strategic context for the AAP

2. Vision, Objectives and Development Proposals:

sets out the vision, objectives and the strategic approach and identifies development proposals for the three sub areas of:

- Shipley
- The Centre Section
- City Centre Fringe

3. Policy Framework: contains the policies relating to the strategic themes

4. Implementation and Delivery: sets out the approach for delivering development and the infrastructure associated with the planned growth.

Evidence Base

1.9 The AAP has been informed by a number of reports, studies and strategies. This is called the 'evidence base'. The main evidence base used to inform the AAP is listed in Appendix B. All background evidence base documents are available on the Council's website.

1.10 The AAP is accompanied by a number of supporting documents, which have informed the AAP approach on key issues such as sustainability, health, equality and cross boundary issues. These are:

- Sustainability Appraisal
- Habitats Regulation Screening Assessment
- Health Impact Assessment
- Initial Equalities Impact Assessment
- Duty to Co-operate Statement

Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)

1.11 All documents in the Local Plan need to be subject to a combined Sustainability Appraisal and Strategic Environmental Assessment. This is a requirement under the Planning and Compulsory Purchase Act 2004 and seeks to ensure that the environmental, social and economic effects of the plan are considered.

1.12 The Council consulted on a draft SA Scoping Report for the AAP in October 2012. The scoping report set out the objectives and methodology used to appraise the AAP. An initial SA was published alongside the AAP Issues and Options in 2013.

1.13 This Shipley and Canal Road Corridor AAP Publication Draft Report is accompanied by a Sustainability Appraisal Report. This appraises the policies and proposals of the plan and their likely significant effects on the sustainability objectives. The results of this appraisal have been used to inform the content of the Area Action Plan.

Habitats Regulations Screening Assessment

1.14 A Habitats Regulations Assessment (HRA) Screening Assessment is required to demonstrate proposals and policies will not adversely affect

any European sites including Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). A HRA Screening and Appropriate Assessment have been carried out on the Core Strategy. This identified no significant impacts of development proposed in Shipley and Canal Road Corridor on the Special Protection Areas and Special Areas of Conservation with the District. The AAP Publication Draft is supported by a HRA Screening Assessment.

Health Impact Assessment

1.15 The Council recognises the role that planning and development can have on the health and well being of communities. While not a legal requirement a Health Impact Assessment (HIA) has been produced in consultation with public health professionals within the Council which sets out the potential impacts of the policies in the AAP. The preparation of the HIA has informed the Publication Draft.

Equalities Impact Assessment

1.16 The Council has a duty under the Equality Act 2010 to have due regard to the need to:

1. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
2. Advance equality of opportunity between people who share a protected characteristic and those who do not.
3. Foster good relations between people who share a protected characteristic and those who do not.

1.17 An Initial Equality Impact Assessment (EqIA) of the AAP has been undertaken. This is in order to highlight the potential impact on the identified protected characteristic groups highlighted above.

Duty to Co-operate

1.18 The Duty to Co-operate is a requirement for Local Planning Authorities set out in the Localism Act 2011 and the National Planning Policy Framework. In developing the AAP the Council must demonstrate that it has co-operated with other councils and public bodies on strategic planning issues which cross administrative boundaries. The AAP is supported by a Duty to Cooperate Statement which outlines how the council has met the requirements of the Localism Act 2011.

Statement of Consultation

1.19 In addition the evidence base also includes a Statement of Consultation which details how stakeholders and the public have been consulted at each stage of the AAP process, the nature of issues raised and how the comments have been considered.

SECTION ONE

BACKGROUND &
STRATEGIC CONTEXT



SECTION ONE

BACKGROUND & STRATEGIC CONTEXT

Background

2.1 The Shipley and Canal Road Corridor has been identified by the Council as an area with significant regeneration potential. Plans for the comprehensive regeneration of the Corridor were identified in 2006, when the Council undertook studies into the feasibility and regeneration benefits of re-instating the Bradford Canal.

2.2 A masterplan aimed at maximising the regeneration potential of the Corridor, through the reinstated Bradford Canal was produced. The Bradford Canal Road Masterplan aimed to facilitate the development and implementation of the canal whilst capitalising on the regeneration and development opportunities, which the reinstated canal would bring.

2.3 Since the publication of the masterplan in 2006, further work has been undertaken into

the feasibility of regenerating the Corridor. A Joint Venture Company called Canal Road Urban Village Ltd (CRUVL) has been established between the Council and Urbo Regeneration Ltd, and further detailed work has been undertaken. This has included the production of the Shipley and Canal Road Corridor Strategic Development Framework commissioned by the Council and the New Bolton Woods Masterplan by CRVUL. These have informed the AAP approach.

Key drivers for change

2.4 There are a number of strategic factors that are influencing the need for change within the Corridor. These are:

1. The Corridor's strategic location for new development and its potential to make a significant contribution to the regeneration of the District.
2. The identification of the area as one of four Urban Eco Settlements in the Leeds City Region.
3. The major challenges facing the Bradford District including:
 - an economy which needs to be much stronger
 - a growing population which will need more jobs and more housing
 - the need to create sustainable and resilient communities
4. The need to meet the development needs of the District and deliver sustainable development in accordance with the Bradford District Core Strategy.

Figure 1: AAP Strategic Area Context



Area Context

2.5 Bradford District is a major metropolitan authority located within West Yorkshire. The main urban area of the District is comprised of the City of Bradford. Bradford is the second largest city in the Leeds City Region, with a diverse, young and growing population.

2.6 The Shipley and Canal Road Corridor is located within the main urban area of Bradford, stretching from the city centre to Shipley town centre. Canal Road itself is a major strategic route within the sub-region, linking areas within the Bradford District and beyond.

2.7 The Corridor is a traditional employment corridor as well as being a key transport route northwards into and out of the city, forming a gateway into Airedale and beyond. Traditionally a mixed employment area, the Corridor developed out of its close proximity to the Bradford Canal and the railway line.

2.8 The Corridor is today characterised by a range of uses. The central area around Bolton Woods has a variety of uses including existing residential communities and areas of employment, mainly located alongside Canal Road. To the south, the area has a predominance of retail, business and commercial uses, which link to Forster Square retail area. The northern section includes Shipley town centre and business and residential areas to the east of Shipley around Dockfield Road and Crag Road.

2.9 The Corridor itself is relatively flat but is defined by a steep valley side to the east. The Bradford Beck watercourse flows south to north along the length of the Corridor, though for much of its length it is in culvert. The Shipley to Bradford Forster Square railway line defines the western edge of the area.

2.10 There are a number of major features and key areas located within and close to the Corridor that have influenced the approach in the AAP. These include:

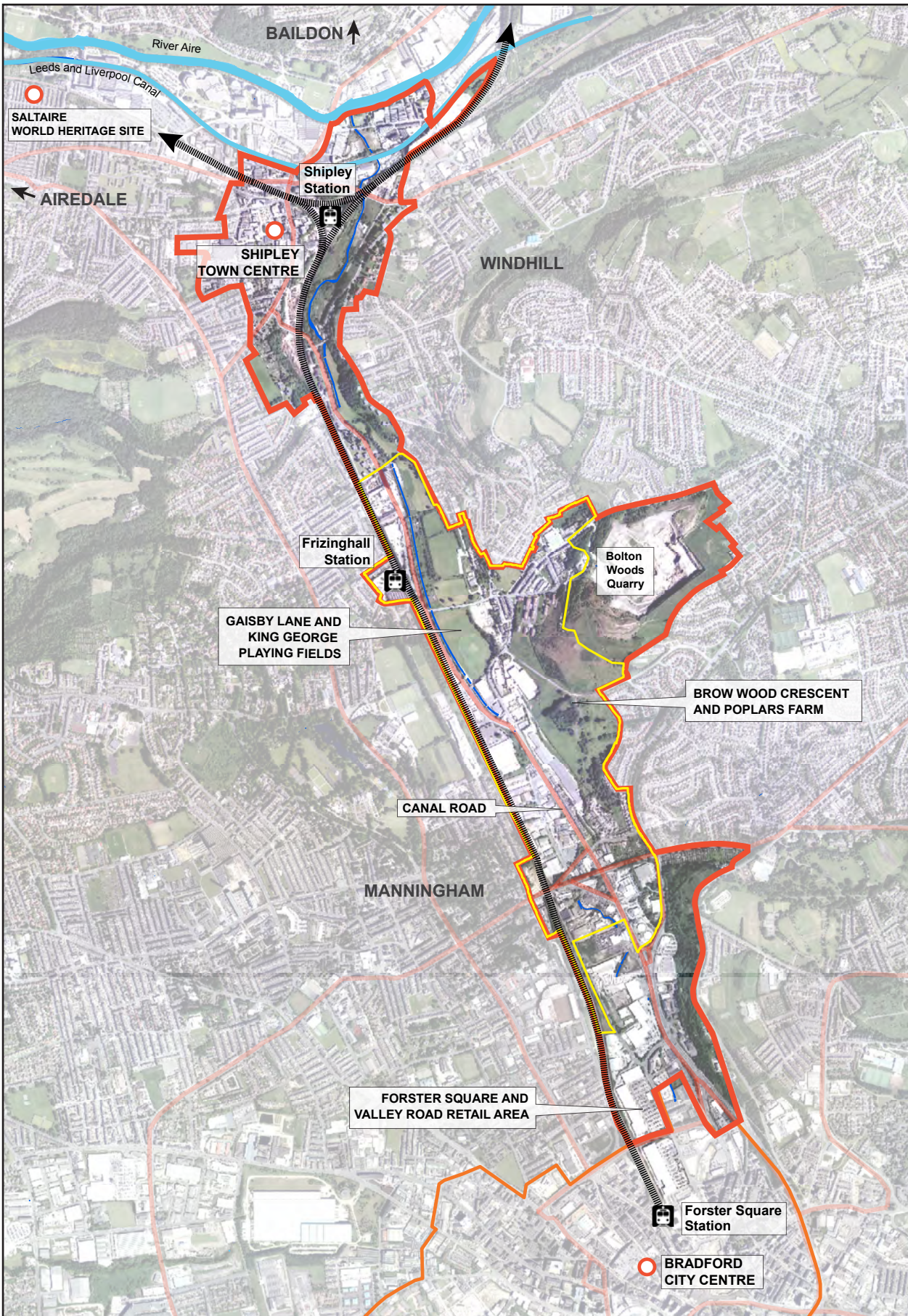
- **Bradford City Centre** - The main destination for shopping, leisure and culture and the hub for public, commercial and civic services in the District. A City Centre Area Action Plan is being developed for the city centre.
- **Shipley Town Centre** - Shipley is an important town centre, which is a focus for future investment to deliver major improvements through the expansion of its retail, leisure, office and housing market offer.
- **Saltaire World Heritage Site** - Of international, national and local importance to the District is Sir Titus Salt's model village of Saltaire, which is one of only two UNESCO World Heritage Sites in Yorkshire. Future development must protect and enhance Saltaire's heritage and setting.
- **Canal Road Urban Village New Bolton Woods Masterplan Site** - An 'asset based' Joint Venture

Company between the Council and Urbo Regeneration Ltd, with the aim of delivering large scale regeneration within the designated Joint Venture Partnership Area

- **Bolton Woods Quarry** - A large operational mineral extraction site.
- **Gaisby Lane & King George Playing Fields** - A linear flat area of open land running parallel to Bradford Beck, used for formal and informal recreation and playing fields.
- **Bradford Beck** - a key waterway that flows through the heart of the Corridor.
- **Brow Wood Crescent and Poplars Farm** - Areas of open land which form part of an open space corridor. Includes the steep slopes surrounding Bolton Woods Quarry and a Bradford Wildlife Area.
- **Employment Zones** - Including the Canal Road employment zone and Shipley employment zone to the south of Otley Road.
- **Forster Square and Valley Road Retail Area** - Existing area of large retail units including a Tesco food store and Forster Square Retail Park.
- **Canal Road** - Strategic transport route into and out of the City of Bradford.
- **Shipley and Frizinghall Railway Stations** - Both stations play a key role in offering sustainable transport options along the Corridor. Shipley railway station is a key transport interchange.



Figure 2: Shipley and Canal Road Corridor in Context



Regeneration Context

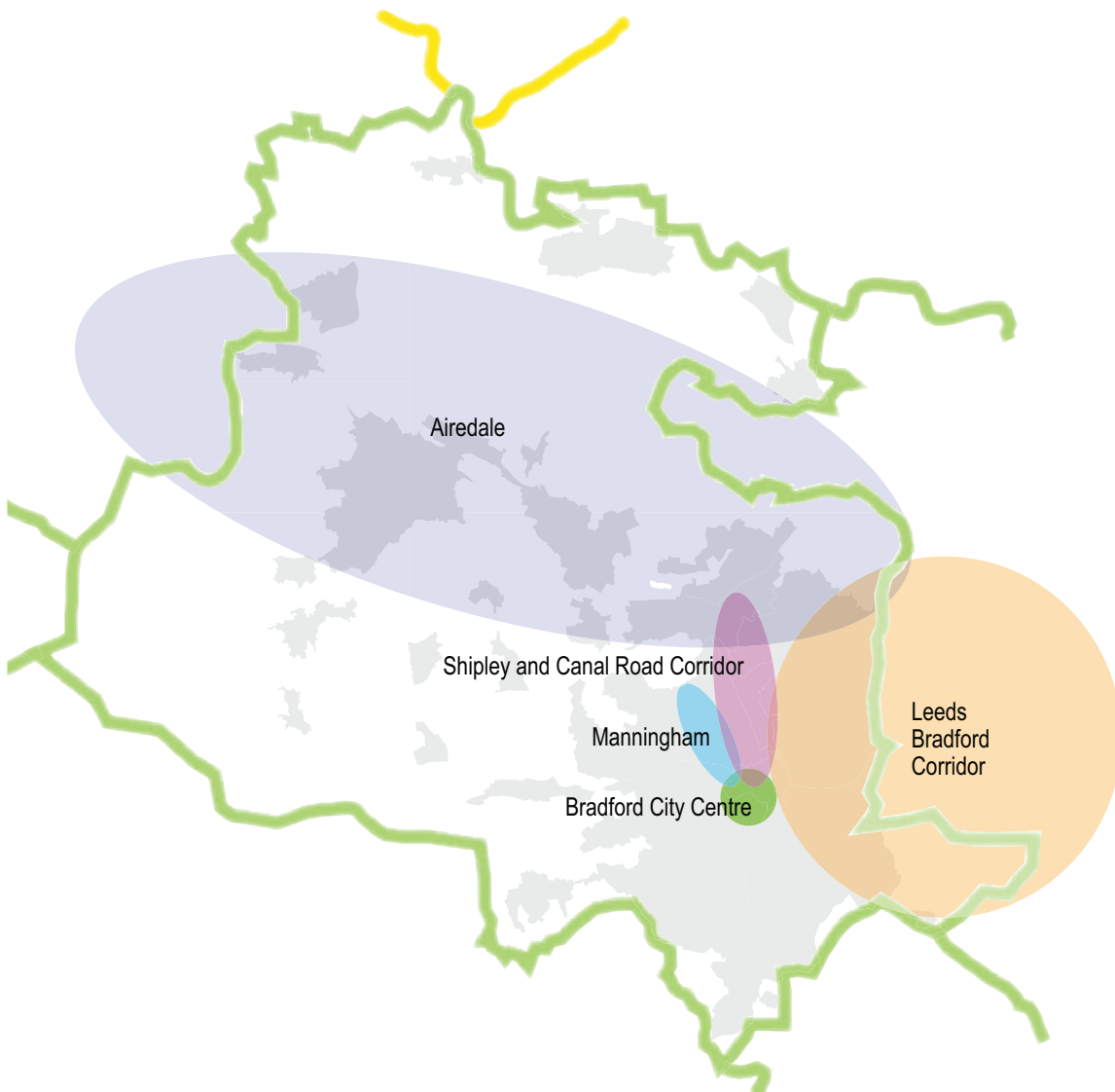
2.11 The development potential, which comes from the Corridor's strategic location and the extensive areas of unused and underused land, are its defining qualities. As shown in Figure 3 the Corridor links to each of the Council's priority urban regeneration areas, and as such has the potential to make a significant contribution to the regeneration of the District. There are a number of non-statutory regeneration plans and strategies which support the delivery and implementation of the Area Action Plan. However, it should be noted that the AAP, together with the Council's other adopted development plans, form the statutory planning framework against which all planning applications within the area are to be assessed.

Urban Eco Settlements (UES)

2.12 The Corridor has been identified by the Leeds City Region Partnership as one of four locations offering the potential for an Urban Eco Settlement within the Leeds City Region.

2.13 The City Region Partnership has previously considered the case for a freestanding eco town and concluded that it would not offer the most appropriate, sustainable way forward for meeting the city region's housing needs. Instead the Partnership considered that the city region's unique housing and regeneration needs could be better served by delivering eco principles on a number of major regeneration sites within existing urban environments.

Figure 3: Regeneration Context Map



2.14 A Memorandum of Understanding was developed to work in partnership to develop sustainable urban settlements on major brownfield locations within the heart of some of the city region's major economic and population centres. Four specific areas were proposed as Urban Eco Settlement locations. These were:

- the Bradford Shipley and Canal Road Corridor
- York Northwest
- Aire Valley Leeds
- North Kirklees and South Dewsbury

2.15 The Council has identified the SCRC as an Urban Eco Settlement. The area provides the opportunity to deliver significant housing and economic growth supported by environmental and sustainable transport improvements and to secure direct investment and funding to support the delivery of innovative and sustainable development, climate change mitigation and green infrastructure enhancements.

2.16 The SCRC has the potential to deliver new large scale sustainable neighbourhoods within the heart of one of the Leeds City Region's major urban areas and to become a popular place to live and work that is well connected and accessible to jobs, within a green and attractive setting. This ambition underpins the identification of the area as an 'Urban Eco Settlement' and a Leeds City Region Strategic Housing Growth Area.

2.17 The Urban Eco Settlement will apply across the whole AAP area. The Council will seek to work with partners, landowners, developers and local communities to identify opportunities and additional funding to support the delivery of high quality and

innovative development, enhanced green spaces and environmental improvements.

2.18 The Council has considered how Eco Settlement principles have been applied in the AAP, taking into account the unique nature of the area, current national planning policy and viability issues. The Council will seek to work with partners, utilise funding sources and its own assets including land to support the delivery of high quality, innovative and sustainable development in the SCRC. The Council will support and encourage development to achieve high standards of sustainable design and construction.

2.19 Nonetheless, the AAP does not set any local sustainable building standard requirement above national sustainability standards. Appendix E sets out how these principles have been taken forward in the AAP.

Joint Venture Company (JVCo)

2.20 A Joint Venture Company (JVCo) between the Council and Urbo Regeneration Ltd has been established to support the delivery of comprehensive regeneration in the Corridor. Further work is being undertaken by the JVCo on detailed proposals to deliver the New Bolton Woods Masterplan within the designated Joint Venture Partnership Area in parallel with the AAP.

Policy context

2.21 The AAP must have regard to national, sub-regional and local planning policies and guidance.



The key policy linkages which have informed the AAP are set out below.

National Planning Policy Context

National Planning Practice Framework

2.22 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The Council must take account of the NPPF in the AAP to ensure that it is in accordance with national planning policy.

2.23 The overall emphasis of the NPPF is to facilitate and secure sustainable development. At the heart of the NPPF is the presumption in favour of sustainable development which should be seen as a 'golden thread' running through both plan-making and decision taking. The approach and policies of the AAP provide a positive planning framework for guiding development and change in line with the NPPF.

National Planning Practice Guidance

2.24 The Government launched its National Planning Practice Guidance (NPPG) on 6 March 2014. The website brings together many areas of English planning guidance into a new format, linked to the National Planning Policy Framework.

Sub-Regional Policy Context

West Yorkshire Combined Authority and Leeds City Region Enterprise Partnership

2.25 The West Yorkshire Combined Authority (WYCA) brings together Bradford, Calderdale, Kirklees, Leeds, Wakefield and York councils and the Leeds City Region Enterprise Partnership. It also incorporates the former Passenger Transport Executive (Metro).

Strategic Economic Plan

2.26 The LEP and WYCA have produced a Strategic Economic Plan (SEP) 2016-2036 to transform the City Region's economy over the next 20 years. The Shipley Canal Road Corridor is identified as Housing Growth Area in the SEP. Housing Growth spatial priority areas are key focal points that will see intensive effort to align plans for housing growth with investment in transport, environmental, skills and employment infrastructure and opportunities to help ensure the delivery of new homes.

West Yorkshire Local Transport Plan for 2011 - 2016 - My Journey

2.27 The Local Transport Plan (LTP3) is the statutory plan for transport in West Yorkshire and sets out the needs, objectives, ambitions and strategy over the

medium to long term as well as detailed spending proposals in its first 3 years.

Emerging Single Transport Plan

2.28 The West Yorkshire Combined Authority (WYCA) is developing a Single Transport Plan (STP) for West Yorkshire. The new plan will be a twenty year vision for developing an integrated transport network that supports the Leeds City Region Enterprise Partnership's Strategic Economic Plan for sustained and healthy economic growth - especially for jobs and housing. The Single Transport Plan will update the current West Yorkshire Local Transport Plan. The AAP will support the Single Transport Plan 5 Core Principles listed below:

- 1. One system, HS2/HS3 ready** - a core ambition being a 'metro-style' public transport network that integrates all modes, into one-system that is easily understood, easy to access by a range of options and offers quick, convenient connections within the city region. The public transport network would reduce pressure on roads and facilitate the efficient movement of freight than cannot be transported by rail, canal or pipeline;
- 2. Place making** - interventions to make our cities, towns and neighbourhoods more attractive places to invest, live and work - delivering improvements to air quality and health through Low Emission Vehicles for the movement of people and goods and encouraging people to switch to cycling and walking for shorter journeys;
- 3. Smart futures** - using technology for enhanced customer relationships and retail opportunities and for efficient management of the transport network(s), as well providing open data as part of a wider city region initiative;
- 4. Effective use of resources** - pooling resources between services and sectors to address financial constraints and deliver shared objectives - particularly in respect of rural communities with a lower level of public transport provision, and for young people to access education, employment and training;
- 5. Effective asset management** - to adequately maintain all of our transport system: roads, bridges, street lights, public transport stations and shelters, footways and cycle routes, to gain maximum value for money and meet the needs of users and Plan objectives.

Local Policy Context

2.29 The vision of promoting the long term comprehensive regeneration of the Corridor has been established in the Council's strategic policy documents including the District Plan, Core Strategy and the District's Economic and Housing Strategies.

Bradford 2020 Vision and Bradford District Plan 2016 - 2020

2.30 The District's long term ambitions are set out in the 2020 Vision as a route map towards a transformed district.

2020 Vision:

“By 2020, Bradford district will be a prosperous, creative, diverse, inclusive place where people are proud of their shared values and identity, and work together to secure this vision for future generations. The District will draw strength from its diversity – making full use of the skills, qualities and enterprise of its people – to create a vibrant community and cultural life for all”.

2.31 The Bradford District Plan identifies the key issues the District faces and the priorities needed to address them. It breaks down the 2020 Vision into five broader outcomes for the District and the strategic ambitions that underpin them:

Bradford District Plan Outcomes

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

2.32 Delivering housing growth in priority areas including the Canal Road Corridor, is identified under the District Plan's strategic outcome for achieving decent homes that people can afford to live in. Objectives for the Corridor include delivering a series of vibrant and diverse new sustainable settlements that provide a quality environment for local people to live, work and thrive, together with mixed-use development to support economic growth. The AAP will support the District Plan's strategic ambitions and outcomes.

Replacement Unitary Development Plan (2005)

2.33 The Replacement Unitary Development Plan (RUDP) is the statutory Development Plan that the Council has produced to fulfil its obligations under the 1990 Planning Act.

2.34 The Replacement Unitary Development Plan (RUDP) for the Bradford District was adopted by the Council on the 18th of October 2005 and the majority of policies saved in 2008.

2.35 The RUDP will be gradually replaced by the new Local Plan over the next few years. When adopted the

ShIPLEY and Canal Road Corridor AAP will replace and update relevant policies and proposals contained in the RUDP, as saved.

The Local Plan

2.36 The Bradford District Local Plan will be made up of a collection of planning documents that will guide future growth and development to 2030. The Local Development Scheme (LDS) approved July 2014, sets out the Development Plan Documents which when produced will make up the Local Plan. These are:

- Core Strategy
- Allocations Development Plan Document
- Bradford City Centre Area Action Plan
- ShIPLEY and Canal Road Corridor Area Action Plan
- Waste Management Development Plan Document

Emerging Local Plan - Core Strategy

2.37 The key planning document in the Local Plan is the Core Strategy. The Core Strategy sets out the long-term spatial vision for the District until 2030 and identifies broad locations for future development.

2.38 The main functions of the Core Strategy are:

- Sets out a long-term spatial vision for the District until 2030
- Identifies broad locations for development over the plan period
- Sets out policies that will influence the use of land and the type and scale of development which will be permitted within the District
- Identifies strategic infrastructure required to manage development.

2.39 The Core Strategy also contains a number of sub-area sections, which cover defined areas of the District.

2.40 The ShIPLEY and Canal Road Corridor is identified in the Core Strategy as a growth area in the key diagram. The City of Bradford including ShIPLEY and Lower Baildon Sub-Area Section contains a number of sub-area policies (Core Strategy Policies BD1 and BD2) which relate directly to the ShIPLEY and Canal Road Corridor.

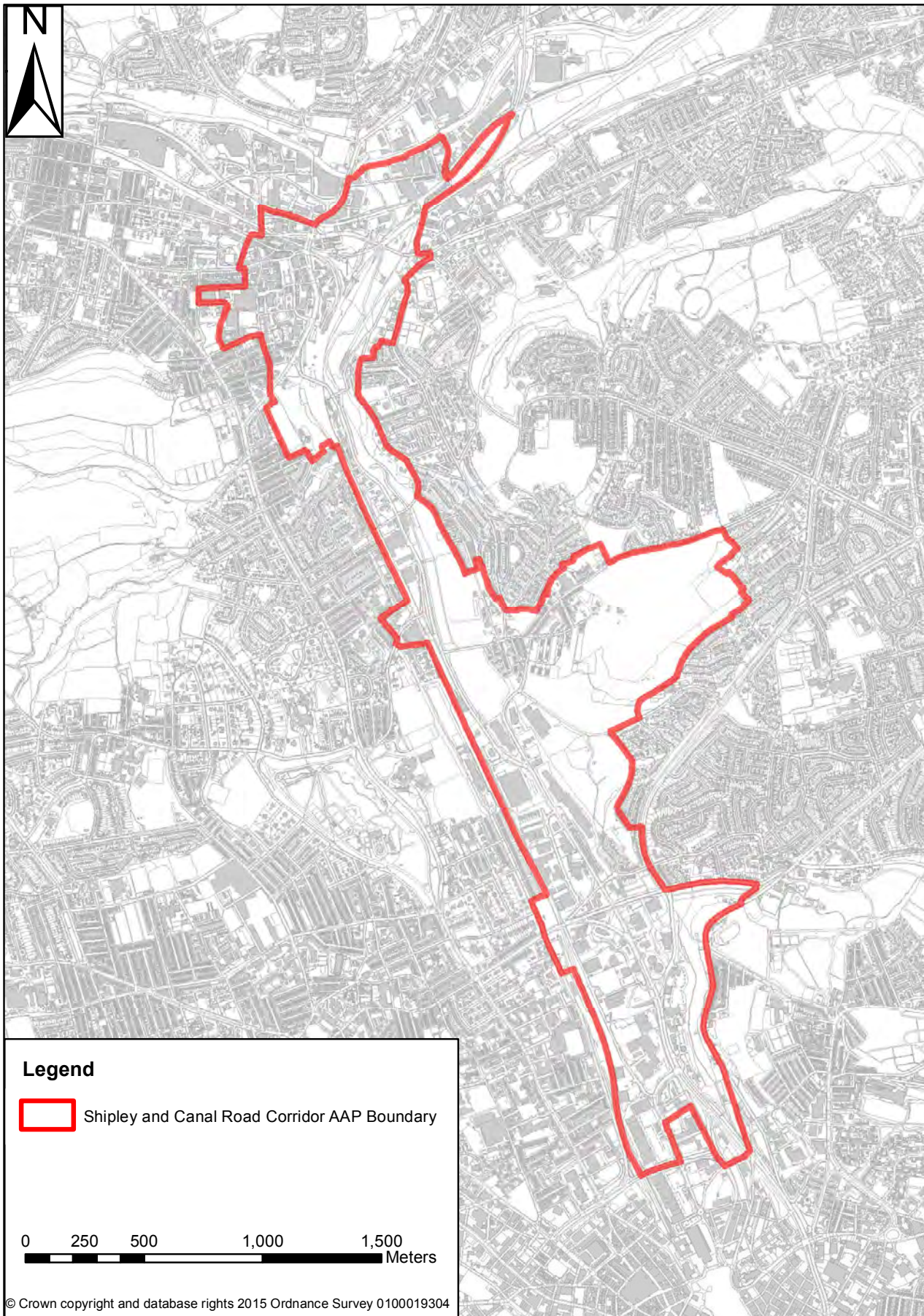
Emerging Local Plan - Area Action Plans

2.41 The Council have produced two AAPs for the District, the ShIPLEY and Canal Road Corridor AAP and the Bradford City Centre AAP. The two AAPs are directly related and have a close interrelationship. The two AAPs have been jointly prepared to ensure both plans are fully aligned.

SECTION TWO

THE VISION, OBJECTIVES & DEVELOPMENT PROPOSALS

Figure 4: Shipley and Canal Road Corridor AAP Boundary



SECTION TWO

THE VISION, OBJECTIVES & DEVELOPMENT PROPOSALS



The AAP Boundary

3.1 Figure 4 identifies the boundary for the AAP. The boundary shows the areas which will be covered by the policies and allocations in the AAP. The boundary covers the main areas of proposed change along the Corridor and adjoins the City Centre AAP boundary to the south.

The Vision

3.2 A key element of the AAP is to have a clear spatial vision. This vision is important because it defines how the area will change and what it will be like in the future. The detailed policies and proposals to be contained in the AAP will contribute to delivering the overall vision. The vision has been informed by the

Local Plan: Core Strategy, the Council's Community Strategy and the AAP evidence base and has been tested through public consultation.

3.3 The Vision for the Shipley and Canal Road Corridor AAP is by 2030:

The Vision for Shipley and Canal Road Corridor AAP

The Shipley and Canal Road Corridor has truly become an area of extensive transformational change, which is regarded as an exemplar Urban Eco Settlement between Bradford city centre and Shipley. The Corridor has borne witness to the delivery of over 3100 new homes supported by new businesses, retail, leisure and community facilities. This has created a series of vibrant new sustainable neighbourhoods that provide a range of high quality homes and local employment opportunities for residents connected by the Linear Park, revitalised Bradford Beck and Canal Road Greenway running from Bradford city centre to Shipley. This multi functional green corridor has helped enhance biodiversity and ecological networks and provides a high quality setting for walking, cycling, sport and recreation along the Corridor.

Shipley has strengthened its role as an important town centre, through the expansion of its retail, leisure, office and housing market offer and much improved links to Saltaire, Shipley Station and the Leeds and Liverpool Canal. This redevelopment has improved the area as a key gateway to the World Heritage Site of Saltaire and has been managed in a way which has enhanced Shipley, the World Heritage Site and other heritage and environmental assets in its vicinity, creating a better offer for workers, visitors and residents alike.

The Corridor has been reinforced as a strategic transport route, supported by improvements to highway infrastructure along Canal Road, the Shipley Eastern Relief Road and development of Shipley as a transport hub. Improvements to Frizinghall and Shipley railway stations, bus provision along Canal Road and completion of the Canal Road Greenway have ensured the Corridor is an integrated and sustainable location, which offers opportunities for travel by a range of sustainable transport options.



Strategic Objectives

3.4 The Vision for the AAP will be achieved through the following Strategic Objectives:

- 1. Deliver an Urban Eco Settlement of over 3100 new homes** within the AAP boundary by 2030 that will create exemplar sustainable neighbourhoods, which encourage healthy lifestyles and contribute to the key aims of delivering a low carbon economy.
- 2. Promote the effective use of land** by delivering at least 55% of new housing development within the AAP on previously developed land.
- 3. Deliver a range of well designed high quality dwellings** which meet the District's current and future housing needs and support low carbon living.
- 4. Support sustainable economic growth** and the transition to a low carbon economy by protecting and enhancing established employment areas and promoting a wide range of high quality economic development opportunities within the Corridor.
- 5. Support the vitality and viability of Bradford city centre and Shipley town centre** as thriving places for shopping, living, leisure, tourism and business.
- 6. Enhance Shipley and improve links between the town centre, Saltaire, Shipley Station and the Leeds and Liverpool Canal** through new mixed use development, enhancements to the public realm and encouraging leisure and tourist developments, whilst respecting the 'outstanding and universal value' of the UNESCO World Heritage status of Saltaire.
- 7. Protect and enhance biodiversity and green infrastructure** by strengthening ecological networks and establishing a multi-functional linear park; consisting of a chain of interconnected green spaces and natural environments linked to an improved Bradford Beck and the Canal Road Greenway.
- 8. Reduce the impact of climate change through mitigation and adaptation** by managing the risk of flooding along the Corridor, including from the Bradford Beck, and using opportunities provided by new development to enhance green infrastructure and deliver low carbon developments which maximise renewable energy generation, water and energy efficiency and sustainable urban drainage.
- 9. Maintain and improve Canal Road as a key strategic transport route and maximise sustainable transport options** by developing critical road and public transport infrastructure, including improvements to Canal Road and Shipley and Frizinghall stations and creating safe and attractive cycle and pedestrian routes linked to the Linear Park and Canal Road Greenway, connecting Shipley and Bradford.
- 10. Enhance resident's health and education outcomes** through supporting development which encourages healthy lifestyles, promotes integration and improves access to good quality homes, jobs, schools, green space, sport and recreation facilities, and by reducing pollution and managing air quality along the Corridor particularly in identified Air Quality Management Areas.
- 11. Protect and enhance the historic environment and setting of the Saltaire World Heritage Site** by ensuring that development proposals avoid harm and take account of the potential impact upon the character and setting of key heritage assets in the area, and where possible enhance the elements which contribute to their significance.

Policies Map

3.5 Significant new development is planned in the AAP up to 2030 and it is important that proposals are considered within an overall planning framework so that appropriate linkages, access, environmental and infrastructure issues are properly considered.

3.6 The Policies Map draws on the AAP vision and objectives to provide an overarching planning policy framework for Shipley and Canal Road Corridor to 2030. The following designations are identified on the Policies Map:

- Open space (recreation open space/playing fields/allotments)
- Local Wildlife Sites, Site of Ecological/Geological Importance (SEGI) and Bradford Wildlife Areas
- Green Infrastructure (Bradford Beck, New greenspace within Development)
- Strategic Cycle and Walking Routes (Canal Road Greenway and Airedale Greenway)
- Shipley Town Centre and Primary Shopping Area
- Neighbourhood Centre
- Major Hazardous Installations
- Canal Road Employment Zone
- Valley Road Retail Area
- Leeds and Liverpool Canal Conservation Area
- Saltaire World Heritage Site Buffer Zone
- Shipley Eastern Relief Road
- Bradford Canal Proposed Route
- Development Sites identified in the sub area Development Frameworks

Strategic Approach

3.7 In accordance with the emerging Core Strategy, the AAP will set out planning policies and sites to guide the development of an Urban Eco Settlement in the Corridor, along with details of how these proposals will be delivered.

3.8 The strategic approach taken by the AAP is a combination of the Council's strategies and objectives. The approach has also been informed by comments during previous public consultation, the National Planning Policy Framework and the emerging Local Plan: Core Strategy.

3.9 Core Strategy Sub-Area Policy BD1: Regional City of Bradford including Shipley and Lower Baildon establishes the strategic framework for the AAP. The policy sets out the broad levels of development and strategic priorities for the Shipley and Canal Road Corridor. Core Strategy Sub-Area Policy BD2: Investment Priorities for the Regional City of Bradford

including Shipley and Lower Baildon establishes the investment priorities to be delivered through the AAP over the next 15 years.

3.10 The policies of the Core Strategy should be read alongside those of the AAP. In particular several Core Strategy policies are of relevance to the Shipley and Canal Road Corridor AAP. These are:

Policy HO2: Strategic Sources of Housing Supply

Policy HO3: Distribution of Housing Development

Policy HO4: Phasing the Release of Housing Sites

Policy HO5: Density of Housing Schemes

Policy HO6: Maximising the Use of Previously Developed Land

Policy HO7: Housing Site Allocation Principles

Policy HO8: Housing Mix

Policy HO9: Housing Quality

Policy EC1: Creating a successful and competitive Bradford District economy within the Leeds City Region.

Policy EC2: Supporting Business and Jobs Creation

Policy EC3: Employment Land Requirement

Policy EC4: Sustainable Economic Growth

Policy EC5: City, Town, District and Local Centres

Policy TR1: Travel Reduction and Modal Shift

Policy TR2: Parking Policy

Policy TR4: Transport and Tourism

Policy TR5: Improving Connectivity and Accessibility

Policy SC2: Climate Change and Resource Use

Policy SC4: Hierarchy of Settlements

Policy SC5: Location of Development

Policy SC6: Green Infrastructure

Policy DS4: Streets and Movement

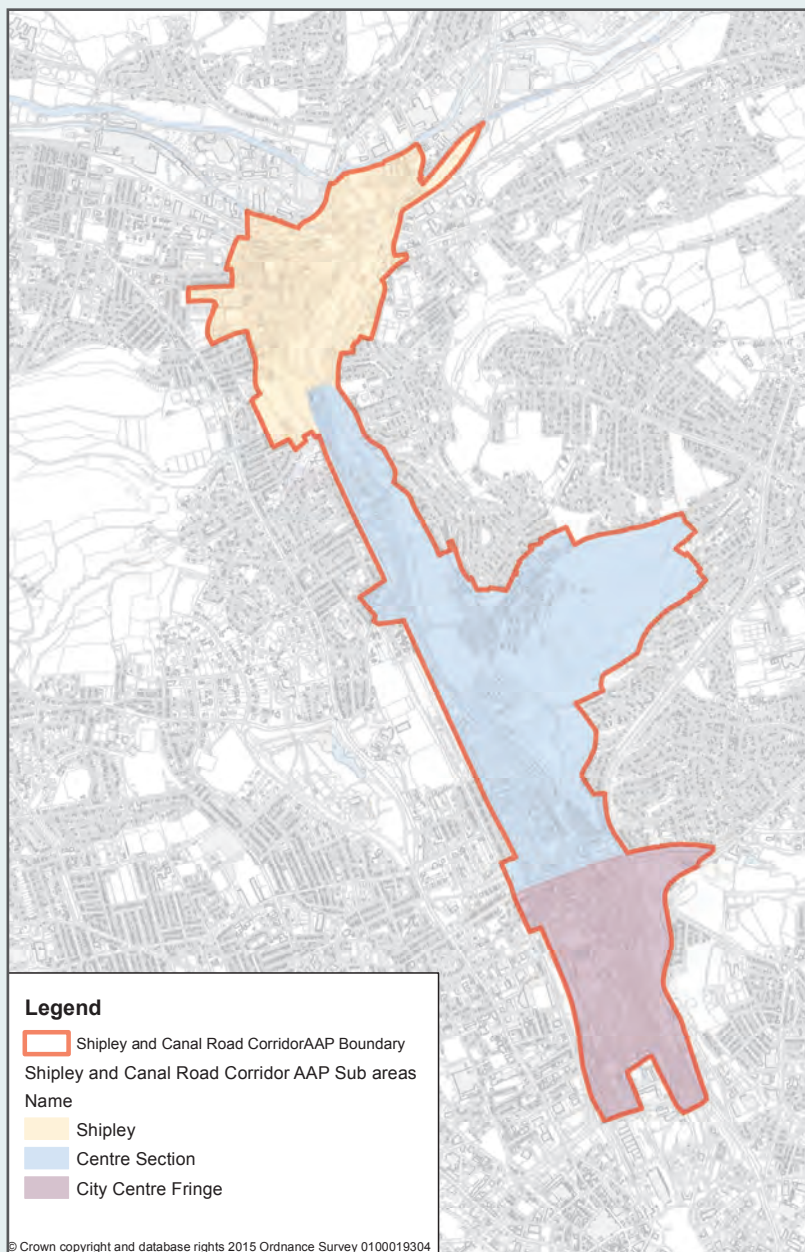
Policy EN3: Historic Environment

Policy EN8: Environmental Protection

Sub Areas

3.11 The AAP have been divided into three sub areas which reflect particular characteristics and different potential for development and change. These areas are:

Figure 5: SCRC AAP Sub Areas



1. Shipley An important town centre and transport hub, the area will be the focus for future expansion of retail, leisure, office and residential mixed use development.

2. The Centre Section Transformation of the area as the focus for the new Urban Eco Settlement with a diverse and high quality housing offer, supported by the necessary infrastructure and facilities required to deliver truly sustainable development.

3. City Centre Fringe The area will see a continuation and enhancement of its present function, with appropriate edge of centre uses.

3.12 For each sub area a vision and development framework, which builds upon the overall AAP vision and strategic objectives, have been developed. Proposed development sites and site allocation statements, are set out for each sub area. Further designations come from thematic policies within the Policy Framework in Section 3. The proposed development sites and policy designations are identified on the Policies Map.

3.13 The development frameworks and site allocations in this section provide a planning framework for each sub area. In all cases, development proposals should be considered not only in the context of the development frameworks but also the area-wide policies within the AAP in Section 3, and the relevant policies in the Bradford District Core Strategy.

Shipley

Shipley Vision by 2030:

Shipley will have strengthened its role as an attractive place to live, work and visit with a vibrant town centre, new high quality mixed use developments and excellent public transport links, and will provide an attractive gateway to Airedale and the World Heritage Site of Saltaire.

The retail offer of Shipley town centre will be enhanced, supported by a wider range of business, leisure and community uses alongside new homes. Market Square will remain the focus for the town centre, with new and refurbished buildings alongside high quality public realm, reconnecting the town with its quality built heritage.

Significant improvements to public transport facilities and Shipley Station will see Shipley develop as an important transport hub. New and improved pedestrian and cycle routes will provide better linkages between the town centre, Shipley Station, Saltaire and the Leeds and Liverpool Canal, helping to recapture footfall and expenditure and improve the quality and attractiveness of the public realm around the town.

The Dockfield Road area will become a vibrant and attractive residential and business location, with high quality mixed use development around the waterside setting of the Leeds and Liverpool Canal and the River Aire.

New homes, jobs and green spaces alongside the Bradford beck will be provided through comprehensive residential led mixed use development at Shipley East. This area will include a mix of family housing and apartments with supporting business and retail uses, which are well linked to Shipley Station and the town centre.



Context

3.14 Shipley has many distinct advantages that make it a focus within the Corridor. It has superb rail connectivity offering short journey times from Shipley Station to Bradford city centre and Leeds and rail links to London. The town centre is the focal point for the provision of shopping, leisure and public services, which caters for the local needs of the catchment north of Bradford city centre.

3.15 Within close proximity to the town centre is the World Heritage Site of Saltaire and significant employment areas, including a vibrant industrial and office cluster around Dockfield Road. Salt's Mill, the focal point of Saltaire, is a fantastic example of the area's architectural heritage and there are clusters of attractive historic buildings around the fringes of the town centre and the Leeds and Liverpool Canal Conservation Area.

3.16 Despite these advantages the town centre is not as attractive and vibrant a place as it should be. The environmental quality throughout the town centre varies and a number of units are in need of investment and refurbishment. The town centre experience is further undermined by unattractive pedestrian links between the town centre, Saltaire, Shipley railway station and the Leeds and Liverpool Canal.

3.17 There is significant scope for Shipley to enhance its current position as an important town centre, through the refurbishment and redevelopment of parts of the existing town centre and new residential and mixed use development in and around the town centre and Dockfield Road.

Shipley Development Framework

3.18 Development will help to strengthen Shipley's role as an important town centre and transport hub and safeguard and enhance the setting of the area as a key gateway to the World Heritage Site of Saltaire.

3.19 The Shipley sub area is broken down into 3 further areas which reflect the different characteristics and opportunities.

Shipley Town Centre (STC)

3.20 The town centre will be the focus for the provision of shopping, leisure and public services in Shipley. The town centre will be strengthened and diversified with a wider range of uses. The public realm, streets and pedestrian connections around the town centre will be enhanced to create a better quality town centre environment that is well integrated with its surroundings.

3.21 Market square will be maintained as the focal point of the town centre through the redevelopment

and refurbishment of existing buildings and frontages around Market Square, alongside new mixed use development and enhanced public realm and market.

3.22 Shipley Station will be enhanced as a major transport hub. The development of sites adjoining the station will be expected to support this function.

Dockfield Road (DR)

3.23 Sites around the Dockfield Road area will be developed for a range of business and residential uses as part of the regeneration of the area as a high quality waterside mixed use area.

Shipley East (SE)

3.24 The development of land at Shipley East provides a key opportunity to deliver a high quality residential led development with supporting business, commercial and retail uses which are well linked to the station and town centre. Through development improvements will be sought to green infrastructure and habitat networks alongside the Bradford Beck.

Shipley - Heritage and Design

3.25 The key characteristics of the area, which should be considered in any proposed development, are:

- the Leeds and Liverpool Canal Conservation Area and key historic landmark buildings and features
- sensitive repair/reuse of traditional buildings around the Leeds and Liverpool Canal and Shipley town centre
- high quality design to reconnect the town centre with its quality-built heritage and enhance the setting and important views into or out of the World Heritage Site of Saltaire
- respond positively to the Bradford Beck, Leeds and Liverpool Canal and River Aire as key waterways and green infrastructure and habitat assets.

3.26 Key historic buildings and heritage assets within the Shipley sub area include:

- Grade II listed Manor Lane Wesleyan Reformed Church
- Grade II listed Junction Bridge
- key unlisted buildings including the former Shipley and Windhill Railway Station and Pumping Station
- Grade II Shipley Old Hall, Otley Road

3.27 Development in Shipley sub area will include:

- Residential Units – approximately 700 units through residential and mixed use developments in Shipley East, Dockfield Road and the town centre
- A new supermarket well connected to the town centre to meet identified retail capacity

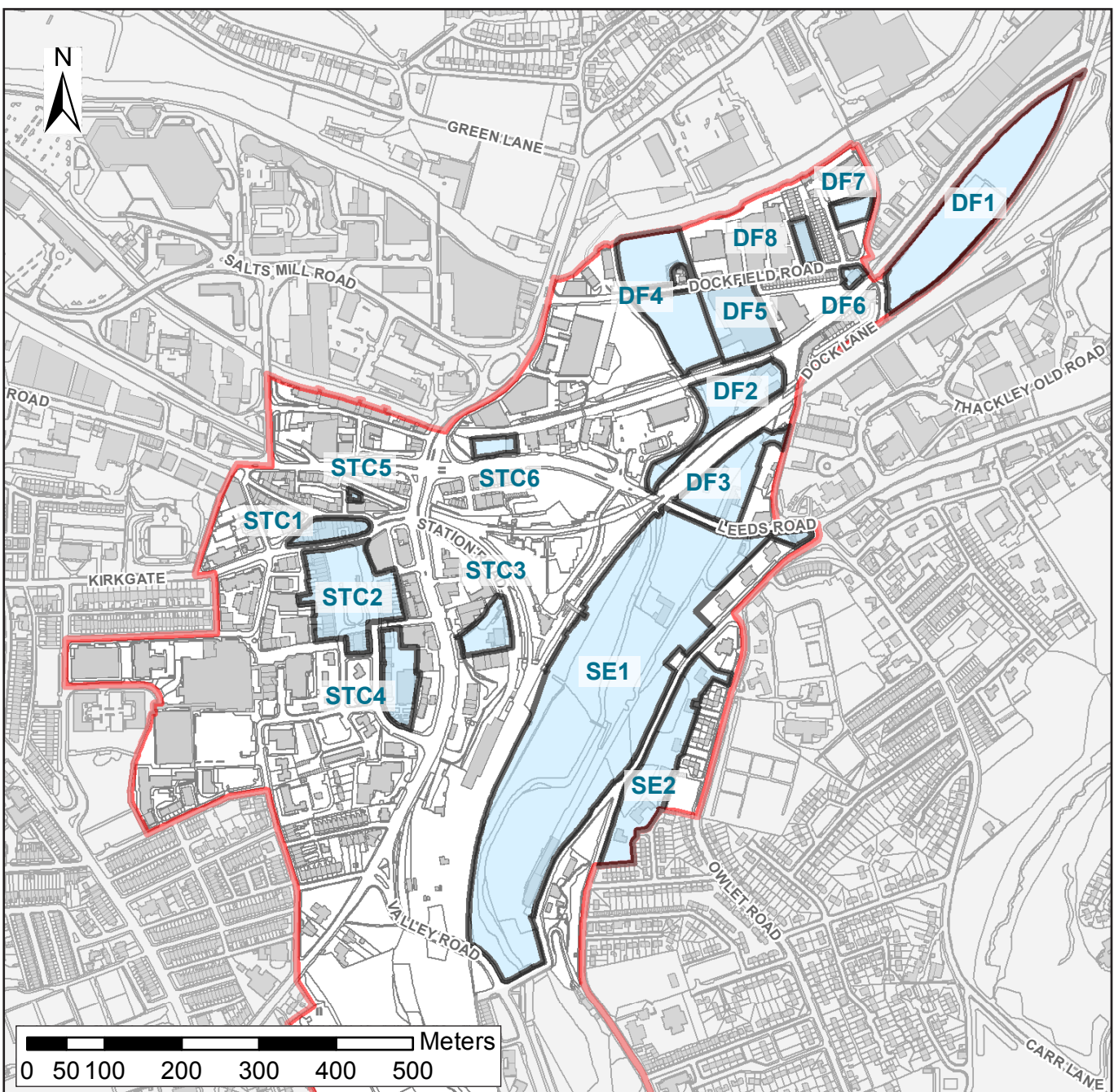
- New comparison and convenience retail, business, community and leisure uses within the town centre
- New business and employment uses as part of mixed use developments in Shipley East and Dockfield Road
- Enhanced green infrastructure and ecological networks along the Bradford Beck, Canal Road Greenway and Leeds and Liverpool Canal
- Safer and more attractive pedestrian and cycle links and connections between the town centre, Leeds and Liverpool Canal, Saltaire and Shipley railway station

- Public realm enhancements including improvements to Market Square and Well Croft, Kirkgate, Westgate and Otley Road to improve the built environment around the town centre.

Key Development Opportunities:

- Land and buildings around Market Square in Shipley Town Centre (STC)
- Dockfield Road (DF)
- Shipley East (SE)

Figure 6: Shipley Site Allocations



Policy SCRC/SH1: Shipley Site Allocations

The sites put forward within the Shipley sub area of the Area Action Plan are allocated for the following land uses:

Ref.	Name	Proposal
STC1	Shipley Indoor Market Hall	Retail with supporting main town centre and residential uses
STC2	Market Square	Retail with supporting main town centre and residential uses/ public realm enhancement
STC3	Station Road	Residential
STC4	Shipley Gateway Site	Mixed use retail and leisure with residential uses
STC5	Atkinson Street	Residential
STC6	Buildings along Briggate	Residential with supporting main town centre uses
SE1	Shipley East	Residential led mixed use with supporting retail and business uses
SE2	Land around Crag Road Flats	Residential
DF1	Dock Lane, Canalside	Mixed use of residential and business (B1)
DF2	Junction Bridge, Briggate	Business / mixed use of employment uses with supporting main town centre and residential uses
DF3	Land between Leeds Road and Dock Lane	Residential / mixed use of residential, employment and commercial uses
DF4	Dockfield Road North/ Dockfield Road South	Mixed use development of residential and employment uses (B1) with open space and water compatible uses
DF5	Regent House	Residential
DF6	Junction of Dock Lane and Dockfield Road	Residential
DF7	Dock Lane	Residential
DF8	Dockfield Place	Residential

The sites listed above and shown on the Policies Map will be developed in accordance with the accompanying development considerations set out in the applicable allocation statements, the Area Action Plan policies, and other relevant policies of the Local Plan.



STC1: Shipley Indoor Market Hall

Address: Shipley Indoor Market Hall, Kirkgate, Shipley.

Existing Use: Indoor Market, mix of uses on ground and upper floors including retail, office and clock tower.

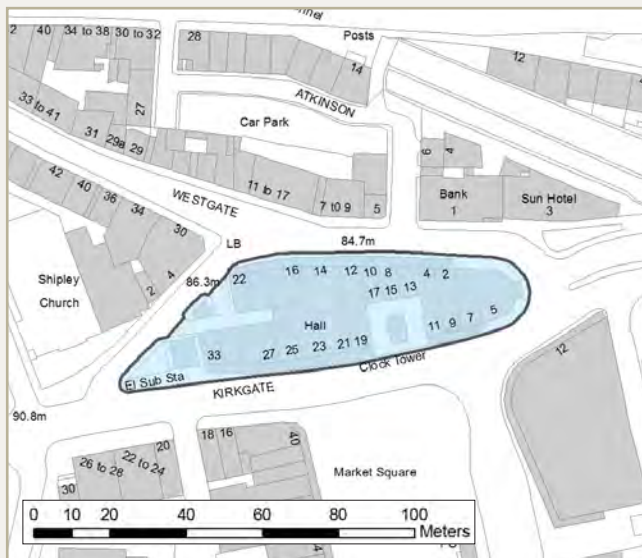
Proposed Use: Retail with supporting main town centre and residential uses.

Site size: 0.25ha

Flood Zone: 1

The Site

The site is occupied by the indoor market hall building and the town's distinctive clock tower. The building is currently in use but is need of investment.



Site Proposals

The redevelopment/refurbishment of the Indoor Market Hall for retail-led mixed use development, including main town centre and residential uses, will be supported. Development proposals for the site should:

- make provision for a building which is a landmark in the town centre. This could include the retention of the existing building, or elements of it, as part of the scheme.
- ensure any new building is an appropriate scale in terms of contributing to a sense of enclosure to the Market Square and responds sensitively to its setting in the World Heritage Site buffer zone.
- provide an improved gateway to the town centre for those arriving from Saltaire or the Leeds and Liverpool Canal.

- utilise opportunities above ground floor level to create a mix of business, commercial and residential uses and maintain active ground floor uses appropriate to the Primary Shopping Area, fronting Market Square and Westgate.
- contribute to appropriate and proportionate public realm enhancements along Westgate and Kirkgate and seek to enhance pedestrian links between Market Square and Westgate.

Transport and Movement

- The site is located in the town centre and therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network. Any vehicular access should be as existing from New Kirkgate, direct access from Kirkgate would be unacceptable.
- The existing on-site parking serves an important function in this locality and replacement short stay public parking should be incorporated into the development. Due to the site's location development would be expected to justify any level of long duration parking provision.

Expected Development

20 residential units/business uses on upper floors with retail and supporting leisure uses (A2-A4) on the ground/lower floors.

STC2: Market Square

Address: Land and buildings around market square

Existing Use: Mixed use town centre buildings, market square and public car park

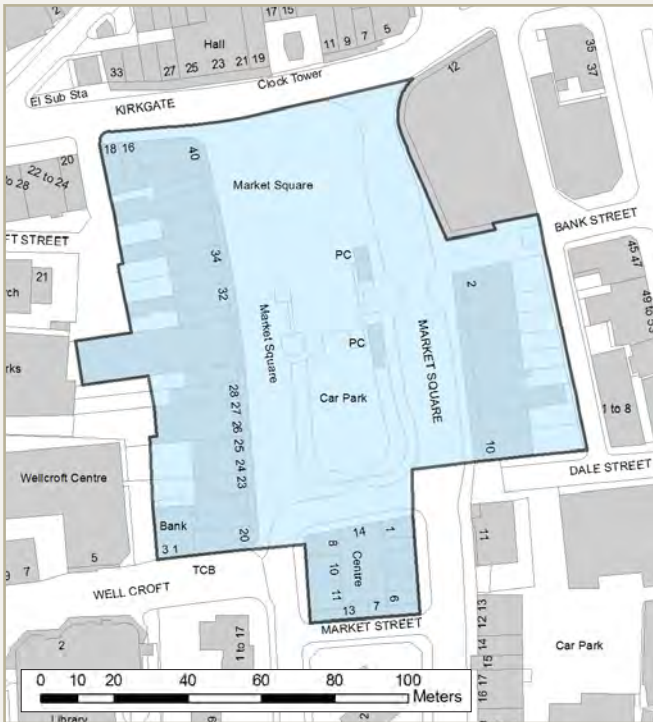
Proposed Use: Retail with supporting main town centre and residential use / public realm enhancement.

Site size: 1.25ha

Flood Zone: 1

The Site

The land and buildings around Market Square provide an excellent opportunity for strengthening the town centre through high quality retail led redevelopment and public realm enhancements.



Site Proposals

The redevelopment/refurbishment of buildings around market square for retail and new retail-led mixed use development, including main town centre and residential uses, will be supported. Development proposals should:

- support the vitality and viability of Shingley town centre and retain the primary retail function of the Primary Shopping Area, in accordance with Policy SCRC/SE5.
- maintain active ground floor uses and enhance frontages facing Market Square and utilise opportunities above ground floor level to create a mix of business, commercial and residential uses.

- contribute to appropriate and proportionate public realm enhancements to Market Square.
- safeguard the character and setting of Grade II listed Manor Lane Wesleyan Reformed Church.

Transport and Movement

- The site is located in the town centre and therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by Transport Statement detailing access and service arrangements and connectivity to the wider highway network.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

Market Square improvements

The Council will work with partners and the local community to support and encourage projects to improve the public realm around Market Square. Development will be expected to:

- strengthen the Primary Shopping Area and Market Square as a focus for the town centre.
- improve vehicular access and the quality of parking areas in the town centre.
- retain and enhance Shipley market, in accordance with Policy SCRC/SE6 Market Provision.
- be of high quality design to reconnect the town centre with its quality-built heritage and enhance the setting of Saltaire.
- include new and enhanced green infrastructure assets within the town centre.

Expected Development

25 residential units, business on upper floors, with retail and supporting main town centre uses (A2 - A4) on the ground/lower floors.

STC3: Station Road

Address: Land between Station Road and Otley Road

Existing Use: Industrial

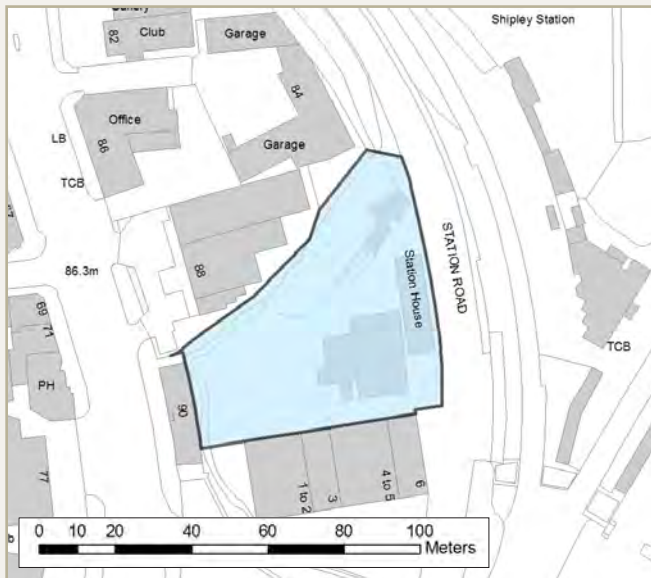
Proposed Use: Residential

Site Size: 0.32

Flood Zone: 1

The Site

The site is currently in industrial use and is located in within an old quarry with high steeply sloping sides to the north and west.



Site Proposals

The site is in a highly accessible location close to Shiple train station and is suitable for high density residential redevelopment.

Transport and Movement

- The site is located in the town centre and therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network. Vehicular access is from Station Road which is currently an unadopted road which would need to be brought up to adoptable standards for the Highway Authority to support any development proposals.
- The site may be suitable for car free development given its highly accessible town centre location.

Expected Development

50 residential units

STC4: Shipley Gateway Site

Address: Land and buildings located between Market Square and Otley Road.

Existing Use: The site consists of a mix of uses, including retail and leisure and car parking.

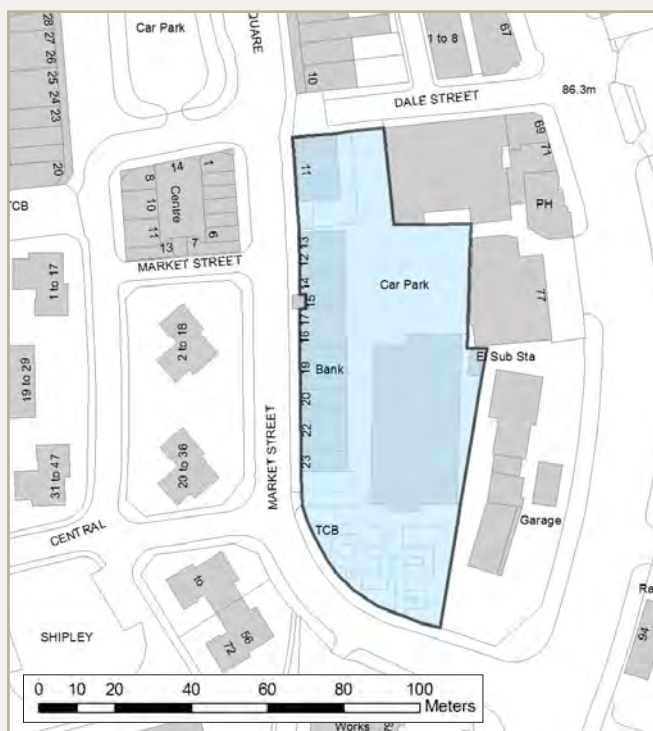
Proposed Use: Mixed use retail and leisure with residential uses.

Site Size: 0.48ha

Flood Zone: 1

The Site

The site offers a gateway position to Shipley from the southern approaches. The site includes town centre buildings which are underused and in need of investment. The inclusion of adjacent land/buildings along Otley Road and Dale Street to deliver a comprehensive redevelopment will be supported, subject to landowner agreement.



Site Proposals

The comprehensive redevelopment of land or buildings for retail/leisure/residential led mixed use development, including main town centre uses, to create an enhanced gateway to the town centre will be supported. Hotel and business uses will also be encouraged as part of the mix. Development will be expected to:

- respond to its gateway position and create a strong relationship with the rest of the town centre, in particular Market Square.

- provide active ground floor uses where possible to all public frontages, as appropriate within the town centre and utilise opportunities above ground floor level to create a mix of business, commercial and residential uses.
- respond positively to buildings in use along Otley Road/Dale Street, and work with adjoining land owners to deliver a comprehensive scheme.

Transport and Movement

- The site is located in the town centre and therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by Transport Statement detailing access and service arrangements and connectivity to the wider highway network.
- Improvements to pedestrian and cycle links within and through the site to existing networks, including along Market Street between Market Square and Otley Road, would help connect the development to the station and Market Square and encourage walking and cycling.

Expected Development

50 residential units, retail/business/hotel/leisure uses, with supporting retail and leisure uses (A1-A5) on the ground floor.

STC5: Atkinson Street

Address: Atkinson Street, Shipley.

Existing Use: Vacant building

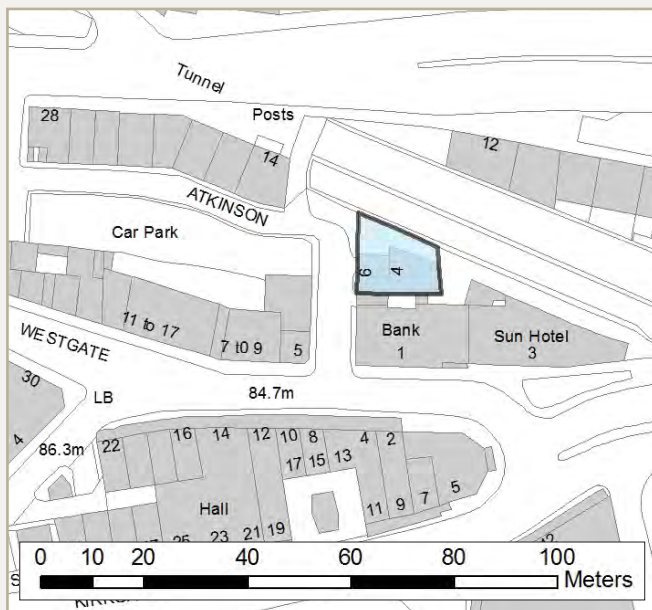
Proposed Use: Residential

Site Size: 0.02ha

Flood Zone: 1

The Site

Vacant building with planning permission to demolish and redevelop for 8 apartments. The site is relatively small and is situated in a sustainable location in the town centre.



Site Proposals

The site is suitable residential redevelopment

Expected Development

8 residential units

Relevant Planning History

Renewal of planning permission granted in 2012 (12/01371/FUL) for demolition of existing building and development of 8 apartments over 4 floors.

STC6: Buildings along Briggate

Address: Land to north of Briggate, Shipley

Existing Use: Vacant/leisure

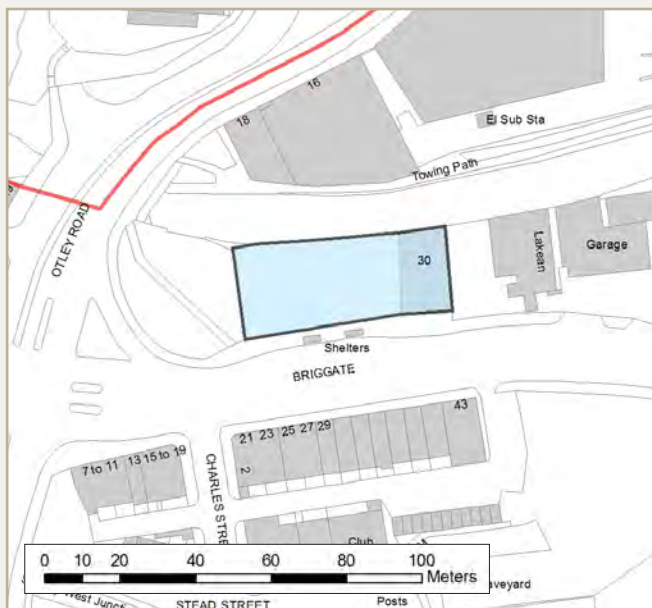
Proposed Use: Residential with supporting main town centre uses.

Site size: 0.13ha

Flood Zone: 1

The Site

The site is located on a key gateway to Shipley and Saltaire, and includes vacant land of former cinema and adjacent building fronting Briggate.



Site Proposal

The redevelopment of the site for residential led mixed use development will be supported. The site will be suitable for a mix of uses including leisure, retail and other main town centre uses, with residential uses on upper floors. Development should:

- take opportunities to provide an improved gateway to Shipley and Saltaire and enhance the setting of the Leeds and Liverpool Canal Conservation Area. Development will be expected to provide high quality architectural design to safeguard and enhance the setting of the World Heritage Site.
- provide active ground floor uses where possible, fronting Briggate.
- deliver high density residential development.

Transport and Movement

- The site is located in the town centre, in a highly accessible location, close to the railway station and in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks. A car-free development may be appropriate here, given its sustainable location.
- Improvements to pedestrian and cycle links through the site and along Briggate to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

Expected Development

20 residential units, with supporting ancillary retail and leisure uses (A1-A5) on ground/lower floors.

DF1: Dock Lane, Canalside

Address: Land between the canal, railway line, Dock field Road and Dock Lane Shipley.

Existing Use: Vacant industrial

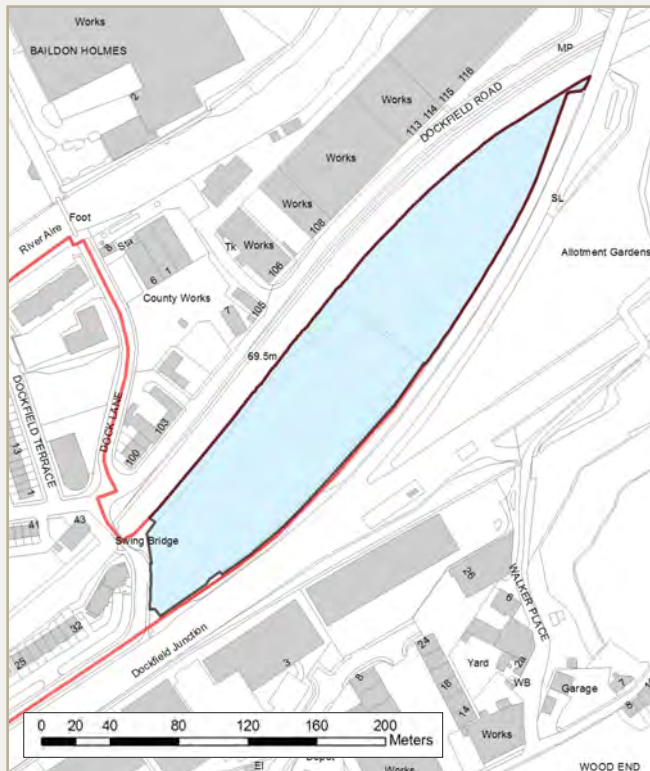
Proposed Use: Mixed use of residential and business (B1)

Site Size: 2.01ha

Flood Zone: 1

The Site

The site comprises land bounded by the Leeds and Liverpool Canal to the north and railway line to the south. The site has been previously developed for industrial use and is currently vacant.



Site Proposals

The site is suitable for residential led mixed use redevelopment. Development will be expected to:

- incorporate a mix of house types and sizes, including family sized housing and higher density flats/apartments.
- provide new and improved pedestrian and cycle links along the Leeds and Liverpool Canal.
- safeguard and enhance the setting of the Leeds and Liverpool Conservation Area and Site of Ecological or Geological Importance (SEGI), including providing a high quality frontage to the canal and open space and access to the canalside for residents.

- provide improvements to green infrastructure including; retention and enhancement of green corridors and habitat networks alongside the Leeds and Liverpool Canal, and incorporate on site amenity space and wildlife areas.

Transport and Movement

- The site is located outside the town centre in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.
- Access to the site is either via Dock Lane which leads from Leeds Road or via the swing bridge off Dockfield Road which connects to the signalised junction at Otley Road.
- Development proposals should be accompanied by Transport Assessment detailing access and service arrangements and connectivity to the wider highway network.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- Development would be expected to carry out improvements to encourage public transport usage, which should include upgrading of pedestrian routes by lighting and signage as well as upgrading bus shelters and provision of Metrocards.
- TROs may be required to control on-street parking around the site.

Relevant Planning History

In 2013 renewal of permission was granted (13/04594/MAO) for a mixed use development including business (B1) and residential (C3) uses (08/07200/OUT).

Expected Development

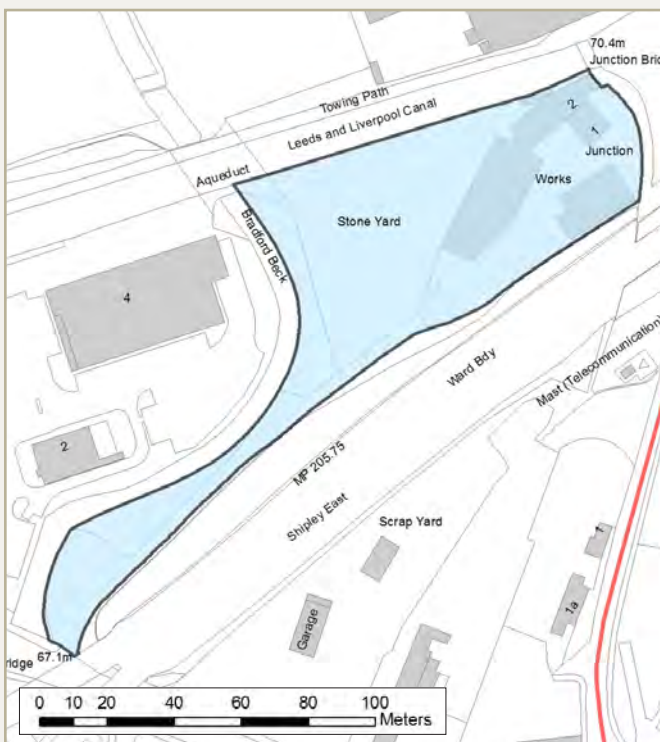
114 residential units with supporting business uses.

DF2: Junction Bridge, Briggate

- Site address:** Land between the canal, Bradford Beck and Briggate, Shipley.
- Existing use:** General industrial/commercial/vacant industrial
- Proposed use:** Business / mixed use employment uses with supporting main town centre and residential uses.
- Site size:** 0.75ha
- Flood Zone:** 1-3 (part zone 2-3a to south west of site along Bradford Beck)

The Site

The site is located on a gateway route into Shipley and Saltaire and is part vacant part in general industrial use. The northern boundary fronts onto the Leeds and Liverpool Canal. The redevelopment of the site presents the opportunity to enhance the setting of the canal and Bradford Beck and compliment redevelopment proposals on the opposite side of the canal.



Site Proposal

The site has the potential for redevelopment as part of the regeneration of the Dockfield Road area. The site is suitable for employment led mixed use development including business, ancillary main town centre and residential uses. Redevelopment of the site will be expected to:

- enhance green infrastructure and ecological assets along the Bradford Beck and Leeds and Liverpool Canal.

- safeguard and enhance the setting of Leeds and Liverpool Canal conservation area and key heritage assets including, grade 2 listed Junction Bridge and key unlisted building Junction House.
- create positive frontages to the canal including the canal basin area and consider the elevation to the railway, which passes by at an elevated level.

Flood Risk

Parts of the site are located within flood zone 2 and 3a. As part of any redevelopment of this site, no built development should take place in those parts of the site which fall within flood zone 3a. Development will be expected to be supported by a site specific flood risk assessment. A site specific FRA will need to demonstrate any proposed development will be safe for its lifetime.

Transport and Movement

- The site is located in the town centre in a highly accessible location, close to the railway station and in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by Transport Assessment detailing access and service arrangements and connectivity to the wider highway network. There should be no new site access from Leeds Road and any development proposal should assess the suitability of the existing access adjacent to the rail bridge. The feasibility of accessing the site from Tony Miller Approach should also be considered.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

Site Constraints

The site will need evaluation with regard to the potential presence of archaeological features associated with the Bradford Canal which operated between the 18th and early 20th centuries.

Expected Development

Business / employment uses with residential and ancillary small scale retail / leisure uses.

DF3: Land between Leeds Road and Dock Lane

Site address: Land between the railway line, Dockfield Road and Dock Lane, Shipley.

Existing use: Storage/business/scrap yard

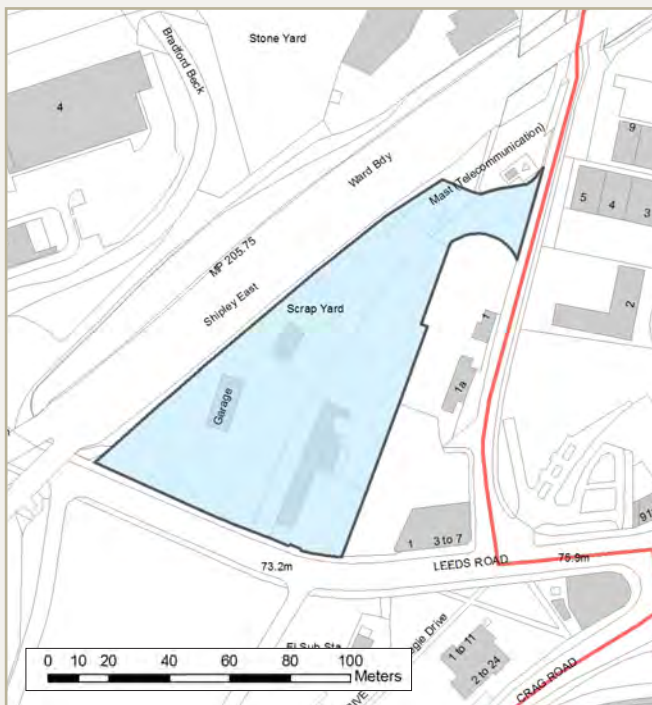
Proposed use: Residential / mixed use of residential and employment and commercial uses.

Site size: 0.71ha

Flood Zone: 1

The Site

The site is located on a key gateway route into Shipley and Saltaire fronting onto Leeds Road and is current in use for industrial/waste management. The area is likely to experience significant change following the regeneration of Shipley East, which could provide the stimulus for further redevelopment in the area. The regeneration of the site presents the opportunity to provide a more attractive frontage onto Leeds Road and Shipley East and enhance the setting of the Leeds and Liverpool Canal and Saltaire World Heritage Site.



Site Proposal

The site's location opposite Shipley East and in close proximity to the station, gives it potential for redevelopment as part of the regeneration of the area. The site is suitable for suitable for business, commercial and residential uses.

Redevelopment proposals should consider the comprehensive redevelopment of the site, including

the relocation of the scrap yard subject to landowner agreement. Development of the site will be expected to:

- provide high density residential development, including flats/apartments.
- provide a strong frontage to Leeds Road to create an enhanced gateway to Shipley and the World Heritage Site of Saltaire.
- safeguard and enhance the setting of Leeds and Liverpool Canal Conservation Area and key unlisted buildings, including the former Shipley and Windhill Railway Station and Pumping Station, which should be retained and integrated into any proposed redevelopment of the site.
- accommodate future ambitions to reinstate the Bradford Canal in accordance with Policy SCRC/ST8.
- provide a positive visual backdrop when seen from the adjacent railway line.

Transport and Movement

- This is an edge of centre site in a highly accessible location, close to the railway station and in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network. There should be no new site access from Leeds Road. The existing site access from Dock Lane would be suitable. Provision of direct pedestrian links to Leeds Road should be considered to compensate for substandard pedestrian facilities on Dock Lane.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling. This should include exploring the potential of creating a link between the railway station and the canal through the site via Junction Bridge.

Site Constraints

The site will need evaluation with regard to the potential presence of archaeological features associated with the Bradford Canal which operated between the 18th and early 20th centuries.

Expected Development

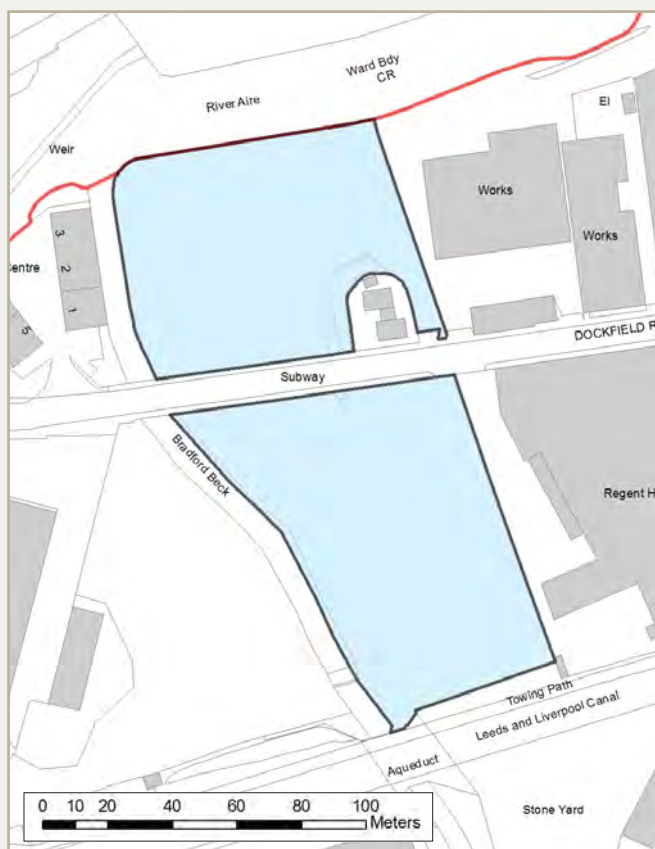
60 residential units, business, commercial uses.

DF4: Dockfield Road North / Dockfield Road South

Site Address:	Land to north and south of Dockfield Road
Existing Use:	Vacant
Proposed Use:	Mixed use development of residential and employment uses (B1) with open space and water compatible uses.
Site size:	1.26ha
Flood Zone:	North of Dockfield Road zone 3a and functional floodplain along River Aire (majority). South of Dockfield Road zone 2 (parts) and zone 3 (limited) to west of site along Bradford Beck.

The Site

The site comprises vacant land to the north and south of Dockfield Road. The sites have been previously developed for industrial use and are currently vacant.



Site Proposal

The comprehensive redevelopment of the site will be supported. The land to the south of Dockfield Road is suitable for residential led mixed use development. The land to the north should be considered for water compatible uses including green infrastructure, open

space and flood risk management as part of any comprehensive redevelopment of the site. Development will be expected to:

- include high density residential led mixed use development.
- safeguard and enhance the setting of the Leeds and Liverpool Conservation Area and SEGI, including providing a high quality frontage to the canal.
- provide improvements to green infrastructure and ecological assets including; enhancement of adjacent water ways and habitat networks and incorporate on site amenity space and wildlife areas alongside the and Bradford Beck and River Aire.
- contribute to appropriate and proportionate improvements to the canal towpath.

Flood Risk

Dockfield Road North is identified as being at significant risk from the River Aire with the majority of the site located in the functional flood plain (flood zone 3b). Development will not be considered appropriate in zone 3b (with the exception of essential infrastructure (subject to passing the Exception Test) and water compatible uses). As part of any comprehensive redevelopment of the site, development proposals will be expected to consider flood risk mitigation or resilience measures, which could include a further assessment of the Dockfield Road North for open space/flood control infrastructure. More vulnerable uses including residential uses should be directed to Dockfield Road South and areas of lower flood risk. Any detailed site specific flood risk assessment, should consider a review and update of the 2005 Upper Aire model, to assess whether the outputs may lower the risk to the site based on more up to-date hydrological conditions and model components, in line with the recommendations of the SFRA Level 2.

A site specific FRA will need to demonstrate any proposed development will be safe for its lifetime and consider mitigation or resilience measures which could include further assessment of DF4 for open space/flood control infrastructure, including details of type of development, design, layout depth of flooding and velocities (including the new climate change allowances). Depending on the type of development and risk of flooding, a flood warning and evacuation plan may also be required.

Development will be expected to:

- be supported by a site specific flood risk assessment.
- result in no net loss of the functional floodplain (zone 3b) and not increase flood risk elsewhere.

- safeguard land in the functional floodplain for green infrastructure, open space and flood risk management.

Transport and Movement

- This is an edge of centre site in a highly accessible location, close to the railway station and in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network. Pedestrian facilities at junctions between the site and the town centre should be assessed and improvements made where required.
- There is a level difference between Dockfield Road and the site and a level access would need to be provided around 1 in 40 for the first 10m into the site. The TA should also assess highway structures on and in the vicinity of the site with a view to making these safe.
- Improvements to pedestrian and cycle links within and through the site to existing networks, including along the Bradford Beck and the canal towpath, would help to connect the development to the surrounding area and encourage walking and cycling.
- TROs may be required on Dockfield Road to control on-street parking and to protect visibility splays.

Relevant Planning History

Outline planning permission was granted in 2009 for redevelopment of sites for mixed-use development including office use, residential development and associated access roads (08/02269/OUT).

Site constraints

DF5 Intersects the Northern Gas Networks High Pressure Pipeline (Policy SCRC/HSC1).

Expected Development

50 residential units with supporting business uses.

DF5: Regent House

Site Address: Regent House, Dockfield Road, Shipley

Site Size: 0.69ha

Existing Use: Industrial/commercial

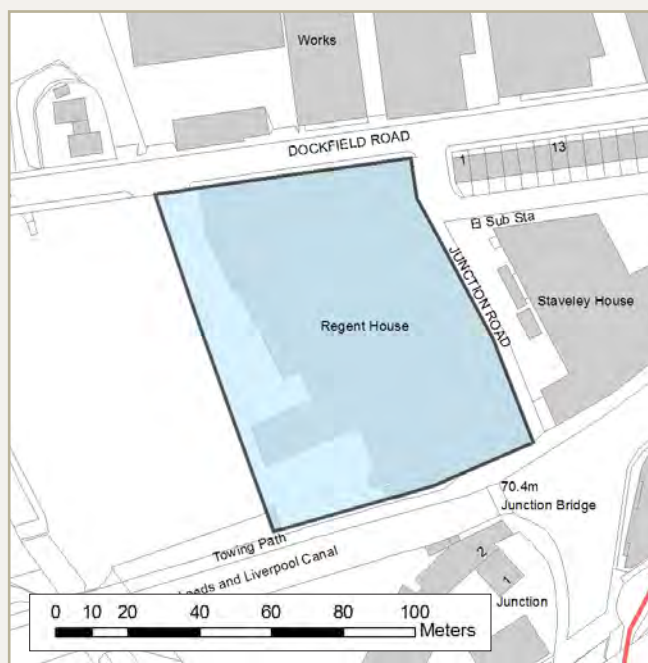
Proposed Use: Residential redevelopment

Site size: 0.69ha

Flood Zone: 1

The Site

The site contains a range of mill buildings, connecting single story buildings and Regent House along Dockfield Road. The redevelopment of the site, including the conversion of historic mill buildings, will contribute to the regeneration of the Dockfield Road area and enhance the setting of the Leeds and Liverpool Canal.



Site Proposal

The site is suitable for residential redevelopment, including conversion of historic mill buildings. Development will be expected to:

- safeguard and enhance the setting of the Leeds and Liverpool Conservation Area and SEGI and key heritage assets including, grade 2 listed Junction Bridge and the unlisted mill buildings and provide a high quality frontage to the canal.
- provide appropriate and proportionate improvements to the canal towpath and the Junction Road footpath.

Transport and Movement

- This is an edge of centre site in a highly accessible location, close to the railway station and in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network.
- Improvements to pedestrian and cycle links within and through the site to existing networks, including to the canal towpath, would help to connect the development to the surrounding area and encourage walking and cycling.
- TROs may be required on Dockfield Road to control on-street parking and to protect visibility splays.

Relevant Planning History

In 2012 renewal of planning permission was granted, subject to S106, for the conversion of existing buildings and redevelopment for residential use (93 flats), car parking and landscaping (11/05724/FUL).

Expected Development

93 residential units.

DF6: Junction of Dock Lane and Dockfield Road

Site Address: Land at Junction of Dock Lane and Dockfield Road, Shipley

Existing Use: Residential

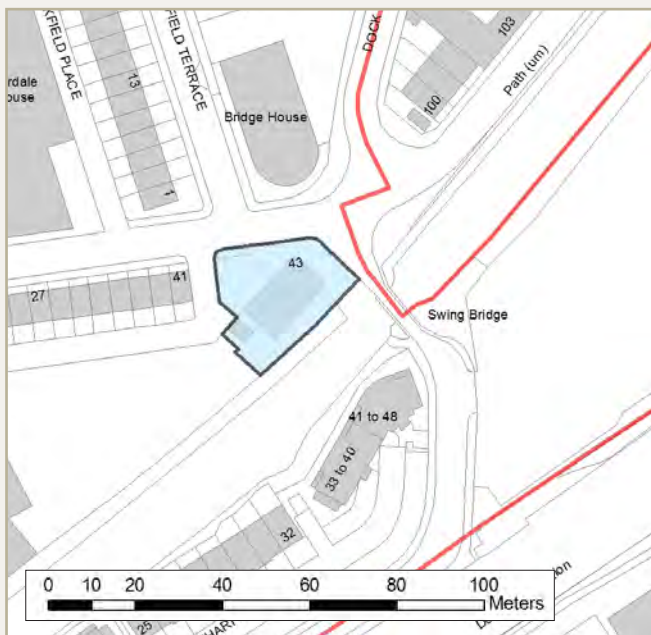
Proposed Use: Residential redevelopment

Site Size: 0.06ha

Flood Zone: 1

The Site

The site contains an existing single story building.



Site Proposal

The site is suitable for residential redevelopment

Relevant Planning History

In 2016 planning permission was granted for demolition of existing single storey building and construction of four three-storey terraced houses (16/02019/FUL).

Expected Development

4 residential units

DF7: Dock Lane

Site Address: Land between Dock Lane and Dockfield Terrace, Shipley

Existing use: Vacant

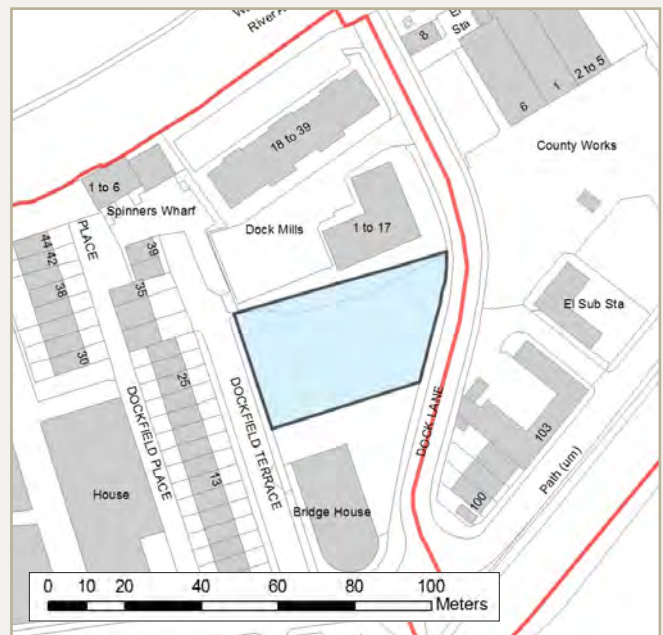
Proposed Use: Residential

Site size: 0.15ha

Flood zone: 1

The Site

The site comprises a small area of vacant land accessed from Dock Lane.



Site Proposal

The site is suitable for high density residential redevelopment, reflecting the existing flatted development on the adjacent site to the north.

Transport and Movement

- There is an existing site access from Dock Lane which would be suitable for residential development. Access from Dockfield Terrace would be unacceptable.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

Expected Development

15 residential units

DF8: Dockfield Place

Site Address: Land between Dockfield Place and Dockfield Road, Shipley

Existing use: Vacant industrial

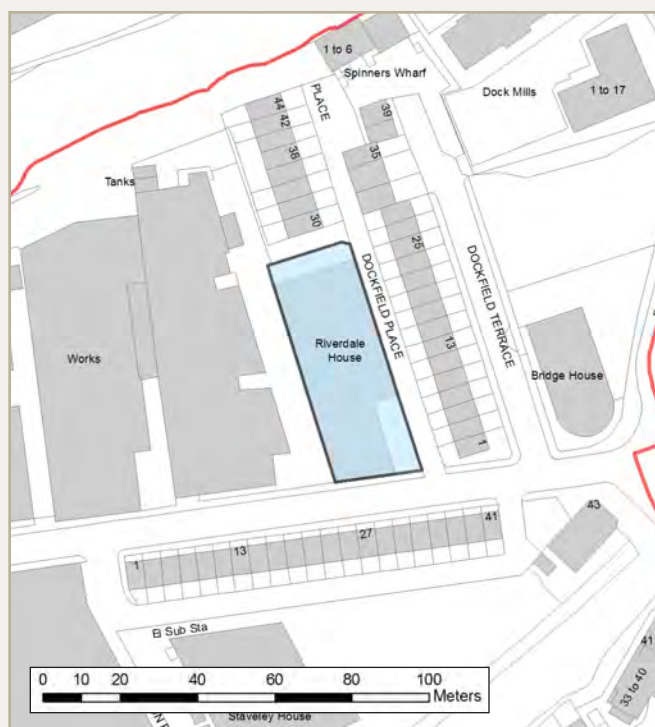
Proposed Use: Residential

Site size: 0.13ha

Flood zone: Zone 2 (north part of the site)

The Site

The site comprises a vacant industrial building.



Site Proposal

The site is suitable residential redevelopment. Development should provide medium/high density townhouse or terrace type housing, reflecting surrounding housing types.

Transport and Movement

- There is an existing site access from Dockfield Road which would be suitable for residential development with some improvements including junction radii and on-site turning facilities. Access from Dockfield Terrace would be unacceptable.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

Flood Risk

Part of the site falls in flood zone 2. Development will be expected to be supported by a site specific flood risk assessment.

Expected Development

10 residential units

SE1: Shipley East

Site Address: Land between Crag Road, Valley Road and the railway line.

Site size: 8.1ha

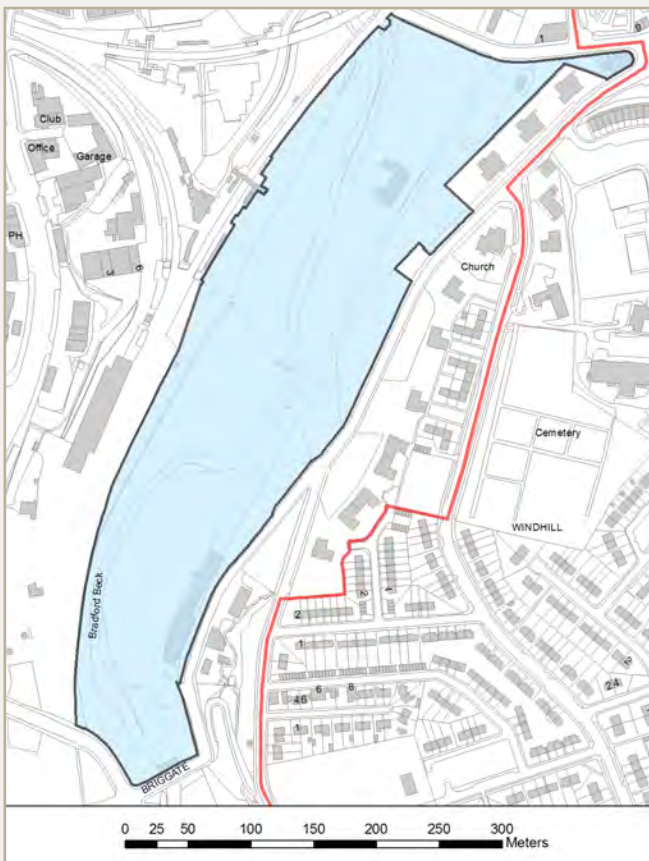
Existing use: The site consists of a mix of greenfield and brownfield land east of Shipley station with existing car repair business.

Proposed Use: Residential led mixed use

Flood Zone: 1-3 (part of the site within zone 2 and zone 3 and functional floodplain (limited) along Bradford Beck)

The Site

Shipley East comprises a large area of underused land to the east of Shipley station alongside Crag Road. The site is in a highly accessible location close to Shipley station. The Bradford Beck and line of the former Bradford Canal run through the site, which forms the northern end of a strategic green corridor running from Bradford city centre to Shipley.



Site Proposals

The site is suitable for a residential led mixed use development with supporting business and retail uses linked to Shipley station and the town centre. The development will be expected to provide:

- a mix of house types and sizes, including family sized housing and higher density flats/apartments.
- supporting business and commercial uses centred around the station.
- supporting retail of an appropriate scale, subject to Core Strategy Policy EC5.
- new high quality pedestrian and cycle routes to connect the new development to Shipley station and the town centre. Opportunities should be considered to re-open pedestrian links under the train line to Shipley Station and the town centre.
- significant improvements to green infrastructure as part of the Linear Park including; protection and enhancement of green corridors and habitat networks alongside the Bradford Beck, the creation of new open space and wildlife areas and improvements to the quality and setting of Bradford Beck.

Heritage and Design Considerations

Due to the site's size and location development will be expected to provide:

- a strong sense of place. The design process should be informed by the preparation of a Masterplan/ urban design framework which shows how the different elements of the scheme – the streets, paths, bridges, green infrastructure, public spaces, homes and commercial uses – will all combine to create a high quality development which optimises the potential of the site's location and its features. Proposals should be referred to independent design review at an early stage.
- enhanced built form and public realm with a strong frontage to Leeds Road to create an enhanced gateway to Shipley and the World Heritage Site of Saltaire.
- high quality architectural and sustainable design to contribute to the placemaking and sustainability principles for the Urban Eco Settlement, and safeguard and enhance the setting of the Saltaire World Heritage Site.

Flood Risk

Development will be expected to:

- be supported by a site specific flood risk assessment.
- result in no net loss of the functional floodplain (flood zone 3b) and not increase flood risk elsewhere.
- safeguard areas of the functional floodplain for green infrastructure and water compatible uses.

Transport and Movement

- This is an edge of centre site in a highly accessible location, close to the railway station and in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a Travel Plan taking into account the adjacent core public transport, cycling and walking networks.
- Any development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network and Shipley Town Centre. Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

Any development proposals would be required to:

- protect an alignment for the proposed Shipley Eastern Relief Road, in accordance with Policy SCRC/ST2.
- protect the line of the Bradford Canal to accommodate future aspirations to reinstate the Bradford Canal, in accordance with Policy SCRC/ST8.
- support the role of Shipley station as a transport hub through the provision of car parking for the station.
- incorporate and facilitate high quality Canal Road Greenway cycle links through the site to Dock Lane and Shipley station.
- minimise traffic impacts and provide proportionate highway improvements including Leeds Road/Crag Road junction, Valley Road/Briggate and realignment of Briggate at the junction, pedestrian and cycle crossing facilities on Valley Road, Cragg Road and Leeds Road.
- improve bus infrastructure in the locality.
- fund Traffic Regulation Orders (TROs) on adjacent roads to control on-street parking and to protect access visibility splays.

Any commercial car parking should be short stay and made available for public parking to encourage linked trips to town centre.

Relevant Planning History

In 2014 the site was granted planning permission for construction of retail foodstore, petrol filling station, commercial development and 101 residential units along with ancillary infrastructure including station car park, access road, bridges, car parking and servicing (13/03792/MAF).

Site Constraints

- Intersects the Northern Gas Networks High Pressure Pipeline (Policy SCRC/HSC1).
- Intersects the National Grid Electricity Transmission. Development proposals will need to consider the potential presence of unstable land and any planning applications are expected to be accompanied by a Mining Risk Assessment as required under Core Strategy Policy EN8.
- Development proposals will need to consider the potential presence of unstable land and any planning applications are expected to be accompanied by a Mining Risk Assessment as required under Core Strategy Policy EN8.

Expected Development

151 residential units, supporting retail and business uses.

SE2: Land around Crag Road Flats

Existing use: Residential greenspace

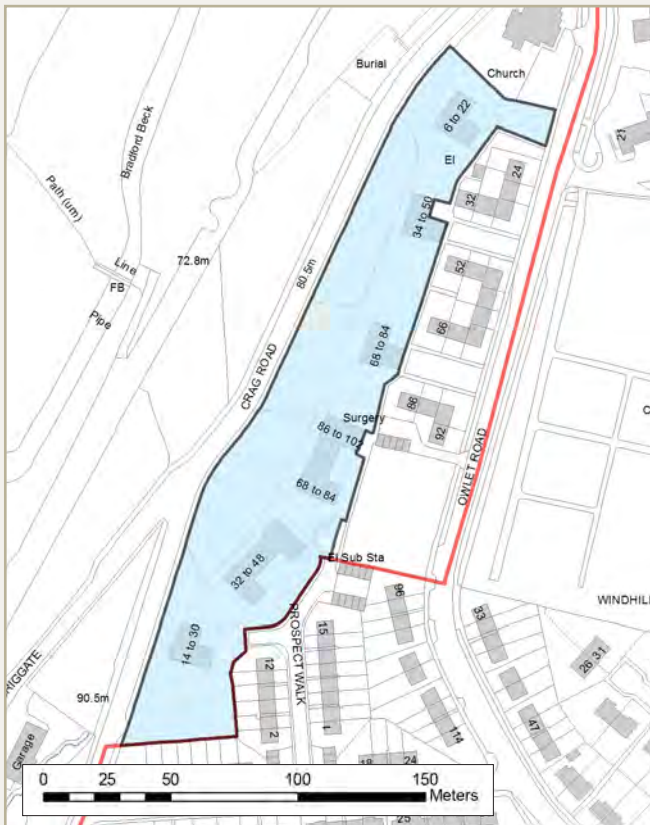
Proposed Use: Residential

Site size: 1.21ha

Flood zone: 1

The site

Well maintained grassy bank with mature trees.



Site Proposals

The site offers the potential for low density residential infilling.

Transport and Movement

- Any development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network. Access would be preferred from Crag Road to the south of its junction with Briggate to avoid conflicts with the approved main access for the adjacent site SE1.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- Traffic Regulation Orders (TROs) may be required on Crag Road along the site frontage to prevent on-street parking.

Expected Development

30 residential units

The Centre Section

Centre Section Vision by 2030:

The Centre Section of the Corridor will have been transformed into a series of new vibrant sustainable neighbourhoods, with a diverse and high quality housing offer supported by the necessary infrastructure, facilities and green spaces required to create an exemplar Urban Eco Settlement.

The Centre Section will become an area of vibrant and sustainable residential neighbourhoods located within a green and attractive setting, which is regarded as an exemplar development and a place where people choose to live. It will have a wide range of high quality housing and local employment opportunities with excellent access to public transport and safe and attractive pedestrian and cycle routes, providing easy access to employment and leisure opportunities in Bradford city centre, Shipley and beyond.

A new neighbourhood centre will provide a focus for new and existing communities and provide local shops, community and leisure facilities and a new primary school, alongside new business and employment uses.

New development will be set within a high quality green corridor running from Bradford city centre to Shipley, which will include new and enhanced green spaces and sporting, recreation and wildlife areas alongside the revitalised Bradford Beck. The Canal Road Greenway and new and improved pedestrian and cycle links will provide healthy, safe and sustainable travel opportunities and connect communities along the Corridor and surrounding areas.



Context

3.28 The main opportunity for delivering significant development in the AAP is the Centre Section. This is made up of two significant areas of potential. The first area is the New Bolton Woods site where the Council has established a Joint Venture Company to plan and implement phased residential led mixed use regeneration. The second area is Bolton Woods Quarry. The Council has established a collaborative working arrangement with the quarry owners, who have indicated that they intend to cease quarrying operations and restructure the site in a manner that contributes to the council's housing and development objectives.

3.29 Major development within the Centre Section presents a significant opportunity to accommodate housing and economic growth in a sustainable manner and contribute to the delivery of an Urban Eco Settlement in the Corridor. The area is located close to Bradford city centre, within a major road and rail corridor. Development in the Centre Section provides the capacity to regenerate previously used land and enhance green infrastructure within the City of Bradford, for the benefit of new and existing communities.

3.30 The Council's commitment to the Centre Section creates a major development catalyst for the Corridor but there is a need for a clear and appealing vision for the type of place it will become. As an area typified by industry and a major road, transformational environmental change will be required to make this development opportunity an attractive proposal as a sustainable residential location.

3.31 As set out in the Retail Strategy section of the Policy Framework, Shipley Town Centre is the principal and preferred focus in the AAP for new retail development. However, as part of large scale residential development in the Centre Section there is an opportunity to deliver local shops and services located within walking distance of most properties. This will include a new neighbourhood centre as part of the New Bolton Woods development, in support of new and existing communities within this sub area.

Centre Section Development Framework

3.32 Sites within the Centre Section will be developed as part of the comprehensive regeneration of the area as a new exemplar sustainable neighbourhood within the City of Bradford.

3.33 Development will deliver a significant number of new homes in a green and attractive setting and contribute to delivering Urban Eco Settlement principles in the Corridor.

The Centre Section- Heritage and Design

3.34 Some of the key characteristics of the area, which should be considered in any proposed development are as follows:

- the local area's defining natural and man-made landscape features, in particular the flat linear form of the Corridor alongside the Bradford Beck and adjacent green space and steep valley sides to the east of the Corridor around Bolton Woods Quarry
- respond positively to the Bradford Beck as a key waterway and green infrastructure asset
- the traditional townscape character of Bolton Woods
- important views from Grade II Historic Park and Garden at Lister Park and
- Saltaire World Heritage Site.

3.35 Key historic buildings within the Centre Section include: Grade II* Listed Bolton Old Hall and Bolton Old Hall Cottage.

3.36 Development in the Centre Section will include:

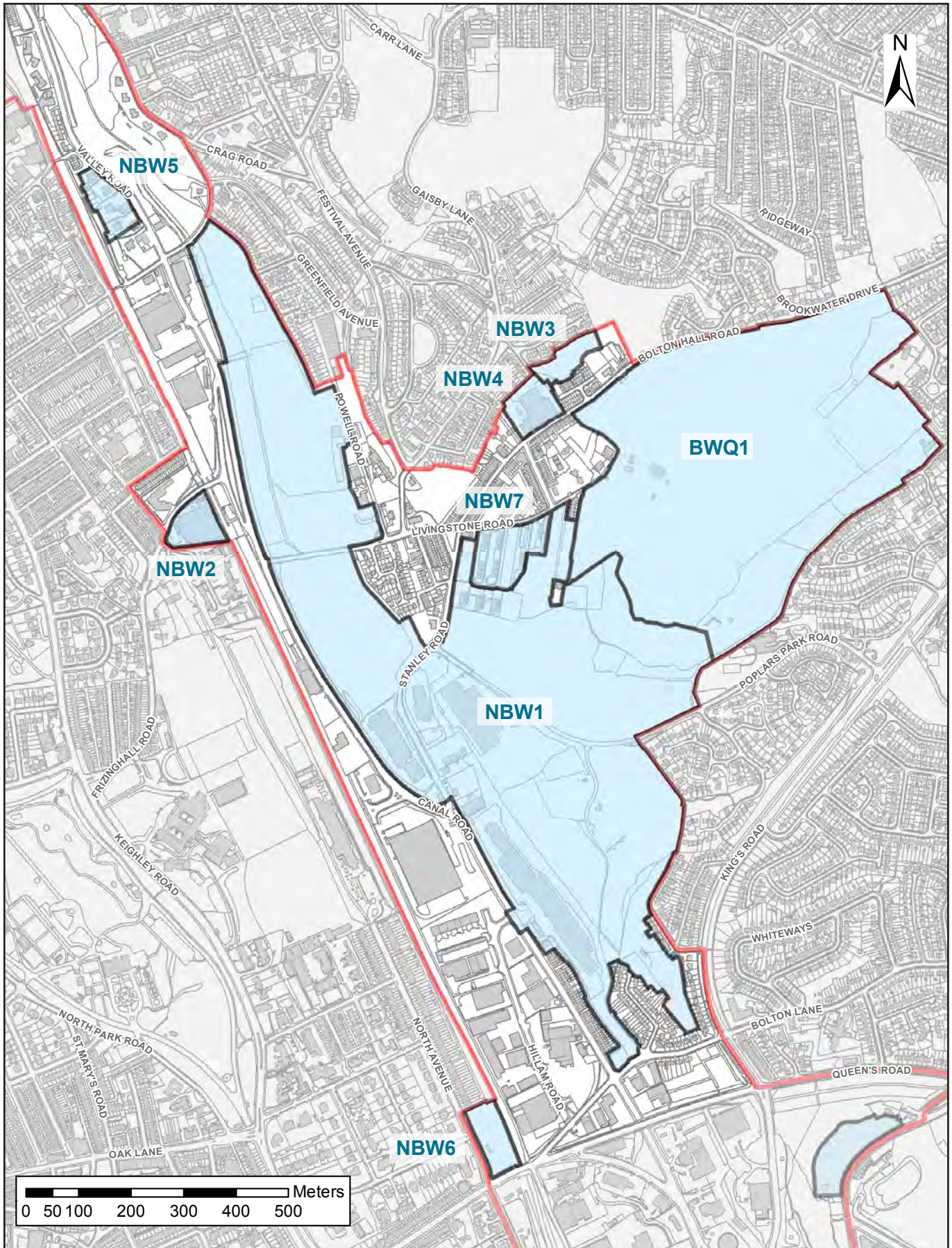
- the delivery of approximately 2,380 new homes with a mix of house types, sizes and tenures, including homes for families, older people and affordable housing.
- a new neighbourhood centre and primary school within the New Bolton Woods site to act as a focus for the area.
- new employment and commercial uses alongside Canal Road.
- new and enhanced pedestrian and cycle routes to connect new developments to public transport facilities, green spaces and surrounding neighbourhoods along the Corridor and improved cross valley linkages.
- new and improved areas for sport, recreation and open space within the New Bolton Woods and Bolton Woods Quarry sites to serve new and existing communities.
- a Linear Park consisting of a chain of interconnected green spaces and wildlife corridors alongside the Bradford Beck and key pedestrian and cycle routes (Dalesway link and Canal Road Greenway).
- major highway improvements to Canal Road and improved connections to Frizinghall Station as an important public transport facility.

Key Development Opportunities

- **New Bolton Woods (NBW)**
- **Bolton Woods Quarry (BWQ)**



Figure 7: Centre Section Proposed Site Allocations



Policy SCRC/CS1: Centre Section Site Allocations

The sites put forward within the Centre Section sub area of the Area Action Plan are allocated for the following land uses.

Ref.	Name	Proposed Use
NBW1	New Bolton Woods	Residential led mixed use redevelopment to include ancillary retail, employment uses (B1), education provision, sports facilities and open space
NBW2	Frizinghall Road	Residential
NBW3	Thornhill Avenue	Residential
NBW4	North Bolton Hall Road	Residential
NBW5	Flats East Valley Road	Residential
NBW6	North Queens Road	Residential
NBW7	New Bolton Woods Flats	Residential
BWQ1	Bolton Woods Quarry	Residential redevelopment with small scale retail and commercial uses

The sites listed above and shown on the Policies Map will be developed in accordance with the accompanying development considerations set out in the applicable allocation statements, the Area Action Plan policies, and other relevant policies of the Local Plan.



NBW1: New Bolton Woods

Site Address: Land and buildings to east of Canal Road, bounded by Queens Road to the South and Poplar Road to the north

Site Area: 49.29ha

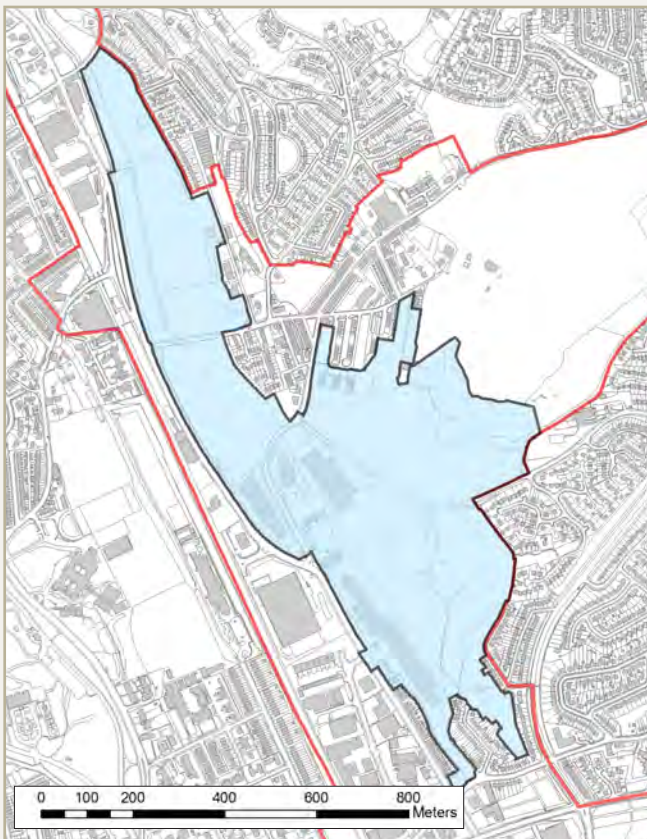
Proposed Use: Comprehensive residential led mixed use redevelopment, including neighbourhood centre, education, employment, sports facilities and open space

Flood Zone: 1-3 (Part of site within zone 2, zone 3a and functional floodplain along Bradford Beck.)

The Site

The site covers a large area of land, which forms part of designated Joint Venture Partnership Area. The site includes existing areas of open space, playing fields, employment land and the Bradford Beck running alongside Canal Road. In addition there are large areas of open space and woodland on hillsides around Poplars Park Road.

The site represents a key development opportunity to deliver transformational regeneration of the Corridor through a high quality residential-led scheme.



Site Proposal

The site is suitable for a new sustainable neighbourhood of approximately 1100 new homes and supporting uses consisting of:

- a new neighbourhood centre located around Stanley Road.
- new community facilities including a new primary school, nursery and health facilities.
- non-residential land uses to provide local facilities and employment opportunities including retail, commercial and employment space.
- new and improved green spaces, ecological areas and sports facilities.

The Joint Venture Company should work with the Council, key stakeholders, adjoining landowners and the local community to bring forward a scheme that will deliver the comprehensive regeneration and required infrastructure for the site as a whole. The layout, form and mix of uses should contribute to delivering the vision for the Centre Section and the Urban Eco Settlement principles established in the AAP.

Housing Mix and Quality

To deliver a vibrant and sustainable community the development will be expected to:

- deliver well designed neighbourhoods and homes which incorporate a range of house types, sizes and tenures, including a high proportion family sized homes. Higher density housing, including flats and apartments will be supported in accessible locations close to public transport links and the neighbourhood centre.
- provide specialist housing for older people, including retirement homes (C2) and custom build/self build plots within the site, subject to local demand.
- deliver homes built to high standards of sustainable design and construction. The use of innovative low carbon housing will be supported and encouraged.

Neighbourhood Centre and Employment Uses

The new Neighbourhood Centre will be expected to:

- provide a mix and balance of uses that together function as a neighbourhood centre including local retail, residential and community facilities and new public realm.
- be designed to be well served by public transport and easily accessible by safe and attractive pedestrian and cycle routes.
- deliver retail and other uses town centre uses (A1-A4 uses) of an appropriate neighbourhood centre scale to serve localised need. Proposals must demonstrate that there will be no substantial adverse impact on the vitality and viability of existing centres in accordance with Policy SCRC/SE5.

- new employment uses along Canal Road, appropriate to adjacent existing and future residential uses.
- locate sensitive uses such as schools, nurseries, housing and health care in areas least likely to be affected by high pollution levels. Where this is not possible suitable mitigation measures should be implemented in, accordance with Core Strategy Policy EN8 Environmental Protection.

The delivery of retail, other non residential uses and community facilities will be expected to be phased with future housing delivery to mitigate impacts on other centres and to ensure coordinated delivery of supporting infrastructure.

Education

The site will be expected to provide a new primary school as an integral part of the development in line with Policy SCRC/HSC3 Community Infrastructure.

The new primary school will be acceptable in the following locations:

- within or adjacent to the new neighbourhood centre east of Stanley Road; or where a site cannot be found within the neighbourhood centre.
- the area land including part of King George V playing fields accessed off Stanley Road; provided that the loss of any playing fields is mitigated in accordance with the provisions set out in the open space, sport and recreation section (below) and Policy SCRC/HSC2.

Any site should be capable of sustaining a two form entry primary school. School provision should be phased in relation to future housing growth in this area.

Open Space, Sport and Recreation

The site contains a variety of existing open spaces and playing fields. Development will be expected to:

- provide new and improved on-site open space and play areas to mitigate the loss of existing areas of open space.
- contribute to an proportionate off site provision for playing fields in a suitable location.
- provide new and improved sports facilities within the site, including a new sport provision on land north of Gaisby Lane.
- provide new changing facilities and cricket pavilion for any remaining playing pitch provision at King George V playing fields, to compensate for any loss of existing facilities.
- ensure new and improved sports facilities include adequate provision for long term management and maintenance and appropriate access for community use.

Green Infrastructure and Ecology

The site is identified as a key opportunity to enhance green infrastructure and provide new areas of green space within the development. Proposals should be supported by a site specific Green Infrastructure Strategy in line with Policy SCRC/NBE1.

Development should provide significant improvements to green infrastructure and will be expected to:

- support the delivery of the Linear Park and protect and enhance green spaces running alongside the Bradford Beck, between Gaisby Lane and Poplar Road. Proposals should retain a green corridor which safeguards areas of higher flood risk, the Canal Road Greenway and the proposed route for the Bradford Canal.
- protect and enhance wildlife networks and woodlands around Poplar Park Farm Bradford Wildlife Area (BWA) and on the hillside north of Poplars Park Road and contribute to enhancing the Daleways Link.
- positively respond to and enhance the setting of Bradford Beck as a key waterway and wildlife corridor.
- utilise Sustainable Urban Drainage methods which maximise green infrastructure and ecological benefits and provide new water features, where practicable.
- include adequate provision for the long term management and maintenance of green spaces, play areas and the Bradford Beck within the development.

Heritage and Design Considerations

To achieve good design and avoid piecemeal development, proposals should be supported by an overall masterplan/urban design framework and be submitted for design review to ensure future phases relate well to each other and the site is developed in a cohesive manner. The masterplan/design framework should be based on a thorough understanding of the site and its context and should set out the approach with regard to:

- land uses
- densities
- neighbourhoods
- the movement framework
- car parking
- landscape and open space
- townscape, scale and siting
- development parcels.

More detailed design code type guidance will be needed for different street types, open space types and neighbourhood identities. It is recommended that an outline application is submitted for the whole site

which sets out the overall design parameters for future detailed phases to follow.

Development will be expected to:

- deliver an exemplar development with high standards of sustainable design.
- provide enhanced built form and public realm with a strong frontage to Canal Road.
- demonstrate how the scheme connects to existing communities and relates to future re-development of Bolton Woods Quarry.
- deliver a coherent, distinctive and attractive series of well designed neighbourhoods throughout the development, which have a clear character that relate well to the local context.

This site lies on the opposite side of the valley to the Grade II Historic Park and Garden at Lister Park. Development proposals should have regard to the potential impact upon any important views from this registered park.

Transport and Movement

- Development will be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Any development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network including local primary roads and the strategic road network. A Travel Plan will also be required to ensure the site is sustainable and to minimise traffic impacts within and beyond the Plan area.

The development will be expected to:

- minimise traffic impacts on existing communities and provide mitigation measures within and beyond the Plan boundary, where required.
- provide safe and satisfactory access from Stanley Road.
- protect the function of Canal Road as a key strategic route in the District and support and contribute to appropriate highway improvements through the site.
- protect an alignment for the proposed Bradford Canal to accommodate future aspirations to reinstate the Canal, in accordance with Policy SCRC/ST8.
- incorporate and facilitate high quality cycle links through the site and ensure that future development will link to and enhance the quality of the Canal Road Greenway route and retain its attractiveness in terms of gradient and directness.

- provide new and improved pedestrian and cycle linkages through the site to integrate new and existing communities and provide safe and attractive links to the neighbourhood centre, Frizinghall station and areas of green space.
- create a network of well connected and walkable streets and an approach to highway design which supports the quality of the place.
- be designed to ensure that bus access is achievable.

Flood Risk

Parts of the site are located within flood zone 2, 3 and the functional floodplain. Any development proposals on this site must be supported by a Site Specific Flood Risk assessment. Development will be expected to:

- take a sequential approach to site layout and within the site boundary to direct development to areas of lowest flood risk.
- safeguard areas of the functional flood plain (flood zone 3b) for green infrastructure and water management.
- be supported by a site wide drainage strategy, based on sustainable drainage principles.

Expected Development

1100 new residential units, supporting retail/leisure uses, new primary school, community facilities, employment uses and on-site open space
50 units have been delivered by the JVCo as part of New Bolton Woods Phase 1 on former RUDP housing site.

Relevant Planning History

- Planning permission was granted in 2013 for residential development on former RUDP housing site with outline for up to 93 dwellings with ecology and landscape enhancements (12/03708/MAF).
- In 2014 CRUVL submitted a hybrid planning application for New Bolton Woods mixed use masterplan 14/04818/MAF, including detailed application for small foodstore 14/04817/MAF.

Site Constraints

- Intersects the Northern Gas Networks High Pressure Pipeline (Policy SCRC/HSC1).
- Development proposals will need to consider the potential presence of unstable land and any planning applications are expected to be accompanied by a Mining Risk Assessment as required under Core Strategy Policy EN8.

NBW2: Frizinghall Road

Site Address: Land to south of Frizinghall Road, Bradford

Site Size: 0.75ha

Existing Use: Industrial

Proposed Use: Residential

Flood Zone: 1

The Site

Currently occupied by an industrial building and associated hardstanding in the form of car park and access road. There are a number of trees located along the boundaries of the site.



Site Proposal

The site is suitable for medium/high residential development.

Development should respond positively to the site's characteristics including its frontages to the railway, Frizinghall Road and the junction with Frizley Gardens, and the footpath along the southern boundary.

Transport and Movement

- The site is located adjacent to Frizinghall rail station and therefore the development would be required to minimise traffic generation.
- Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- TROs may be required on Frizinghall Road to prevent on-street parking and protect visibility splays.
- The site has received approval for a residential development (12/01153/OUT) and therefore the above requirements would only apply to any new proposals.

Relevant Planning History

The site was granted outline planning permission for the construction of a residential development of 42 dwellings (12/01153/OUT).

Expected Development

42 residential units.

NBW3: Thornhill Avenue

Address: Thornhill Avenue, Bradford

Site Size: 0.6ha

Existing Use: Open space

Proposed Use: Residential

Flood Risk: 1

The Site

Greenfield housing site carried forward from the RUDP. The site is surrounded by industrial and residential development.



Site Proposal

The site is suitable for medium density residential development.

Transport and Movement

- Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network.
- The site is accessed from Thornhill Avenue which currently terminates in a cul-de-sac whereby access to the site is gained via a public right of way linking up to St Laurence's Close to the south. In order to maintain the width of the highway, the development would need to make provision for relocation of on-street parking for residents of Thornhill Avenue and thereby maintain access to all dwellings in this location.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling. Development should retain the pedestrian link between Thornhill Avenue and St.Laurence's Close.
- Improvements to bus infrastructure may also be required.

Relevant Planning History

Approval for the construction of 21 dwellings (14/03648/MAR).

Expected Development

21 residential units.

NBW4: Bolton Hall Road

Address: Victor Works Bolton Hall Road,
Wrose, Bradford West Yorkshire
BD2 1BQ

Site size: 0.84

Existing Use: Industrial

Proposed Use: Residential

Flood Risk: 1

The Site

Disused warehouse with adjoining mill and industrial buildings with previous outline permission for residential development.



Site Proposal

The site is suitable for medium density residential development. The potential for conversion of existing mill buildings should be considered.

Transport and Movement

- An acceptable site access could be provided from Bolton Hall Road subject to provision of appropriate visibility splays and on-site turning area to accommodate refuse vehicles.

Relevant Planning History

Outline planning permission was granted in 2005 for residential development (05/08065/OUT).

Expected Development

35 residential units.

NBW5: Valley Road Flats

Address: Land east of Valley Road, Bradford

Site Size: 0.76ha

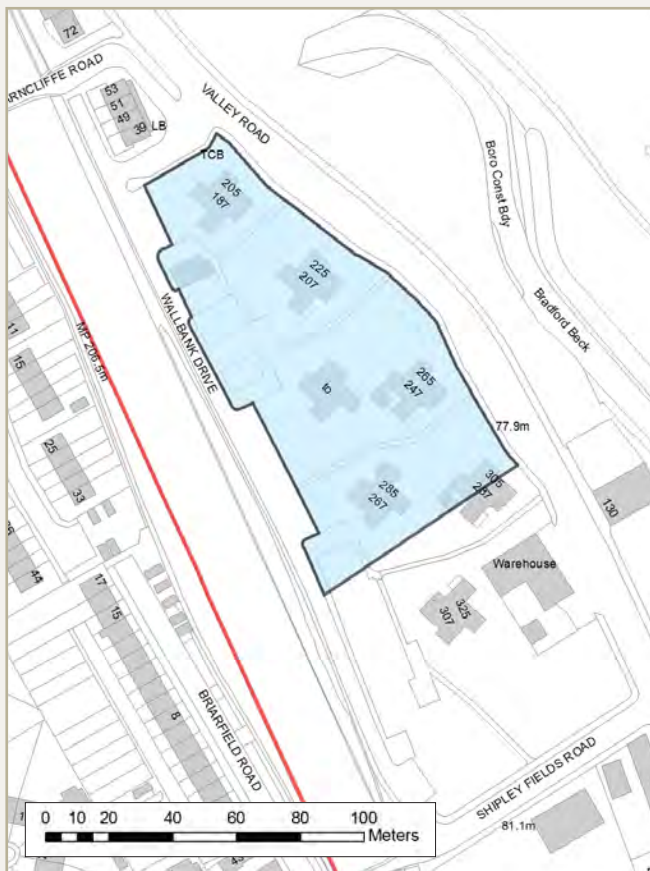
Existing Use: Residential

Proposed Use: Residential

Flood Zone: 1-3 (zone 2 and 3a limited)

The Site

The site comprises existing social flats and incidental open space where some demolition has taken place. It has prominent frontages to both Valley Road and the railway line.



Site Proposals

The site is suitable for medium density residential redevelopment.

The site is identified as an opportunity for ecological enhancement including green roofs and native orchard /meadow creation in the Ecological Assessment. Redevelopment proposals should consider opportunities for ecological enhancements where feasible.

Development will be expected to be supported by a site specific flood risk assessment.

Transport and Movement

- A suitable site access can be provided from Wallbank Drive. There should be no direct vehicular access from Valley Road.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.

Expected Development

30 residential units

NBW6: North Queens Road

Address: Land between Queens Road and North Avenue, Manningham

Site size: 0.8ha

Existing Use: Waste management

Proposed Use: Residential

Flood Zone: 1

The Site

The site is partly in use as a reclamation yard.



Site Proposal

The site is suitable for medium density residential development. Development should safeguard and where possible, enhance the St Paul Conservation area.

Transport and Movement

- Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network.
- The existing site access may lead to conflicts particularly with right turning traffic manoeuvres at Midland Road and Valley Road junctions. Access off North Avenue would be preferred though this is unlikely to be practical due to the level difference between the highway and the site. If the existing site access is to be used then this would need to be brought up to adoptable standards as a traditional estate road.
- The development will be expected to provide improvements to pedestrian and cycle links within and through the site to existing networks to help to connect the development to the surrounding area and encourage walking and cycling.

Expected Development

30 residential units.

NBW7: Bolton Woods Flats

Address: Land between Livingston Road and Stanley Road, Bolton Woods

Existing Use: Vacant residential

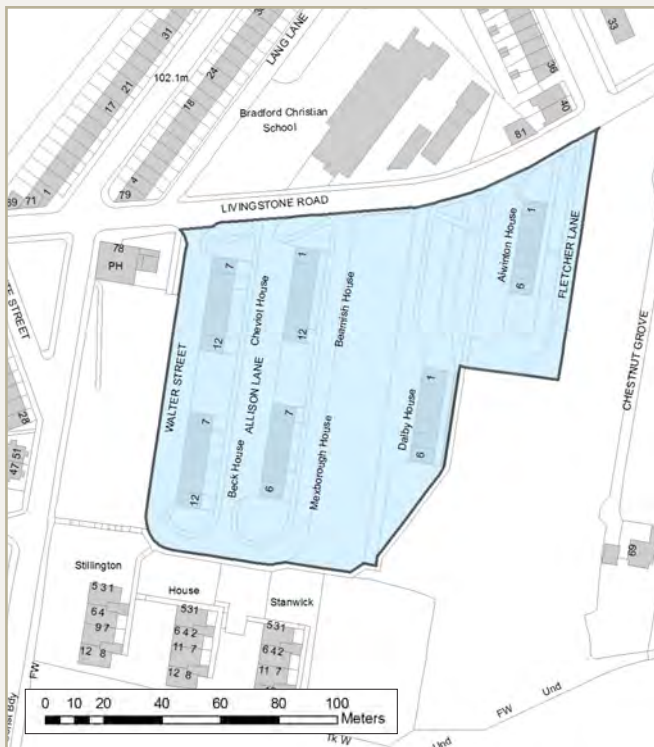
Proposed Use: Residential redevelopment

Site Size: 1.4ha

Flood Zone: 1

The Site

The site comprises former social flats and incidental open space, where some demolition has taken place.



Site Proposals

The site is suitable for medium/high residential redevelopment. Redevelopment proposals should demonstrate how the scheme connects to surrounding communities and relates to future development of the adjacent New Bolton Woods scheme (NBW1).

Transport and Movement

- Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network.
- The development will be expected to provide improvements to pedestrian and cycle links within and through the site to existing networks to help to connect the development to the surrounding area and encourage walking and cycling.

Expected Development

70 residential units.

Development Constraints

Development proposals will need to consider the potential presence of unstable land and any planning applications are expected to be accompanied by a Mining Risk Assessment as required under Core Strategy Policy EN8.

BWQ1: Bolton Woods Quarry

Address:	Land comprising Bolton Woods Quarry, Bradford
Existing Use:	Working quarry
Proposed Use:	Residential with small scale retail and community uses
Site Size:	29.33ha
Flood Zone:	1

The Site

The site is located in the heart of the Corridor and occupies a strategic position above the New Bolton Woods site.

The site comprises a large area of land currently in use as an existing working quarry. The site is previously developed land of strategic size and scale. The comprehensive redevelopment of the quarry presents a key opportunity for delivering significant level of housing development and environmental improvements in the heart of the Corridor. The quarry owners are committed to bringing the site forward for comprehensive regeneration.



Site Proposals

Following the end of quarrying activity, Bolton Woods Quarry will be suitable for comprehensive redevelopment consisting of:

- approximately 1000 residential units
- supporting non residential uses of a local scale. to meet day to day needs.
- new high quality on site open space, play areas and ecological areas.

The landowners should work with the council, key stakeholders, and the community to bring forward a scheme which will deliver comprehensive regeneration and identified infrastructure for the site as a whole. Proposals should contribute to delivering the vision for the Centre Section and the Urban Eco Settlement principles established in the AAP.

Housing Mix

To deliver a vibrant and sustainable community the development will be expected to:

- incorporate a mix of house types and sizes, including a high proportion family sized housing.
- include specialist housing products for older people and a proportion of accessible homes and custom build/self build plots with the site subject to local demand.
- deliver homes built to high standards of sustainable design and construction. The use of innovative low carbon housing will be supported and encouraged.

Local Retail and Community Uses

- Supporting community facilities and small shops units will be supported to meet local day-to-day needs, in accordance with Core Strategy Policy EC5.
- Proposals will be expected to contribute to appropriate and proportionate improvements to existing education provision or new provision, in line with Policy SCRC/HSC3 Community Infrastructure.

Green Infrastructure and Ecology

The site is identified as a key opportunity to enhance green infrastructure and ecological assets and provide new green space within the development.

Development will be expected to:

- provide significant improvements to green infrastructure including the creation of new on-site open space, play areas and wildlife areas, which link to proposals developed as part of New Bolton Woods.
- protect and enhance the Wildlife Habitat Network in the immediate surrounds of the quarry and contribute to habitat creation as part of the quarry restoration. This should include the creation of heath land habitat/acidic grassland in line with the Ecological Assessment, where feasible.

Proposals should be supported by a Green Infrastructure Strategy in accordance with Policy SCRC/NBE1.

Sport, Recreation and Open Space

Development will be expected to:

- provide new high quality on site open space and play areas.

- where appropriate and feasible take advantage of opportunities to provide active sports and recreation, including mountain biking and climbing, to help deflect pressure from moorland habitats.
- contribute to an off site provision for playing fields in a suitable location.

Design and Heritage

Due to the size and significance of the site a Masterplan/Development Brief should be prepared to ensure that the site is developed in a comprehensive manner and that future phases relate well to each other. Proposals should be submitted for independent design review at an early stage. The Masterplan/brief should be based on a thorough understanding of the site and its surroundings and it should set out the approach with regard to:

- the movement framework
- landscape and open spaces
- land uses
- densities
- character areas
- townscape, scale and siting
- car parking
- development parcels

More detailed design code type guidance should be provided for different street types, open space types and character areas. It is recommended that an outline application is submitted for the whole site which sets out the overall design parameters for future detailed phases to follow.

Proposals will be expected to:

- integrate with new and existing communities and provide safe and attractive links to New Bolton Woods, surrounding communities and significant areas of green space.
- demonstrate how the scheme connects to surrounding communities and relates to future development at New Bolton Woods (NBW1).

Development should ensure elements which contribute to the character or setting of Grade II* Listed Bolton Old Hall and Bolton Old Hall Cottage are preserved. Any new development should seek to avoid harm to the significance of these heritage assets and take opportunities within their setting to enhance or better reveal their significance. Any scheme will be expected to include a well-designed and managed open landscaped setting that positively responds to the listed buildings, and provides effective separation between any new development and these heritage assets.

In order to safeguard the setting of the Grade II* listed buildings Bolton Old Hall and Bolton Old Hall Cottage, an area of land to the immediate south-west of these buildings and northwest between Cheltenham Road and Brookwater Drive, should be kept free from any from any new residential development, roads or other buildings. The extent of these areas shall be determined by a detailed and comprehensive analysis in the form of a Heritage Impact Assessment, to be submitted in support of any planning application for development of the site. The Heritage Impact Assessment shall evaluate the contribution made by the setting of the identified heritage assets, including important views and other attributes that are important to the significance of the properties and their protection, and provide an open and landscaped setting that is required to sustain and enhance the significance of these assets.

This site lies on the opposite side of the valley to the Grade II Historic Park and Garden at Lister Park. Development proposals should have regard to the potential impact upon any important views from this Registered landscape.

Transport and Movement

- Any development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network including local primary roads and the strategic road network.
- A number of access points may be required to minimise impact on the strategic highway corridor along Canal Road. Appropriate access would be considered from Bolton Hall Road and Livingstone Road to the north and through the adjacent New Bolton Woods site to the south.
- The development should take account of the adjacent New Bolton Woods Masterplan proposals.
- A Travel Plan would also be required to ensure the site is sustainable and to minimise traffic impacts within and beyond the Plan area.

The development will be expected to:

- provide new/alternative sustainable transport solutions, to ensure the site is sustainable and to minimise traffic impacts within and beyond the Plan area boundary.
- be designed to ensure that bus access is achievable.
- provide improvements to pedestrian and cycle links within and through the site to existing networks to help to connect the development to the surrounding area and encourage walking and cycling. Improvements to bus infrastructure, including future links to the bus network, may also be required.

Minerals

- Any proposals for the redevelopment of the site should provide for the prior extraction of any remaining high quality stone reserves, and demonstrate it would not be affected by any unacceptable land stability risks, in accordance with Core Strategy Policy ENV12.
- Prior to the redevelopment of the quarry, proposals for the development of any land within 500m of the existing active minerals extraction site, will be assessed in accordance with Core strategy Policy EN12.
- Redevelopment proposals should consider any opportunities to utilise remaining mineral waste stockpiles as engineered fill and for any remaining stone reserves to be used to produce walling stone for use in the redevelopment of the site.
- Development proposals will need to consider the potential presence of unstable land and any planning applications are expected to be accompanied by a Mining Risk Assessment, in accordance with Core Strategy Policy EN8.
- Proposals should provide for environmental remediation of the quarry site. A low-level quarry restoration scheme is due to be submitted for approval by September 2017. Although the quarry restoration would not cover the potential residential end use, consideration should be given to how the quarry restoration scheme could optimise the potential of the site to facilitate a comprehensive development scheme for the site and should consider the potential engineering requirements associated with accommodating built development. It should be noted that any substantial engineering operations associated with preparing the quarry site for future development could not be covered under an outline planning application.

Site Constraints

Development proposals will need to consider the potential presence of unstable land and any planning applications are expected to be accompanied by a Mining Risk Assessment.

Part of the site intersects the National Grid Electricity Transmission.

Expected Development

1000 residential units, local retail and community uses to meet day to day needs, on site open/green space.

City Centre Fringe

City Centre Fringe Vision by 2030:

The area has maintained its role as a sustainable edge of centre location and a key link between Bradford city centre and the Canal Road Corridor.

The area will see a continuation of its present function, which will be enhanced through improved links to new developments in the Channel neighbourhood of the city centre and Centre Section of the Corridor.

The Canal Road Employment Area and Valley Road Retail Area will remain an attractive employment, business and bulky goods location, supported by new development and environmental improvements.

New Residential development will be set within a high quality green corridor running along Bolton Road. This will include a mix of family housing and flats, which are well linked to schools, green spaces and the city centre. Existing natural assets, including the Boars Well Nature Reserve and the Bolton Road green corridor, will be retained and enhanced.

New and improved pedestrian and cycle routes will provide better linkages between the Corridor and the city centre. This will include the southern section of the Canal Road Greenway and green infrastructure enhancements along the Dales Way Link.



Context

3.37 The City Centre Fringe forms a key link between Bradford city centre and the Corridor. The City Centre Fringe area is considered a viable edge-of-centre location. It is within walking distance of the city centre and Forster Square train station and is characterised by large retail units, employment uses and vacant areas, which could be improved through new development and environmental improvements.

3.38 The City Centre Fringe includes an area of commercial and industrial development stretching south along Canal Road from Hillam Road and Forster Square and Valley Road retail areas. This area has been successful in attracting new development over the past 15 years and it is not expected that the character of this area will significantly change in terms of land use.

3.39 An important green corridor runs alongside Bolton Road to the east of the AAP boundary. This green corridor links to other green spaces along within the AAP and provides a natural setting and buffer between Canal Road and residential communities to the east.

3.40 Despite the development potential of the area, a number of high profile regeneration projects are proposed within the city centre and these must have precedence over this area to ensure that the overall strength and vitality and viability of Bradford city centre is not undermined.

City Centre Fringe Development Framework

3.41 The City Centre Fringe will maintain and enhance its current role as a sustainable edge of centre location and key link between the city centre and the Shipley and Canal Road Corridor.

The City Centre Fringe - Heritage and Design

3.42 The key characteristics of the area, which should be considered in any proposed development, are:

- Boars Well as a key green infrastructure corridor and ecological asset.
- opportunities presented by the Bradford Beck to create a landscape feature.
- repair of the fractured and fragmented nature of the area in terms of its uses, townscape and movement structure and pedestrian and cycle links to the city centre.

3.43 Development within the City Centre Fringe will include:

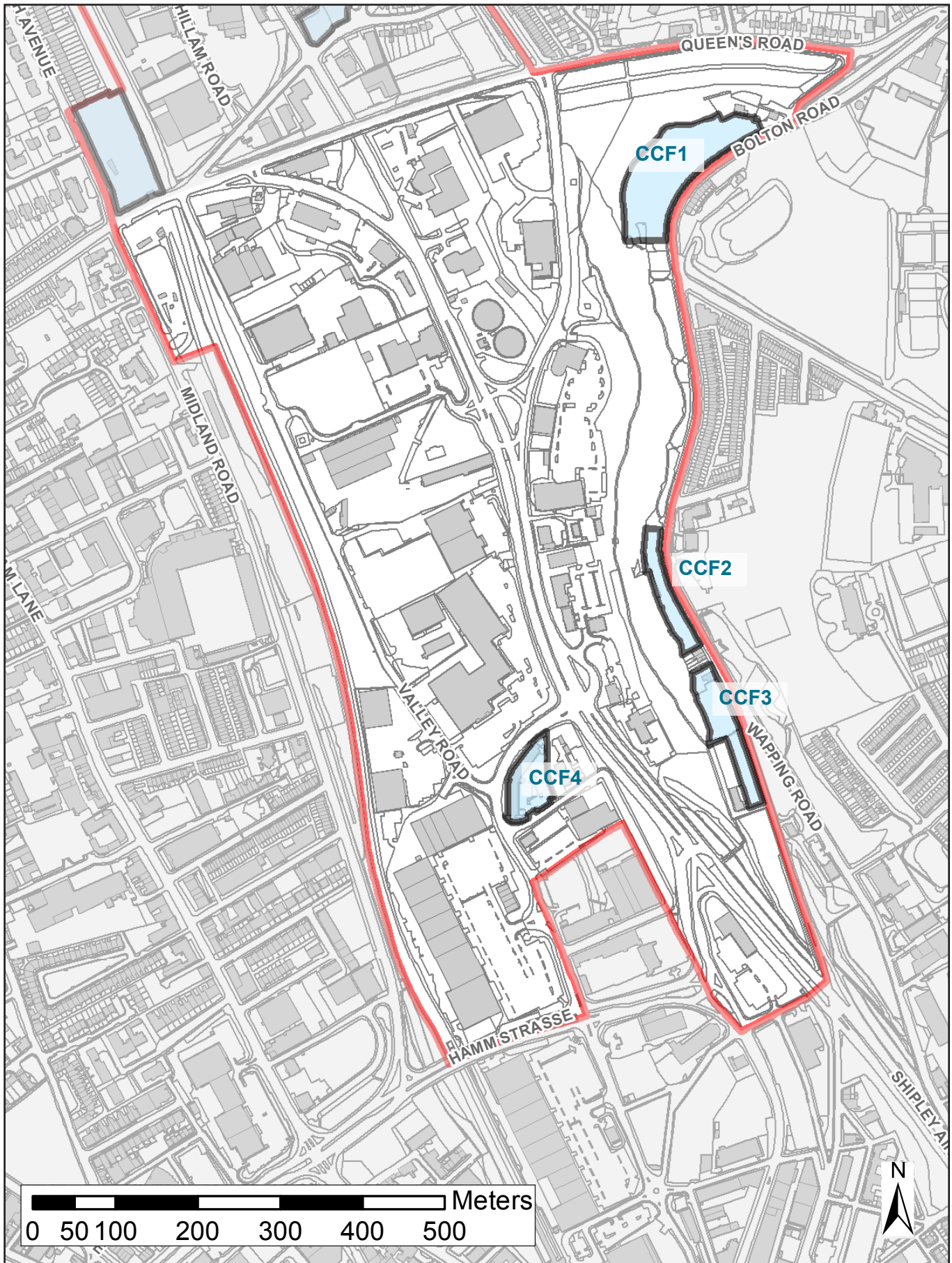
- the delivery of approximately 145 new homes;
- redevelopment of vacant/underused land and environmental improvements, including landscape and boundary works within Valley Road Retail Area and Canal Road Employment Area.
- development of a replacement supermarket on the site of the existing supermarket on Canal Road.
- new and improved walking and cycle routes, including enhancement of the Dalesway Link and completion of the southern section of the Canal Road Greenway, to connect the city centre to Shipley and new developments and green spaces along the Corridor.
- green infrastructure and ecological enhancements of Bradford Beck, Boars Well and the Bolton Road green corridor and along the route of the Canal Road Greenway.

Key Development Opportunities

- Valley Road Retail Area
- Canal Road Employment Area



Figure 8: City Centre Fringe Proposed Site Allocations



Policy SCRC / CCF1: City Centre Fringe Site Allocations

The sites put forward within the City Centre Fringe sub area of the Area Action Plan are allocated for the following land uses:

Ref.	Name	Proposed Use
CCF1*	Bolton Road Wapping	Residential
CCF2	Bolton Road	Residential
CCF3	Wapping Road, Bolton Road	Residential
CCF4*	Singleton Street	Residential

The sites listed above and shown on the Policies Map will be developed in accordance with the accompanying development considerations set out in the applicable allocation statements, the Area Action Plan policies, and other relevant policies of the Local Plan.

*Sites completed (post April 2013)

CCF1*: Bolton Road Wapping

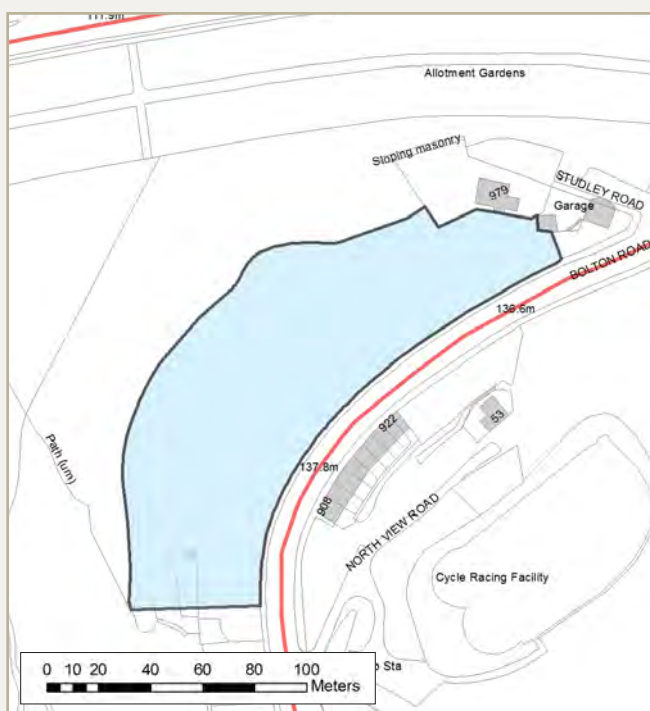
Address: Land to West of Bolton Road, Bradford

Site Size: 1.16ha

Existing Use: Vacant greenfield

Proposed Use: Residential

Flood Zone: 1



The Site

Site previously allocated for residential development with planning permission for 46 homes under construction (post 2013).

Relevant Planning History

12/04161/FUL: Approved residential development to create 46 dwellings.

Expected Development

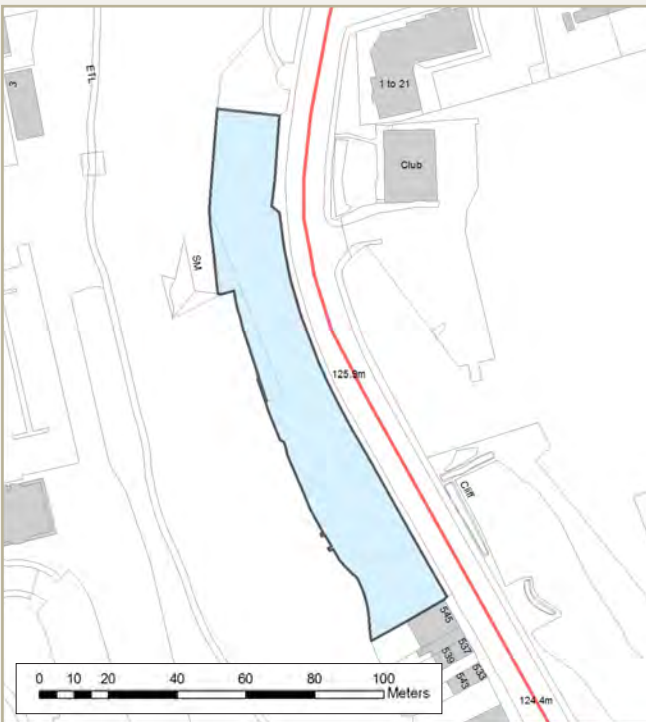
46 residential units.

CCF2: Bolton Road

Address: Land to West of Bolton Road, Bradford
Site Size: 0.31ha
Existing Use: Vacant greenfield
Proposed Use: Residential
Flood Zone: 1

The Site

Grassy bank sloping to the west containing some trees.



Site proposal

The site is suitable for medium/high density residential development. Development will be expected to protect the ecological corridor and Bradford Wildlife Area to the west of the site and link to the Green Corridor to the north.

Transport and Movement

- This is a narrow strip of land with a steep drop at the rear and it is unlikely that an internal access road could be created. Notwithstanding this, Bolton Road is relatively wide at this location and on-street parking or drives may be acceptable.

Expected Development

16 residential units

CCF3: Wapping Road, Bolton Road

Address: Land to West of Bolton Road, Wapping Road

Site size: 0.46ha

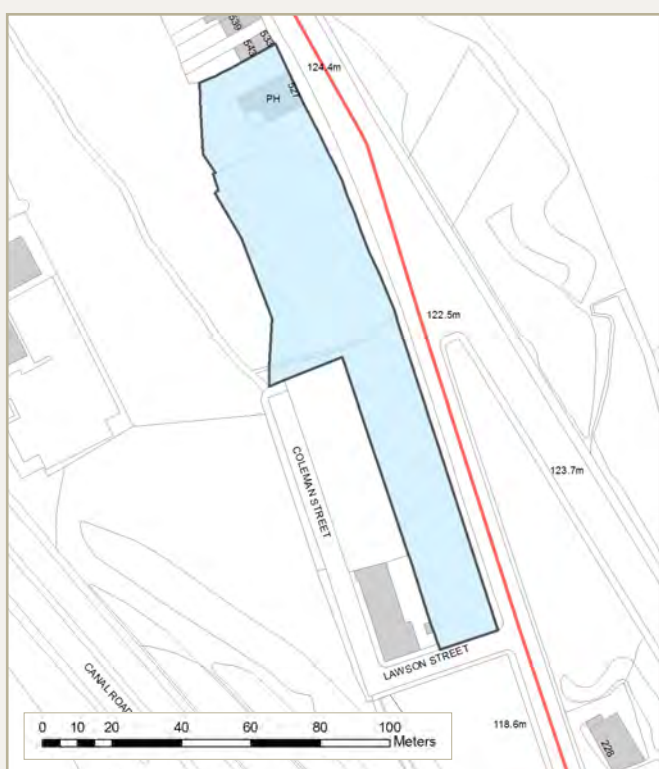
Existing Use: Vacant greenfield

Proposed Use: Residential

Flood Zone: 1

The Site

The site includes the vacant public house and level grassed area steeply sloping to the west. Part of the site has outline permission for 9 homes, with the total site having a total capacity of more.



Site Proposal

The site is suitable for medium/ high density residential development. Development will be expected protect the ecological corridor and Bradford Wildlife Area to the west of the site.

Transport and Movement

- The wider part of this site to the north has already been approved for 9 dwellings with access sited away from the Wapping Road junction.
- The remaining site is a relatively narrow strip of land with a steep drop at the rear. If an internal access road for parking and servicing can be created then development would be acceptable in highway terms. Any direct access to individual dwellings from Bolton Road at this location would be unacceptable in highway terms. The site may be more suitable for an apartment block located to the north close to the Wapping Rd junction and a car park sited to the southern end.

Relevant Planning History

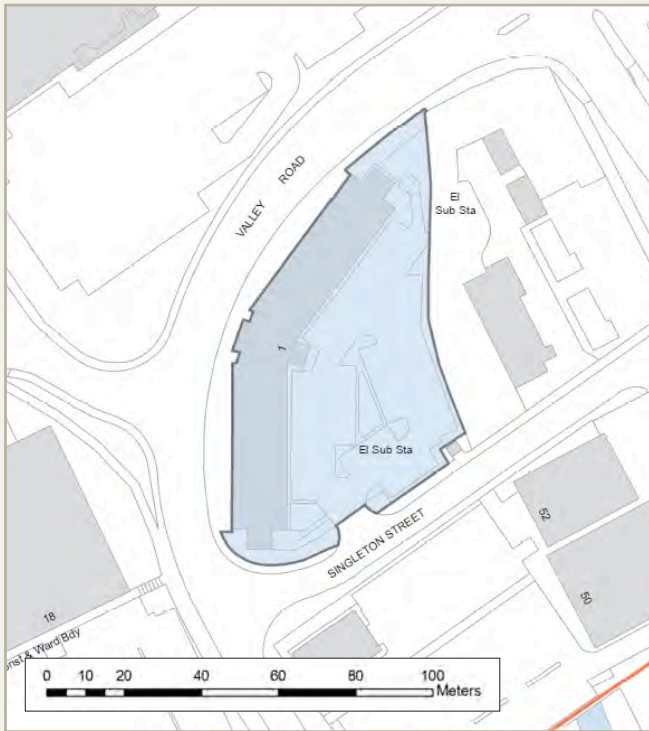
12/03244/OUT: Outline Planning permission was granted in 2012 for demolition of public house and residential development of 9 units on part of the site.

Expected Development

23 residential units.

CCF4*: Singleton Street

Address:	Land between Singleton Street and Valley Road
Site size:	0.39ha
Existing Use:	Vacant office
Proposed Use:	Residential
Flood Zone:	3 (3ai/3a)



Site Proposal

The site is suitable for change of use of office block to residential accommodation.

Transport and Movement

- The proposed change of use from office to residential would be unlikely to cause significant highway safety issues. Residential use is likely to generate a similar amount of traffic movements in the morning and evening peak hours as the existing office use, although the pattern of arrivals and departures is likely to be reversed. The existing level of parking provision is excessive for residential use considering the site is in a relatively sustainable location close to the city centre and public transport facilities.
- The existing vehicular access off Singleton Street is relatively wide and gated but is not suitable for pedestrian access without improvements.

Flood Risk

Development proposals will be expected to be supported by a site specific flood risk assessment and include the following measures:

- the identification and provision of safe route(s) into and out of the site to an appropriate safe haven.
- the implementation of flood mitigation measures on the ground floor.

Relevant Planning History

Change of use of an office block to residential accommodation under permitted development 13/04596/PNC.

Expected Development

60 residential units.

SECTION THREE

POLICY FRAMEWORK



SECTION THREE

POLICY FRAMEWORK

4.1 The policies and proposals set out in this section provide a framework to deliver sustainable development within the AAP area. The policy framework will ensure that future growth and development will deliver the vision and objectives of the AAP and relevant aspects of the Core Strategy.

4.2 Six Strategic Policy Themes have been identified which cover the main aspects of development, growth and change that the AAP will plan for.

Strategic Themes

1 Delivering a wide choice of high quality homes in the Corridor.

2 Achieving sustainable economic growth in the Corridor.

3 Maximising sustainable transport options and connecting the Corridor.

4 Mitigating and adapting to climate change along the Corridor.

5 Protecting and enhancing the natural and built environment of the Corridor.

6 Promoting healthy, strong and inclusive communities living in and alongside the Corridor.

Delivering a Wide Choice of High Quality Homes in the Corridor

4.3 This sub section seeks to take forward the following objectives in order to deliver the Vision for the Shipley and Canal Road Corridor:

SCRC AAP Objectives

- 1. Deliver an Urban Eco Settlement of over 3100 new homes** within the AAP boundary by 2030 that will create exemplar sustainable neighbourhoods, which encourage healthy lifestyles and contribute to the key aims of delivering a low carbon economy
- 2. Promote the effective use of land** by delivering at least 55% of new development within the AAP on previously developed land
- 3. Deliver a range of well designed high quality dwellings** which meet the District's current and future housing needs and support low carbon living
- 10. Enhance resident's health and education outcomes** through supporting development which encourages healthy lifestyles, promotes integration and improves access to good quality homes, jobs, schools, green space, sport and recreation facilities, and by reducing pollution and managing air quality along the Corridor particularly in identified Air Quality Management Areas.



Background

4.3.1 A significant role of the AAP is to support the delivery of new homes and sustainable neighbourhoods within the Shipley and Canal Road Corridor, to help meet the identified need for housing within the District and contribute to the regeneration of the Corridor.

4.3.2 The Shipley and Canal Road Corridor is identified in the Core Strategy as a housing growth area and proposed Urban Eco Settlement location in the Leeds City Region. Policies BD1 and HO3 of the Core Strategy propose a target 3,100 new homes in the Shipley and Canal Road Corridor. As the Core Strategy plan period is 2013-2030 the AAP will need to factor in any residential losses and completions (on sites of five units and above) post 2013.

4.3.3 The delivery of new homes in the Corridor presents an opportunity to accommodate a significant proportion of Bradford's housing target in a sustainable manner. Through its planning framework the AAP will aim to achieve the delivery of high quality new homes and sustainable urban neighbourhoods, which meet the District's housing needs. Policy SCRC/H1 establishes the housing target for the Corridor and sets out the broad locations for housing growth.

Policy SCRC/H1: Housing Requirement

The Shipley and Canal Road Corridor will deliver a minimum of 3100 new homes over the plan period through allocated development sites, with additional delivery of more homes through windfall development on unallocated sites and conversion of non residential buildings.

Housing development in the Shipley and Canal Road Corridor will include:

- 1. Major new housing development forming two new sustainable neighbourhoods in the Centre Section focused on the New Bolton Woods and Bolton Woods Quarry sites.**
- 2. Residential development as part of residential and mixed use sites around Shipley East, Dockfield Road and Shipley town centre.**
- 3. Delivery on identified housing sites in the City Centre Fringe.**

Policy Links

Core Strategy Policy BD1: The Regional City of Bradford including Shipley and Lower Baildon

Core Strategy Policy HO1: The District's Housing Requirement

Core Strategy Policy HO3: Distribution of Housing Development

4.3.4 Within the AAP boundary there are a number of factors which influence the scale, location and form of residential development which can be delivered. These include flood risk, the need to provide and safeguard areas for sport and recreation, green corridors and habitat networks and employment areas and infrastructure requirements. Core Strategy Policy HO1 states that Development Plan Documents (DPDs) such as the AAP will need to assess the projected losses to the existing housing stock from clearance and increase the level of allocations to compensate accordingly. Information from Registered Providers operating within the Corridor has identified that there are 122 residential units to be lost through stock clearance (Appendix C). Based on the Core Strategy target of 3100 new homes, the AAP will identify sites for at least 3222 new homes to compensate for losses of housing stock, in accordance with Core Strategy Policy HO1. The Council has identified that 156 units have been delivered on three fully completed sites in the AAP (NBW1 phase 1, CCF1 and CCF4) post 2013. In addition 63 units have been delivered on unidentified sites of 5 units or more post 2013. Any completions post 2013 on sites of 5 units or more will contribute to meeting the Core Strategy housing target for the AAP. Factoring in 219 completions and 122 residential losses post 2013 results in a net housing target for the SCRC AAP of 3003 units by 2030 for the remaining undeveloped AAP site allocations.

4.3.5 The AAP will contribute to the housing growth in the district and identifies sufficient sites to meet the AAP housing target for over 3222 new residential units. A list of residential development sites, including estimated targets and delivery timescales for each site is identified in Appendix C. The majority of the sites identified for residential development are located on previously developed land (PDL). This accords with Core Strategy Policy HO6 and will play an essential part in meeting the Core Strategy's PDL target for the Regional City as a whole. The AAP will aim to deliver regeneration within the Corridor, which includes bringing forward large scale residential development sites in the Centre Section of the Corridor. In line with Policy HO4 of the Core Strategy and in order to support delivery and regeneration in the Corridor, all residential sites will be released for development at the start of the plan period.

4.3.6 The residential sites have been identified through the preparation of the AAP and builds on work undertaken as part of the masterplans for the Shipley and Canal Road Corridor, Strategic Housing Land Availability Assessment (SHLAA), planning approvals and other detailed studies that form the evidence base for the AAP.

4.3.7 The AAP reflects a realistic and deliverable approach to providing new homes within the area. The AAP Viability Study has demonstrated that the

identified sites are deliverable over the plan period. Taking these factors into consideration the AAP identifies sites for approximately 3223 new homes. Table 1 (*below*) identifies the level of housing to be provided within each AAP Sub Area.

Table 1: Sub Area Housing Numbers

Sub Area	Estimated Housing Delivery
ShIPLEY	700
Centre Section	2378
City Centre Fringe	145
AAP Total	3223

Delivering new homes and sustainable neighbourhoods

4.3.8 To support the Urban Eco Settlement ambitions it is important that housing growth in the Corridor delivers a wide range of high quality homes. Across the Corridor evidence in the latest Strategic Housing Market assessment (SHMA) 2013 indicates that there is a requirement to deliver a variety of dwelling types and sizes, including more family sized homes. The delivery of high quality market and affordable housing is also required to meet identified needs and support the regeneration of the District. The delivery of affordable housing in the Corridor is important as the SHMA has indicated that the majority of affordable housing need within the District is focused on the Regional City of Bradford.

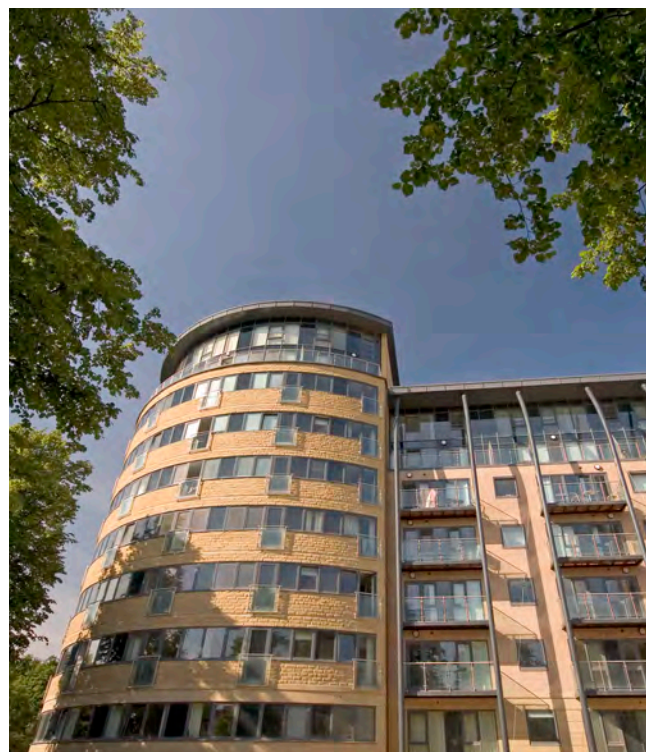
4.3.9 The AAP will aim to ensure future housing growth makes efficient use of land and delivers a mix and balance of housing and supporting infrastructure, which meets the District's strategic housing priorities and creates new sustainable neighbourhoods. Under Core Strategy Policy HO5 all sites in the Corridor will be expected to make the best and most efficient use of land, which means maximising yield while taking account of the need to arrive at a well designed layout which reflects the nature of the site, its surroundings and the type and size of housing needed in the area.

4.3.10 Sites within the Corridor are located within the main urban area with good access to local facilities and public transport, with areas such as Shipley Town Centre and Dockfield Road suitable for mixed schemes which may include flats. It is therefore considered that sites in the Corridor should normally achieve a density of at least 40 dwellings per hectare. Given their proximity to services, public transport and mixed urban character, Shipley Town Centre and Dockfield Road are considered suitable locations for higher density development in addition to other accessible areas of the Corridor well served by public transport.

4.3.11 The proposed density targets will ensure that land within the Corridor is used effectively. They have been informed by a range of evidence including the latest SHLAA, the general characteristics of each area, an assessment of the specific nature of the site being proposed for allocation and the nature and type of housing needed in each sub area. The policy has also been designed to allow flexibility should there be a limited number of sites, where for good planning or design reasons, the normal required density targets cannot be achieved.

4.3.12 Delivering a large proportion of the housing requirement for the AAP will require comprehensive regeneration and is focussed on two larger scale sites, New Bolton Woods and Bolton Woods Quarry, within the Centre Section of the Corridor. Delivering significant numbers of homes within these two key sites will be crucial to achieving the overall housing target for the AAP. These larger scale housing sites also present the opportunity to deliver specialist housing products and innovative sustainable homes, which contribute towards the overall housing mix, support low carbon living and meet accommodation requirements of specific household groups within the District.

4.3.13 It is important that appropriate supporting infrastructure is provided alongside new housing to help create sustainable neighbourhoods. As part of the larger scale residential developments in the Centre Section of the Corridor, there is a need to provide supporting infrastructure and a mix of uses in order to give residents opportunities to undertake day-to-day activities on site and to minimise the need to travel.



Policy SCRC/H2: Delivering New Homes and Sustainable Neighbourhoods

A. The council will work with land owners and developers to maximise the delivery of high-quality, sustainable and affordable homes on identified residential sites within the Corridor.

B. Residential schemes should create well designed homes and neighbourhoods, which perform well in terms of the Building for Life standard. The Council will support and encourage proposals seeking to achieve 'Built for Life' approval.

C. Developers will be expected to make the most efficient use of land, in accordance with Core Strategy Policy HO5. The council will expect residential development within the Corridor to normally achieve the following minimum densities:

- Shipley town centre- 100 dwellings per hectare
- Dockfield Road area and accessible sites well served by public transport - 50 dwellings per hectare
- All other areas within the Corridor- 40 dwellings per hectare.

The Council will accept either lower or higher densities where site specific circumstances demand this, in accordance with Core Strategy policy HO5.

D. Major residential proposals should contribute to the District's strategic housing requirements and meet identified local needs. Larger scale residential sites will be expected to deliver a range of housing types, sizes, and tenures and include a high proportion of family sized homes, with two to four bedrooms.

Affordable housing will be required, in accordance with Core Strategy Policy HO11.

Specific guidance on housing mix and expected development densities is set out in the relevant site allocation statements.

E. Larger scale housing sites should provide specialist housing products, including housing for older people, accessible homes and custom build/self build plots and the identified site specific supporting infrastructure necessary to meet local needs and create sustainable neighbourhoods.

Policy Links

Core Strategy Policy HO4: Phasing the Release of Housing Sites

Core Strategy Policy HO5: Density of Housing Schemes

Core Strategy Policy HO6: Maximising the Use of Previously Developed Land

Core Strategy Policy HO8: Housing Mix

Core Strategy Policy HO9: Housing quality

Core Strategy Policy HO11: Affordable Housing

Core Strategy Policy ID3: Developer Contributions

Core Strategy Policy ID4: Working with Partners

4.3.14 To support Urban Eco Settlement principles the Council will support and encourage new housing to meet the highest possible sustainable design standards and maximise on site renewable or low carbon energy measures, where feasible, in line with Policy SCRC/CC2 Sustainable Design and Construction. This will include support for the use of innovate and cutting edge sustainable housing products.

4.3.15 Building for Life 12 is the industry standard, endorsed by the Government, for well designed homes

and neighbourhoods. It is expected that all major residential schemes will use the Building for Life 12 criteria to inform their design and as a basis for dialogue with the Council and local communities from an early stage. Developers can apply for 'Built for Life' approval which is awarded to high quality, completed schemes which perform well under the Building for Life criteria. The Council will support and encourage those proposals that are seeking to achieve this.

4.3.16 To maximise opportunities to deliver new housing, appropriate housing densities should be

delivered on residential sites. Within the Corridor residential development will be expected to achieve the minimum density targets set out in Policy SCRC/H2 where possible, in accordance with Core Strategy Policy H05. For the purposes of clarity the density targets set out in Policy SCRC/H2 relate to net density, which is determined by measuring the number of dwellings against the net developable area of the site. Higher density development, including flats and apartments, will be supported in suitable locations such as Shipley Town centre, Dockfield Road and other accessible areas of the Corridor well served by public transport. Well served is taken as areas within city or town centres, within an 800m radii around existing railway stations or within a 400m of a bus stop offering a service four times per hour. Expected development densities are set out in Policy SCRC/H2 and relevant allocation statements. The policy wording also allows for flexibility for the negotiation of either lower or higher yields where clearly justified by site specific issues when planning applications are submitted.

4.3.17 All major residential developments will be expected to incorporate a mix of housing types, sizes, prices and tenures in accordance with Core Strategy policy HO8. Within the Centre Section larger scale residential sites will be expected to include a large proportion of family sized homes. In defining an appropriate housing mix, regard will be had to local housing need and demand, the existing housing profile of the area and the characteristics of the site including its suitability for different housing types. The Council will encourage all new housing to be designed to be accessible and easily adaptable and will expect larger residential sites to include a proportion of new homes which meet accessible and adaptable housing standards, in line with Core Strategy Policy HO9.

4.3.18 Within the Centre Section the Council will work with partners, to maximise opportunities for delivering high-quality, sustainable and affordable homes, and the provision of supporting infrastructure as part of the development of the New Bolton Woods and Bolton Woods Quarry sites. Proposals will be expected to consider the local need and demand for the inclusion of specialist housing products, such as specialist housing for older people and custom build/self build plots, and take opportunities to meet this need within the site.

4.3.19 Affordable Housing will be required in accordance with the thresholds and percentages set out in Core Strategy HO11. To ensure affordable housing is maximised on larger scale developments, where a reduction in affordable housing is sought due to financial viability, the viability of the scheme should be considered on a phased basis as each phase of the development comes to be delivered.

4.3.20 Further guidance on housing mix and supporting infrastructure is set out in the site allocation statements and the community infrastructure and retail sections of the AAP.

Key Evidence

- Strategic Housing Land Availability Assessment (2015)
- Strategic Housing Market Assessment (2013)
- Shipley and Canal Road Corridor Strategic Development Framework (2013)
- Shipley and Canal Road Corridor Viability Assessment (2015)
- Shipley and Canal Road Corridor Local Infrastructure Plan (2015)

Monitoring and Delivery

4.3.20 Housing delivery within the AAP will be monitored within the Annual Monitoring Report (AMR) and site allocations will be kept under review through the Strategic Housing Land Availability Assessment.



Achieving Sustainable Economic Growth in the Corridor

4.4 This sub section seeks to take forward the following objectives in order to deliver the Vision for the Corridor:

SCRC AAP Objectives

- 4. Support sustainable economic growth** and the transition to a low carbon economy by protecting and enhancing established employment areas and promoting a wide range of high quality economic development opportunities within the Corridor.
- 5. Support and enhance the vitality and viability of the city and town centres** of Bradford and Shipley as thriving places for shopping, living leisure, tourism and business.
- 10. Enhance resident's health and education outcomes** through supporting development which encourages healthy lifestyles, promotes integration and improves access to good quality homes, jobs, schools, green space, sport and recreation facilities, and by reducing pollution and managing air quality along the Corridor particularly in identified Air Quality Management Areas.

Background

4.4.1 The Shipley and Canal Road Corridor has historically been, and remains, a corridor of industry and employment and includes areas that are home to a diverse range of established businesses and employers. The Corridor currently provides significant employment opportunities and is popular with many business sectors. Shipley town centre and its surrounding areas continue to provide a substantial employment base for many residents. The Corridor also includes, and is bordered by, some of the most deprived areas within the District.

4.4.2 The Regional City of Bradford (including Shipley) is the principal focus for economic development and growth in the District. Given the extensive need to provide and maintain jobs within the District, the Core Strategy sets out that the City of Bradford will need to deliver approximately 100 ha of new employment land over the next 15 years (Core Strategy Policy E3). In addition, Core Strategy Policy EC4 seeks to support existing employment areas to ensure they continue to provide job opportunities for the District's residents as well as investment potential for the District's entrepreneurs.

4.4.3 Evidence suggests additional demand for employment land in the Corridor is relatively modest, although there is a high degree of loyalty from existing businesses. The main take up of employment land in the District in recent years has been in the M606 corridor, south of the city centre (Bradford District Employment Land Review Study). However, it is

important that the AAP supports economic growth and job creation and safeguards existing businesses to ensure regeneration benefits' surrounding communities and the Corridor is an attractive place to live and work.

4.4.4 To support the Eco Settlement principles it is also important that the AAP delivers genuine mixed-use communities and that unsustainable commuter trips are kept to a minimum. This will be achieved by delivering and safeguarding local employment opportunities within the Corridor that are easily reached by walking, cycling and/or public transport.



4.4.5 The AAP will contribute to sustainable economic growth in the District and identifies areas where suitable economic development and employment uses will be supported and safeguarded. Policy SCRC/SE1 aims to support regeneration and job growth in the Regional City of Bradford and deliver sustainable economic growth in the Corridor.

Policy SCRC/SE1: Sustainable Economic Growth

Economic development in the Shipley and Canal Road Corridor will include:

1. **New business and commercial uses as part of mixed use developments in Shipley Town Centre, Dockfield Road and Shipley East.**
2. **New employment generating uses within the New Bolton Woods development.**
3. **Safeguarding and enhancing the Canal Road Employment Zone as an important employment area.**
4. **Redevelopment of land and sites within Valley Road Retail Area.**

Policy Links

Core Strategy Policy BD1: The Regional City of Bradford including Shipley and Lower Baildon

Core Strategy Policy EC1: Creating a successful and competitive Bradford District economy within the Leeds City Region

Core Strategy Policy EC2: Supporting Business and Jobs Creation

Core Strategy Policy EC4: Sustainable Economic Growth

Core Strategy Policy EC5: City, Town, District and Local Centres

4.4.6 Within the Shipley sub area the Council will support appropriate business and commercial uses as part of mixed use development, to help add to the vibrancy and mix of uses both within the town centre and surrounding areas such as Dockfield Road and Shipley East.

4.4.7 Bradford city centre is considered the prime focus for office development in the District. Substantial out of centre office development in the Corridor will not be supported as this would risk adversely impacting the aim of creating a centralised business district within Bradford city centre. The exception to this is Shipley town centre, where the Council will encourage office and business uses of an appropriate scale, in accordance with Core Strategy Policy EC5.

4.4.8 The Council will support new employment uses within the New Bolton Woods site as part of a residential led development to mitigate the loss of existing employment land and provide new employment opportunities.

Employment Land in the Corridor

4.4.9 Supporting existing businesses and job creation is a key aim of AAP. Core Strategy Policy EC4 sets out a range of mechanisms to support sustainable economic growth, including through identifying Strategic Employment Zones. Strategic Employment Zones include parts of the urban area where existing employment uses predominate, which are protected for employment uses and uses which support the function of the employment zone.

4.4.10 In these areas traditional employment activities will continue to play an important role in providing jobs for local communities and are considered as the most appropriate locations for new industrial development within the Corridor.

4.4.11 Policy SCRC/SE2 aims to safeguard and enhance the Canal Road Employment Zone in order to maintain an adequate supply of employment land within the AAP boundary.

Policy SCRC/SE2: Canal Road Employment Zone

The Canal Road Employment Zone is identified on the Policies Map.

Development proposals within the Canal Road Employment Zone will be assessed in accordance with Core Strategy Policy EC4.

Policy Links

Core Strategy Policy EC4: Sustainable Economic Growth

Core Strategy Policy WM1/WM2: Waste Management

SCRC Policy SCRC/ST6: Canal Road Greenway

SCRC Policy SCRC/NBE1: Green Infrastructure

4.4.12 The following Employment Zones are defined on the Policies Map:

● SCRC/SE2 Canal Road

The Canal Road Employment Zone has been carried forward from the RUDP 2005. The employment zone now excludes the area located within the New Bolton Woods (NBW1) site to the east of Canal Road.

4.4.13 Within the Canal Road Employment Area new employment uses (use classes B1 (excluding offices), B2 and B8) and the investment, refurbishment or redevelopment of existing employment premises will be supported. Other uses will only be permitted where it can be demonstrated that they will support the predominantly industrial and commercial function of the area in accordance with Core Strategy Policy EC4.

4.4.14 In determining planning applications, the Council will have regard to average employment densities for different floorspace. Proposals for new waste management facilities will be assessed against relevant waste policies in the Core Strategy and Waste Management DPD.

4.4.15 To support the Green Infrastructure Framework (Policy SCRC/NBE1) within this area, development proposals on land adjoining Canal Road and Hillam Road, where feasible, should incorporate high quality soft landscaping and boundary treatments and attractive road frontages, to enhance the Canal Road Greenway route and provide a high quality environment on a key gateway route into the city centre.

Valley Road Retail Area

4.4.16 The Valley Road Retail Area consists of an existing area of large retail units including a Tesco store and Forster Square Retail Park. The Valley Road Retail Area is considered an appropriate edge of centre expansion area for the city centre for large format bulky goods uses. New employment opportunities will be delivered in the Valley Road Retail area, through the redevelopment of land and buildings for appropriate edge of centre business, commercial and retail uses.

4.4.17 The redevelopment of land and buildings within this area also provides an opportunity to improve the built environmental quality, and green infrastructure and ecological assets in the City Centre Fringe. This includes through enhancing routes along the Bradford Beck and Canal Road Greenway as key green links from the Corridor to Bradford city centre and Forster Square Station.

Policy SCRC/SE3: Valley Road Retail Area

The Valley Road Retail Area is identified on the Policies Map as an edge of centre expansion area for large scale bulky goods retail warehousing.

Within the Valley Road Retail Area proposals will be assessed in accordance with Core Strategy Policy EC5.

Policy Links

Core Strategy Policy EC5: City, Town, District and Local Centres

SCRC/NBE1: Green Infrastructure

SCRC/NBE3: The Bradford Beck

SCRC/ST6: Canal Road Greenway

4.4.18 The Valley Road Retail area has been carried forward from the RUDP 2005 as an edge of centre expansion area for larger scale bulky goods and is defined on the Policies Map SCRC/SE3.1. The area now excludes the area located within Bradford City Centre AAP Boundary. When applying the sequential test for main town centre uses in Core Strategy Policy EC5, where the relevant centre is the city centre,



developers will be expected to consider the availability of sites within the Valley Road Retail Area before the local planning authority is likely to consider out-of-centre locations. This is because the area adjoins the city centre boundary and is predominantly in retail use, providing opportunities for linked trips.

4.4.19 Within this area development proposals adjacent to the Bradford Beck and Valley Road should take opportunities to enhance the Bradford Beck where feasible, and incorporate and facilitate high quality Greenway cycle links.

Retail and Leisure

Background

4.4.20 There are two main centres identified in the Core Strategy retail hierarchy within and adjoining the AAP boundary (Bradford city centre and Shipley town centre), and a number of local centres in close proximity. A key objective for the AAP is to support and strengthen the vitality and viability of the centres of Bradford and Shipley.

4.4.21 The Bradford District Retail and Leisure Study (2013) identifies a shortfall of comparison goods provision and convenience units within Shipley town centre and that the town would benefit from additional representation from these sectors. The study identifies that there is capacity in Shipley to support additional convenience floorspace, including the need for a new foodstore, which is well connected to the town centre.

4.4.22 Overall to support the vitality of Shipley there is a need to improve the environmental quality in and around the town centre, and focus on strengthening and diversifying the function of the town centre to meet the future needs of the local community.

4.4.23 In terms of the scale of growth planned for in the AAP, the future retail needs of a significant increase in the local population resulting from over 3,100 new homes needs to be considered if genuinely sustainable communities are to be created. The Council, through Policy EC5 recognises (with reference to paragraph 38 of the NPPF) that as part of larger scale residential developments, there is a need to promote a mix of uses in order to provide opportunities to undertake day to day activities, including work.



4.4.24 As part of large scale residential development in the Centre Section there is an opportunity to deliver local shops and services located within walking distance of most properties to provide opportunities to undertake day-to-day activities. This includes a new Neighbourhood Centre as part of the New Bolton Woods development, to support significant future housing growth and existing communities within this sub area. Under Core Strategy Policy EC5.E and EC5.G it is considered that a new Neighbourhood Centre of an appropriate scale is justified within the New Bolton Woods site due to its accessibility and to support of the economic development strategy for the Corridor, as set out in Core Strategy Policy BD1. However, it is important that the scale of any new retail and town centre uses in this location is clearly justified in relation to current and future need and will not adversely impact the centres of Bradford and Shipley or other local centres.

Strategy for retail development in Shipley and Canal Road Corridor

4.4.25 Shipley town centre is the main shopping area to the north of the city centre and is the principal and preferred focus in the AAP for new convenience and comparison retail development. In addition, there will be retail development opportunities in the new Neighbourhood Centre in the Centre Section to meet local need, create and sustain an appropriate mix of uses, support local facilities and reduce the need to travel (in accordance with NPPF paragraphs 38 and 58).

4.4.26 Policy SCRC/SE4 sets out the overall strategy for retail development in the Shipley and Canal Road Corridor.

4.4.27 Site specific policies and proposals for the locations referred to in Policy SCRC/SE4 are set out within the relevant sub area Development Frameworks and relevant site allocation statements.

4.4.28 The new Neighbourhood Centre is identified on the policies map. As part of the new neighbourhood centre at New Bolton Woods, the Council will support retail development of an appropriate neighbourhood scale to meet local needs. Proposals will be required to demonstrate that they will not impact on the vitality and viability of higher order centres, in accordance with Core Strategy Policy EC5.

4.4.29 Retail development delivered as part of the New Bolton Woods development will be expected to be phased in relation to future housing growth, to ensure new retail growth in the this location meets local needs.



Policy SCRC/SE4: Strategy for Retail Development

Development in the Shipley and Canal Corridor will include:

1. Retail growth focused upon sites within and adjacent Shipley Town Centre
2. Retail development of an appropriate scale, as part of a new Neighbourhood Centre within the New Bolton Woods development. The Neighbourhood Centre is identified on the policies map
3. A focus on brownfield sites to ensure regeneration is as sustainable as possible
4. Small scale shops as part of larger scale residential developments to meet day to day needs.
5. Valley Road Retail area: edge of centre expansion area larger scale bulky goods.

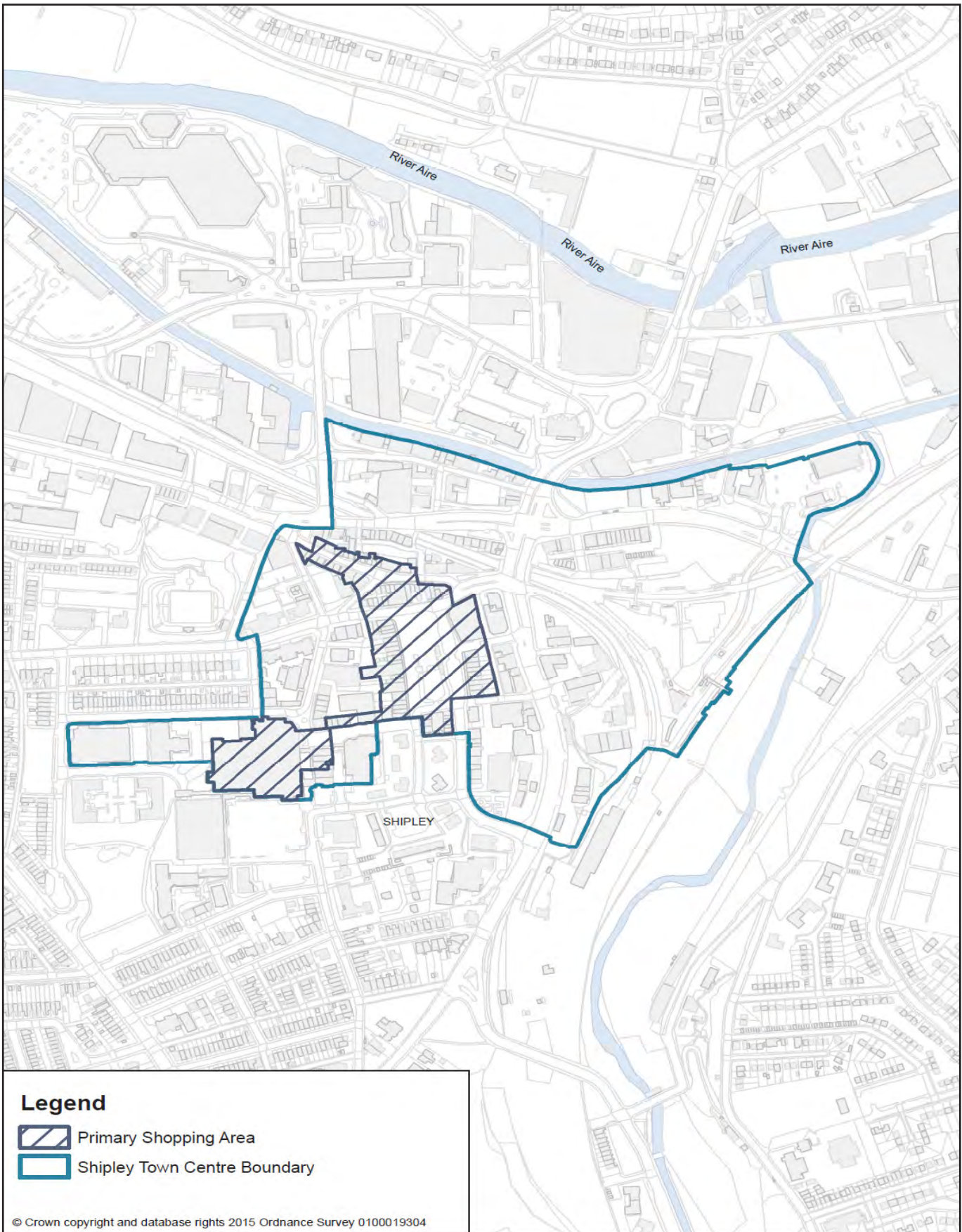
Policy Links

Core Strategy Policy BD1: The Regional City of Bradford including Shipley and Lower Baildon

Core Strategy Policy EC5: City, Town, District and Local Centres

SCRC/SE3: Valley Road Retail Area

Figure 9: Shipley Town Centre Boundary and Primary Shopping area



ShIPLEY Town Centre and Primary Shopping Area

4.4.30 The AAP defines the ShIPLEY Town Centre boundary and Primary Shopping Area (PSA). The Town Centre Boundary and Primary Shopping Area are identified on the Policies map and shown on Figure 9.

4.4.31 The PSA is concentrated on the Market Square, Kirkgate, Westgate, Manor Lane and Wellcroft and includes the Asda store. This area contains a high proportion of retail units, supported by a range of uses such as cafes, bars and financial and professional services. Outside of this area, there are a number of retail, service and leisure units within the town centre. It is important that the traditional retail function of the PSA is not undermined by the establishment and over concentration of non retail uses.

4.4.32 It is anticipated that the approved planning permission for a new food store, which is well connected to the town centre as part of the proposals at ShIPLEY East will meet the identified need for additional convenience floorspace in ShIPLEY. Therefore, no further sites or expansion of the PSA or town centre boundary are identified in the AAP.

4.4.33 An area of land to the south of Saltaire Road is currently identified in the RUDP as a town centre expansion site. This area is located outside the boundary of the AAP, however it is anticipated that the future retail needs of ShIPLEY over the plan period will be met through sites identified in the AAP. The status of this expansion site will be reviewed through the Allocations DPD, subject to the latest evidence of retail need in ShIPLEY.

4.4.34 The NPPF identifies that primary and secondary shopping boundaries should be defined in designated centres. However, evidence in the Retail and Leisure Study (2013) suggests the application of such frontage policy can often be counter-productive in terms of restricting activity and growth through other land uses, which still often add to the vitality and viability of a town centre. The PSA is therefore considered the principal tool to manage future retail development in ShIPLEY.

4.4.35 Policy SCRC/SE5 aims to support the vitality of ShIPLEY town centre and sets out the approach to managing future retail leisure and town centre uses.

Policy SCRC/SE5: ShIPLEY Town Centre and Primary Shopping Area

The role of ShIPLEY Town Centre as the focus for accommodating main town centre uses and the function of the Primary Shopping Area as the focus of retail activity will be maintained and enhanced.

The ShIPLEY Town Centre Boundary and Primary Shopping Area are identified on the Policies Map.

A. Retail development located within the Primary Shopping Area will be supported. All other retail development proposed within the ShIPLEY Town Centre boundary but outside the Primary Shopping Area will be assessed against Core Strategy Policy EC5. The Council will support all other main town centre uses proposed within the ShIPLEY Town Centre boundary in accordance with Core Strategy Policy EC5.

B. Within the Primary Shopping Area the development of non retail uses will only be supported where they will help to maintain or enhance the retail function of the Primary Shopping Area. The change of use of retail premises (use class A1) will not be permitted unless it can be demonstrated that the proposal will:

- 1. make a positive contribution to the primary shopping area and not harm its vitality and viability**
- 2. not harmfully dominate existing retail frontages**
- 3. maintain active ground floor uses, which encourage footfall into the primary shopping area, and**
- 4. be of a scale appropriate to the role and function of the Primary Shopping Area.**

C. The re-use of upper floors of premises within the town centre, for residential, office or appropriate commercial or community uses, which maintain or enhance the character and vitality of the town centre and broaden the range of services will be supported.

Policy Links

Core Strategy Policy BD1: The Regional City of Bradford including ShIPLEY and Lower Baildon

Core Strategy Policy EC5: City, Town, District and Local Centres

4.4.36 The Town Centre and Primary Shopping Area boundaries provide the basis for assessing proposals for main town centre uses in Shipley, in accordance with Core Strategy Policy EC5. The Shipley Town Centre Boundary and Primary Shopping Area boundaries are identified on the policies map (SCRC/SE5.1).

4.4.37 Within the town centre in addition to retail, the provision of a range of services and facilities (such as banks, building societies, estate agents, restaurants, cafes and drinking establishments), can broaden the range of activities and help to maintain the town centre's vitality and viability and use throughout the day and evening. 'Retail or other related uses' are defined as Use Classes A1-A5 or other similar uses such as gyms, arts and cultural premises and community facilities, which would add to the vitality of the area.

4.4.38 A retail focus will be maintained in the PSA and new retail development will be directed towards sites within and adjoining the PSA. The Council will require an impact assessment for development proposals for retail, office and leisure uses over 1,000 sq m gross floor space, in an edge or out-of-centre location.

4.4.39 A key aim of Policy SCRC/SE5 is to maintain and enhance the primary retail function of the PSA. However, the introduction of some appropriate non retail uses on ground floors (including cafés, restaurants and drinking establishments) will be supported where they would help to complement the retail offer and visitor experience, support and encourage longer shopping trips and generate activity outside normal shopping hours.

Market Provision in Shipley

4.4.40 Shipley market is an important local feature, which provides a focal point to the town centre, contributes to the range of shopping opportunities and choices whilst adding to the town centre's attractiveness to visitors.



4.4.41 To promote a competitive town centre environment, Policy SCRC/SE6 aims to support new market provision and retain and enhance Shipley market as part of any redevelopment proposals.

Policy SCRC/SE6: Market Provision

A. New market provision will be supported in Shipley town centre where it would support the vitality, viability and diversity of the town centre.

B. Any proposals to redevelop or improve the public realm of Market Square should seek to retain and enhance Shipley Market, in line with the Shipley Development Framework.

Policy Links

Core Strategy Policy BD1: The Regional City of Bradford including Shipley and Lower Baildon

Core Strategy Policy EC5: City, Town, District and Local Centres

Key Evidence

- Employment Land Review Study (2008) and Update (2011)
- Retail and Leisure Study (2013)

Monitoring and Delivery

4.4.42 To enhance Shipley town centre and help deliver the vision for its future the Council, in partnership with key stakeholders including local businesses and communities, will support the production of a Town Centre Strategy for Shipley. The strategy should take forward the AAP vision for Shipley and help towards creating a distinctive, attractive and vibrant town centre with a strong sense of place and identity.

4.4.43 A health check of the vitality of Shipley town centre will be undertaken as part of any update to the Bradford Retail and Leisure Study. The Council will monitor employment land and jobs creation against the employment requirement and the area targets as set out in the Core Strategy monitoring framework and through any update to the Employment Land Review.

Minerals and Waste

4.4.44 The only remaining active minerals extraction site within the AAP boundary is the southern part of the Bolton Woods Quarries, the northern part already having been restored and re-developed for housing. The quarry produces both building stones and construction aggregates. The site has the benefit of several old planning permissions, subjected to

minerals review in 2002, which allow quarrying to continue until February 2042.

4.4.45 The existing minerals extraction site at Bolton Woods Quarry has been reviewed through the AAP process. The site owners have indicated that the quarry is approaching the end of its life and is available for redevelopment within the plan period. The redevelopment of the quarry presents a key opportunity for delivering a significant level of new housing on brownfield land and environmental improvements in the heart of the Corridor.

4.4.46 The Bolton Woods Quarry site is allocated in the AAP as a large scale residential site. The Existing Minerals Extraction site and the Bolton Woods Quarry Extension and Buffer Zones have not been carried forward from the RUDP 2005. Any proposals for the redevelopment of the Bolton Woods Quarry site will need to provide for the prior extraction of any remaining high quality stone reserves, in line with the Bolton Woods Quarry site allocation statement and Core Strategy Policy ENV12.

Minerals Safeguarding

4.4.47 To safeguard mineral resources across the District the Core Strategy defines Minerals Safeguarding Areas. The majority of the AAP area is covered by the Coal Minerals Safeguarded Area, while part of the northern end of the AAP falls within the Sandstone Minerals Safeguarding Area.

4.4.48 Paragraph 143 of the NPPF promotes the prior extraction of mineral resources to avoid their unnecessary sterilisation by non-mineral development. Evidence indicates that there are coal resources present across most of AAP area, which are potentially capable of extraction using surface mining methods. The AAP will promote the prior extraction of the surface coal where feasible, as part of major development proposals within the AAP area.

4.4.49 Policy SCRC/SE7 aims to ensure that mineral resources are not unnecessarily sterilised by new development.

Policy SCRC/SE7: Minerals Safeguarding

In order that mineral resources are not unnecessarily sterilised, all new major development proposals within the AAP boundary must give full consideration to the extraction of mineral resources prior to development taking place, in accordance with Core Strategy Policy EN12.

Policy Links

Policy EN12: Minerals Safeguarding

4.4.50 All new major development proposals must submit evidence of the feasibility of prior extraction of mineral resources, in accordance with Core Strategy Policy EN12: Minerals Safeguarding. Any feasible prior mineral extraction will be expected to be followed by full remediation of the site.

Land Instability

4.4.51 As a result of the presence of surface coal resources, there is a limited legacy of past mining activity within the AAP area. There are recorded mine entries and areas of past shallow underground mining within Shipley and the Centre Section sub areas, which may pose localised risks to land stability. In these parts of the AAP, proposals will be required to fully consider ground conditions, in line with the requirements of paragraphs 120-121 of the NPPF and Core Strategy Policy EN8: Environmental Protection.

4.4.52 Within areas affected by mining hazards, development proposals will need to afford due consideration to the potential presence of unstable land and proposals should be accompanied by a Mining Risk Assessment, or equivalent. This requirement is set out in the relevant site allocation proposal statements.

Waste

4.4.53 The AAP will support the objectives of the Waste Management DPD by ensuring future development supports the sustainable management of waste, in accordance with the waste hierarchy.

4.4.54 Two existing waste management facilities are located within in the AAP boundary, the Associated Waste Management site north of Frizinghall station and the Crossley Evans site located to the south of Shipley town centre.

4.4.55 The Associated Waste Management site is a materials recovery facility (MRF). As the most advanced and highest capacity MRF within the District, within a central urban area, with good access to the Primary Road Network, the site is a very important component of Bradford's waste management infrastructure. The enclosure of waste stockpiles should allow the site to become a better neighbour to the communities of Frizinghall and Owlet and make the surrounding area more attractive for other forms of development in the future.

4.4.56 The Crossley Evans site is one of the three major metal recovery sites (MRS) located within the District. This site is also an important part of the District's waste management infrastructure, as a large established waste site within a central urban area with good connectivity to the primary road and rail network.

4.4.57 The use of the site for the open storage of scrap does detract from the quality of the townscape of Shipley, as viewed from the transport corridors of the A6037 and the Shipley – Bradford railway line. However, the visual impact of the site could be substantially improved through investment in additional site infrastructure, such as additional screening or new buildings.

Policy SCRC/SE8: Existing Waste Management Facilities

Proposals resulting in the loss of existing management facilities will be assessed in accordance with Core Strategy Policy WM1 and relevant policies in the Waste Management DPD.

Policy Links

Core Strategy WM1: Waste Management

Core Strategy Policy TR6: Freight Waste Management DPD

4.4.58 The Council will seek to safeguard existing waste management facilities in the Corridor, which are important to the delivery of Bradford's waste management hierarchy. Any proposals on existing waste management sites and for new waste management facilities will be assessed against the Waste policies in the Core Strategy and relevant policies in the Waste Management DPD.

4.4.59 The Crossley Evans Site is identified as a freight accessible site on the policies map (Policy SCRC/ST3) accordance with Core Strategy TR6. In considering any proposal on the Crossley Evans Site the Council will seek to encourage the protection of rail connected land for future uses that require rail freight use, in line with Core Strategy Policy TR6: Freight.

Key Evidence

- Waste Needs Assessment, Capacity Gap Analysis and Requirement Study (2013).

Maximising Sustainable Transport Options and Connecting the Corridor

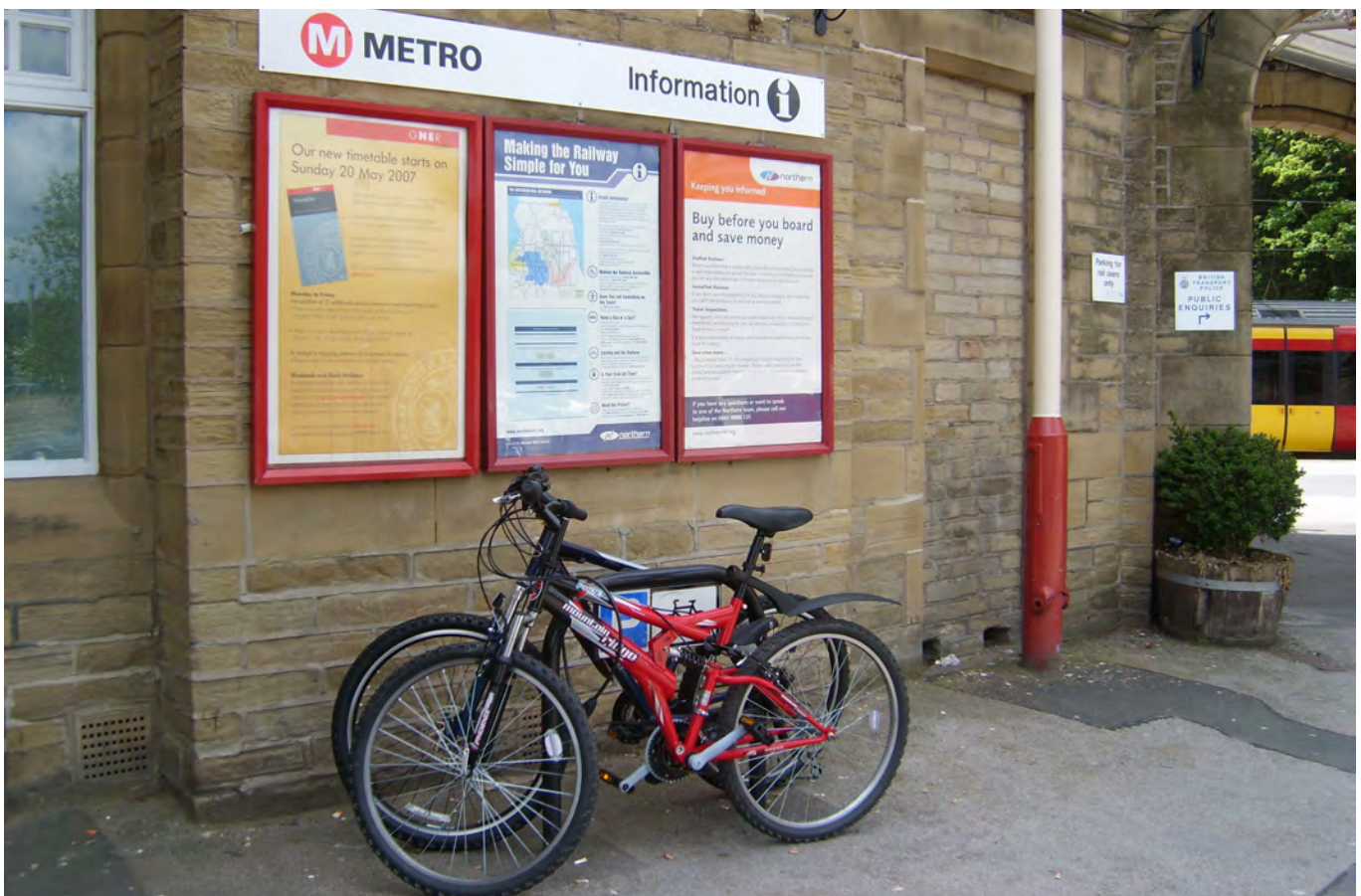
4.5 This sub section seeks to take forward the following objectives in order to deliver the Vision for the Shipley and Canal Road Corridor:

SCRC AAP Objectives

6. Enhance Shipley and improve links between the town centre, Saltaire, Shipley Station and the Leeds and Liverpool Canal through new mixed use developments, enhancements to the public realm and encouraging leisure and tourist developments, whilst respecting the ‘outstanding and universal value’ of the UNESCO World Heritage status of Saltaire.

9. Maintain and improve Canal Road as a key strategic transport route and maximise sustainable transport options by developing critical road and public transport infrastructure, including improvements to Canal Road and Shipley and Frizinghall stations and creating safe and attractive cycle and pedestrian routes linked to the Linear Park and Canal Road Greenway, connecting Shipley and Bradford.

10. Enhance resident’s health and education outcomes through supporting development which encourages healthy lifestyles, promotes integration and improves access to good quality homes, jobs, schools, green space, sport and recreation facilities, and by reducing pollution and managing air quality along the Corridor particularly in identified Air Quality Management Areas.



Background

4.5.1 This chapter sets out the AAP approach to transport and movement throughout the Corridor. It draws on a range of initiatives being undertaken to improve transport along the Corridor and the wider District including:

- Leeds City Region Economic Plan- West Yorkshire Plus transport Fund (WY+TF)
- West Yorkshire Local Transport Plan 2011 – 2026 (LTP3)
- Connecting Airedale
- Bradford Cycling Strategy 2012-2020 and the Canal Road Greenway
- Shipley Transport Hub
- Bradford District Low Emission Strategy (2013)

4.5.2 The Shipley and Canal Road Corridor is an important transport corridor, which provides a key link between Bradford city centre, Shipley and Airedale. The majority of the corridor is formed by the A6037 Canal Road/Valley Road. Canal Road is a strategic route within the wider Leeds City Region, linking areas within the Bradford District and beyond.

4.5.3 The Airedale Corridor which links Bradford to Shipley and Keighley is a significant priority regeneration area within the Leeds City Region. A partnership between the Council, West Yorkshire Combined Authority and the Airedale Partnership has developed the 'Connecting Airedale' strategy. This strategy aims to address transport problems in a sustainable way to improve the safety and efficiency of the local transport system for all users. Improving the Canal Road Corridor is one of the key stages of Connecting Airedale within the AAP, with others being Shipley Town Centre improvements and the Shipley Eastern Relief Road.

4.5.4 Key transport issues for the Corridor include:

- Congestion and queuing during peak periods along Canal Road, in particular the Valley Road / Otley Road and Canal Road / Stanley Road junctions, and areas around Station Road and Bolton Lane and Shipley town centre.
- Shipley town centre benefits from excellent public transport facilities and the Corridor is served by two railway stations at Shipley and Frizinghall, although these stations have access and parking issues. Canal Road/Valley Road itself is, in part, not particularly well served by buses.
- National Cycle Route 66 connects Bradford to Shipley along the Corridor, parts of which has been updated through the Canal Road Greenway. Improvements to this route are required from Stanley Road to the city centre. The Airedale Greenway

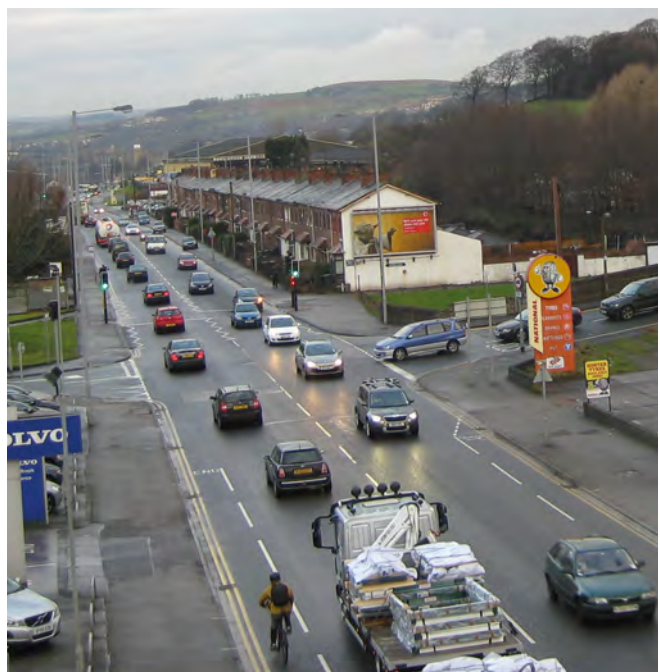
passed through the north of the area, linked by the Leeds and Liverpool Canal towpath.

- The importance of improving pedestrian and cycle links around Shipley, in particular between the town centre and the railway station, to reduce severance whilst maintaining traffic flow.
- Future development will generate significant amount of additional trips and to accommodate growth in traffic, transport interventions and mitigation will be required.

4.5.5 A key role of the AAP is to direct future investment for key transport infrastructure required to support the delivery of planned growth. The AAP identifies the transport interventions necessary to accommodate planned growth and maximise existing highways and public transport infrastructure in the short to medium term. The AAP also identifies and safeguards the key transport infrastructure and land required to deliver transport improvements in the longer term.

Accommodating growth and mitigating impacts on the transport network

4.5.6 To support the AAP a Transport Study has been undertaken to ensure planned development can be accommodated, while ensuring Canal Road maintains its function as a strategic transport corridor. Analysis indicates that the transport network will be able to accommodate demand levels associated with the sites and level of growth planned for in the AAP, as long as the required transport improvements and mitigation are delivered and that access to major new sites are designed to accommodate traffic associated with those sites.



4.5.7 At a strategic level the AAP will aim to address transport impacts resulting from proposed growth in the Corridor through the following key measures:

- Increasing the capacity and function of the road network through highway and junction improvements along Canal Road and around Shipley.
- Mitigating the impacts of new development through the location of development in accessible locations, supporting mixed use development and ensuring

new development links to public transport and contributes to local transport improvements.

- Maximising sustainable transport options and improving the pedestrian and cycle network.

4.5.8 The key transport measures required to improve the transport network in the Corridor and to support new development are set out in Table 2 below and shown in Figure 10 (p89).

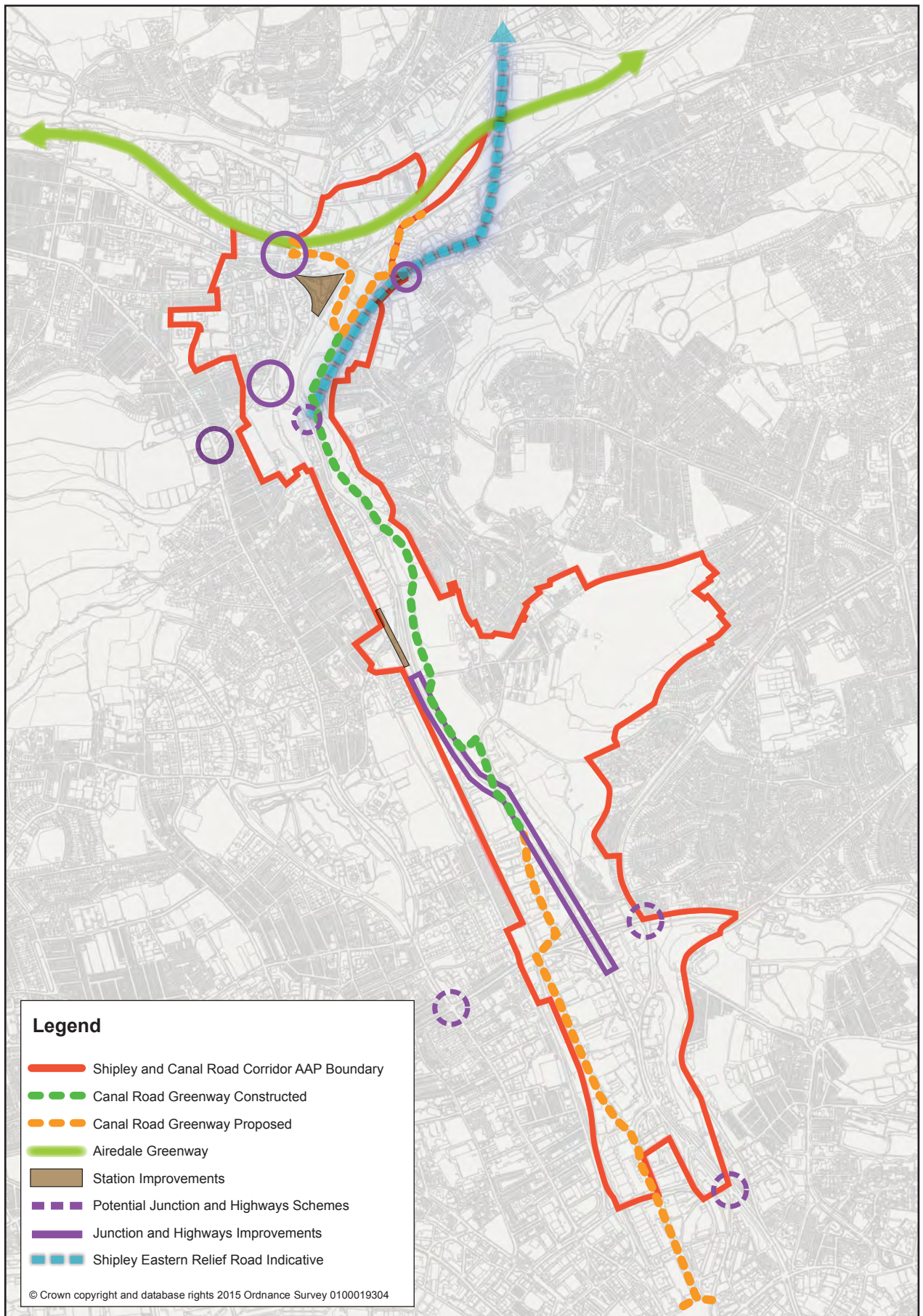
Table 2: Key Transport Measures

Measure	Intervention	Details	Delivery
Highway and Junction Improvements	Canal Road/ Stanley Road junction improvements	New signalised junction between Canal Road and Stanley Road (supporting development proposals at New Bolton Woods)	Local Pinch Point Fund to be delivered by 2015 Short Term
	Valley Road/Otley Road junction improvements	Reconfigure the layout to increase capacity and improve traffic flows	WY+TF /Connecting Airedale Medium Term
	Canal Road/Valley Road Improvements	Highway improvements to make the network flow better and increase capacity to accommodate growth, including the dualling of Canal Road from Station Road to Gaisby Lane.	LTP/Stage 3 of Connecting Airedale WY+TF Medium Term
	Leeds Road/Crag Road junction improvements	Reconfigure the layout and increase capacity	Shipley East developer contributions Medium Term
	Shipley Eastern Relief Road	Relief Road to east of Shipley connecting the A6037 Valley Road / Canal Road and A6038 Otley Road to increase highway capacity in the longer term and relieve traffic congestion through Shipley.	Stage 4 Connecting Airedale Long term
Maximising Sustainable Transport Options	Shipley Transport Hub	Provide improved information and facilities for public transport users around Shipley.	LTP/Stage 2 Connecting Airedale Ongoing
	Shipley and Frizinghall Station Improvements	Improved access and parking at Frizinghall and Shipley Stations, including potential decked parking at Shipley	LTP/ WY+TF Medium Term
	Improved bus service provision on Canal Road	Support for improved bus services provision linked to future housing and employment growth along Canal Road	Metro WYCA/ Centre Section Development sites Medium/Long Term

Measure	Intervention	Details	Delivery
Support Pedestrian and Cycle Movements	Canal Road Greenway	Completion of Greenway proposals between Shipley and the City Centre	CBMDC / New Bolton Woods / DfT Cycle Rail Fund Short/Medium Term
	Stanley Road to City Centre cycle route interventions	Improved conditions for cyclists along Valley Road / Hillam road	Cycle City Ambition Grant/development sites Medium Term
	Pedestrian and cycle junction improvements	Improved pedestrian and cycle priority/safety at Fox's Corner and Otley Road/Valley Road junctions	LTP/Connecting Airedale Medium term
	Improved pedestrian and cycle links around Shipley	Improved links between Shipley town centre, station, Leeds and Liverpool Canal and Saltaire. Leeds and Liverpool Canal towpath improvements	Cycle City Ambition Grant/Shipley Development Sites Short/Medium Term
Traffic and Parking Management	Improved traffic management of junctions	Linked signals / Urban Traffic Control system enhancements to improve traffic flow and manage priority given to traffic. Area wide.	LTP Ongoing
	Shipley town centre parking	Encourage short term off street parking and improved parking management in Shipley town centre to support the vitality of the town centre Enhance parking as part of any Market Square public realm improvements	CBMDC Parking/ Shipley Development Sites Medium Term



Figure 10: Key Transport Improvement Measures



4.5.9 Policy SCRC/ST1 aims to support the delivery of the key transport interventions and infrastructure needed to address the transport requirements for the Corridor over the plan period, and demonstrate where and how improvements will be delivered.

4.5.10 Key transport improvements are identified in Policy SCRC/ST1. Key transport infrastructure requirements and funding sources are identified in the infrastructure and Delivery Section of the AAP.

4.5.11 It is envisaged that larger scale strategic transport improvements will be delivered primarily through Government transport funding sources. In addition, future developments in the Corridor will be required to contribute towards or provide local transport improvements necessary to support developments. Local transport improvement priorities

are identified in Sub Area Development Frameworks and relevant site allocation statements.

4.5.12 Major transport schemes can have impacts on the environment which need to be considered, including proximity to ecological sites and air quality issues. The Canal Road and the railway corridors have been identified as important Habitat Highways in the Ecological Assessment and Green Infrastructure Study. Transport schemes will be expected to minimise environmental impacts and protect and enhance important habitats and ecological corridors in accordance with Policy SCRC/NBE4 Biodiversity and Ecology. In addition major transport schemes present an opportunity to enhance green infrastructure along the Corridor in line with Policy SCRC/NBE1 Green Infrastructure.

Policy SCRC/ST1: Transport Improvements

A. The council will work with partners, stakeholders and developers to maintain transport assets and support the delivery of transport improvements and infrastructure required to accommodate the growth identified in the AAP. Improvements will include, but not be limited to the following measures:

Key transport measures:

Highway & Junction Improvements

1. Canal Road/Valley Road Highway Improvements
2. Canal Road/Stanley Road, Valley Road/Otley Road, Leeds Road/Crag Road and Fox's Corner junction improvements
3. Shipley Eastern Relief Road

Maximising Sustainable Transport Options

4. Shipley and Frizinghall station improvements
5. Implementation of Shipley Transport Hub proposals
6. Support improved bus services along Canal Road

Supporting Pedestrian and Cycle Movements

7. Canal Road Greenway/Airedale Greenway
8. Improved links between Shipley town centre, station and Leeds and Liverpool Canal
9. Improved pedestrian and cycle links from development sites to Canal Road Greenway and Railway Stations

Development proposals within the Shipley and Canal Road Corridor will be expected to contribute to, and aid in the delivery of identified site specific transport improvement measures through design and access considerations and/or developer contributions, where appropriate.

B. The environmental impact of transport proposals should be fully considered, and schemes will be expected to include appropriate mitigation measures to avoid or reduce any adverse impacts. Major Transport schemes will be expected to take opportunities to enhance green infrastructure, biodiversity and habitat networks along the Corridor in line with Policy SCRC/NBE4 Biodiversity and Ecology and Policy SCRC/NBE1 Green Infrastructure.

Policy Links

Core Strategy Policy TR1: Travel Reduction and Modal Shift

Safeguarding Key Transport Infrastructure

4.5.13 The AAP will identify and safeguard routes, which are important in developing infrastructure to widen transport choice within the AAP area.

Shipley Eastern Relief Road

4.5.14 The Shipley Eastern Relief Road scheme seeks to divert traffic from Shipley town centre, providing relief from traffic congestion, public transport reliability problems, delay and the environmental impacts of traffic congestion. The relief road will also provide a second crossing of the River Aire at Shipley and create access to future development opportunities.

4.5.15 The proposed Shipley Eastern Relief Road is identified on the Core Strategy Key Diagram and sub area policy BD1 as important new road infrastructure to support the delivery of housing and economic growth in the Regional City of Bradford. The Shipley Eastern Relief Road scheme is not in the current West Yorkshire Transport Fund program. The future delivery of the scheme will be considered by West Yorkshire Combined Authority (WYCA) under the terms of the Growth Deal agreed in July 2014. This will include considering funding options for projects that are longer term priorities for investment, including the Shipley Eastern Relief Road.

4.5.16 The Council has identified an indicative alignment for the scheme, and further detailed feasibility work will need to be undertaken to inform the future delivery of the scheme. Therefore, it is considered unlikely that the road will be delivered in the first ten years of the AAP due to the complexity of the scheme and competing priorities for major scheme funding. However, it will be important to ensure future development safeguards a route through the AAP area between Valley Road and Otley Road to enable the future delivery of the scheme.

Policy SCRC/ST2: Safeguarded Transport Links

Development proposals which impact the route of the Shipley Eastern Relief Road will be expected to protect an alignment, which enables the future implementation of the scheme.

A. The route of the Shipley Eastern Relief Road is identified on the Policies map.

Policy Links

Core Strategy Policy BD2: Investment Priorities for the Regional City of Bradford including Shipley and Lower Baildon

Core Strategy Policy TR7: Transport Investment and Management Priorities

4.5.17 The indicative route of the Shipley Eastern Relief Road is shown in Figure 10. The following development site will impact the route of the proposed Shipley Eastern Relief Road: Shipley East (SE1). All development proposals will be expected to demonstrate that they will protect an acceptable alignment for the proposed Shipley Eastern Relief Road. The route is shown as indicative to provide a degree of flexibility to allow development proposals to proceed, while ensuring they are designed to accommodate an alignment which enables the future implementation of any scheme.

Maximising Sustainable Transport Options

4.5.18 Along the Corridor there has been significant investment in public transport services and strategic cycling routes in recent years. Work is ongoing to deliver further improvements through schemes including Shipley Transport Hub, the Canal Road Greenway and station improvements at Shipley and Frizinghall. Current and proposed schemes that directly affect the Corridor include:

- **Canal Road Greenway:** a new high quality cycle and pedestrian route linking Bradford city centre to Shipley, which will form part of National Cycle Network.
- **Manningham Lane A650 Quality Bus Corridor:** highway improvements to Canal Road to make Canal Road/Valley Road more attractive to traffic and enable better public transport flow along the A650 Quality Bus Corridor.
- **City Connect: Leeds and Liverpool Canal:** surface upgrading of Airedale Greenway.

4.5.19 Shipley town centre is identified as a strategic hub for the promotion of sustainable transport modes, with a particular emphasis on train and bus travel. Improving this key transport interchange will help ensure sustainable modes are an attractive and feasible travel choice for communities across the Corridor.

4.5.20 The Canal Road Corridor is currently not well served by bus, largely due to the limited residential catchment. This will change during the life of the AAP and it will be essential to develop appropriate levels of service provision and infrastructure as development along the Corridor proceeds.

4.5.21 The majority of sites within the AAP meet the accessibility standards set out in the Core Strategy and will therefore offer sustainable transport opportunities using the existing bus and rail network or walking and cycling. An exception to this is the Bolton Woods Quarry site where parts of the site do not meet accessibility standards. This site will need to provide suitable mitigation measures and alternative

sustainable transport solutions to ensure it offers realistic alternative options to travel by car.

Policy SCRC/ST3: Maximising Sustainable Transport Options

A. Development will be required to make best use of the existing public transport links in the Corridor and contribute to and maximise the delivery of site specific public transport improvements where necessary.

1. The Crossley Evans Site is identified as a freight accessible site on the policies map in accordance with Core Strategy TR6.

B. All major development proposals that generate significant amounts of movement including:

1. Provision of 10 or more residential units; or
2. Any development of 1000 sq metres and over; or
3. Development involving a site of 0.5ha and over should be supported by a Transport Assessment and provide a Travel Plan, and will be assessed against policy TR1 of the Core Strategy and the provisions of the NPPF. Any transport assessment must consider any potential impacts of the scheme upon the Strategic Road Network including planned capacity enhancements.
4. Developments of a smaller scale, which fall below the above thresholds, will be required to submit a transport statement with the planning application. This will be assessed against policy TR1 of the Core Strategy and the NPPF.

Policy Links

Core Strategy Policy TR3: Public Transport, Cycling and Walking

Core Strategy Policy TR6: Freight

4.5.22 Large scale development sites at New Bolton Woods (NBW1) and Bolton Woods Quarry (BWQ) in the Centre Section will be expected to provide the basis for improved public transport services, including local bus services where feasible. These sites must be designed to ensure that bus access is achievable.

4.5.23 A detailed Transport Assessment and Travel Plan should be submitted in support of proposals to ensure adequate local mitigation for new development and include a range of measures to encourage sustainable travel. On larger scale developments

provision should be made for future monitoring to assess the effectiveness of travel plans. The Crossley Evans Site is identified as a freight accessible site on the policies map. In considering any proposal on the Crossley Evans Site the Council will seek to encourage the protection of rail connected land for future uses that require rail freight use, in line with Core Strategy Policy TR6: Freight.

Station Improvements

4.5.24 The railway line and stations provide a key opportunity for providing sustainable transport options along the Corridor. However, existing stations along the Corridor currently have limited parking and poor accessibility. The AAP will support improvements to the quality of Shipley and Frizinghall stations and the linkages to them from new and existing residential and employment areas. The AAP aims to encourage the use of public transport through supporting the development of Park and Ride schemes at these train stations.

Policy SCRC/ST4: Station Improvements

A. The Council will work with partners to support the delivery of improvements to Shipley and Frizinghall stations as key public transport facilities.

In considering proposals to improve these stations, the council will support proposals that:

1. Improve accessibility to and within the station, including vehicular, pedestrian and cycle access and parking facilities, including disabled parking
2. Provide opportunities for park and ride facilities, including facilities for cycle parking
3. Enhance biodiversity and ecological assets in line with Policy SCRC/NBE4 Biodiversity and Ecology

B. Development sites around Shipley station will be expected to maintain and enhance its function as a major public transport hub.

Policy Links

Core Strategy Policy TR2: Parking Policy

Core Strategy Policy TR3: Public Transport, Cycling and Walking

4.5.25 The AAP will support planned improvements to Frizinghall and Shipley railway stations as part of the Connecting Airedale strategy. Improvements to

stations may include signage, cycle and car parking, security features, enhanced waiting facilities, interchange opportunities and access improvements.

4.5.26 At Shipley railway station the provision of a new pedestrian bridge over the Skipton – Bradford branch line to Station Road should be considered to improve future links from the station to Shipley town centre.

4.5.27 Proposals to provide new or enlarged park and ride facilities, will be supported at Shipley and Frizinghall railway stations. Proposals should include the provision of long stay parking to serve rail users. This could include the provision of additional decked parking at Shipley. Any proposals should safeguard and mitigate any adverse impacts on Shipley Butterfly Garden located within the station car park and deliver a net gain in biodiversity, where feasible.

4.5.28 The railway network, including the stations and railway margins are identified as an important habitat highway in the Ecological Assessment. The Council will promote and support schemes that will deliver ecological enhancements along the railway line and stations as part of ‘the Butterfly Express’ concept in accordance with Policy SCRC/NBE4 Biology and Ecology.

Supporting Pedestrian and Cycle Movements

4.5.29 There are significant improvements planned to the pedestrian and cycle network along the Corridor, including the completion of the Canal Road Greenway

and new and improved links delivered through new developments. This will include enhancement of strategic pedestrian and cycle routes, local pedestrian and cycle links and links to important green spaces within and beyond the Corridor identified in the Green Infrastructure Framework (Policy SCRC/NBE1). In many cases these links cross development sites, and such routes should form part of the design of development proposals from the outset. Key strategic pedestrian and cycle routes, important local pedestrian and cycle links, green links and key destinations are shown in Figure 11 (page 94).

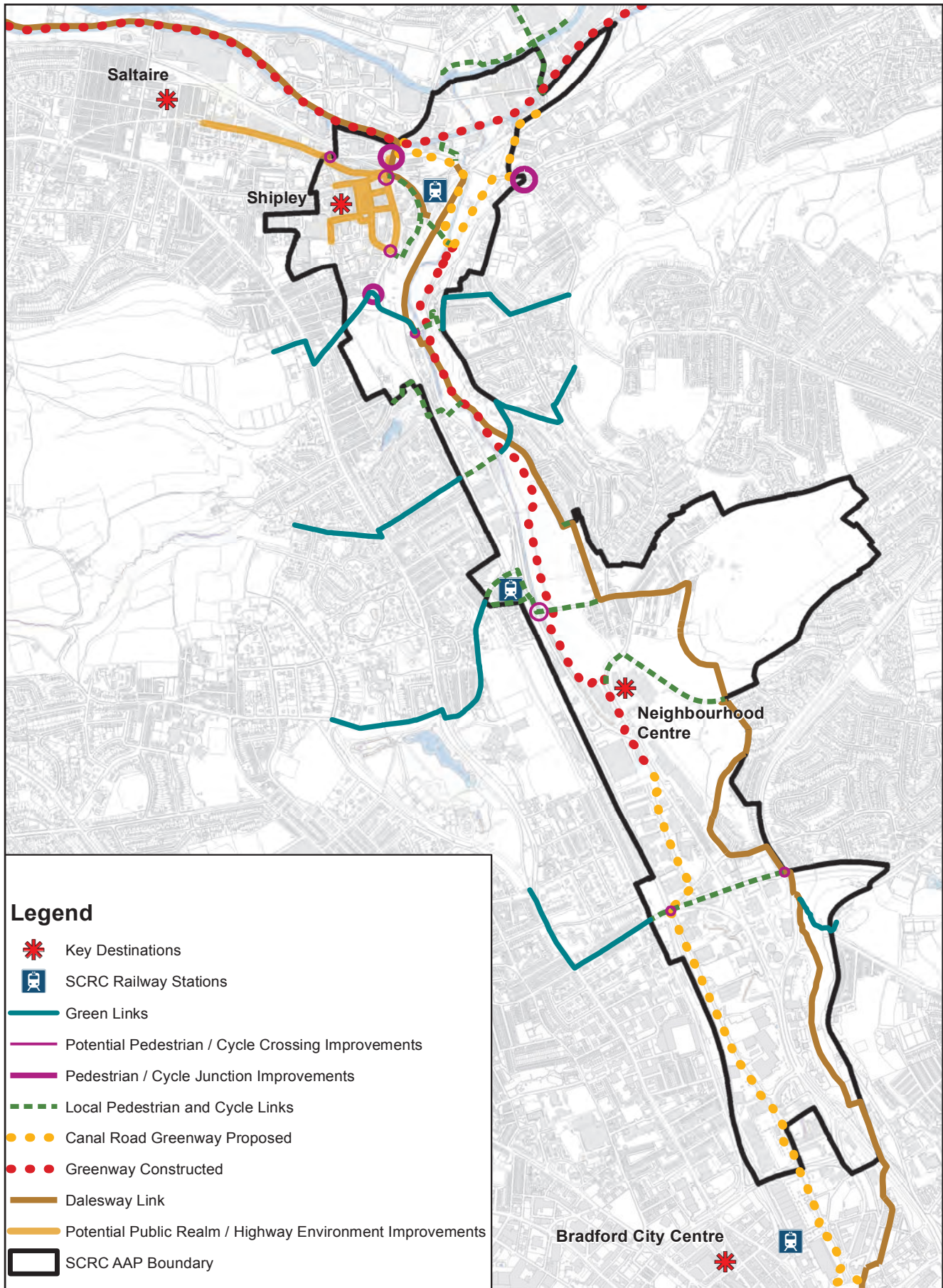
4.5.30 Traffic around Shipley town centre limits pedestrian access and generates a poor environment. A range of measures aimed at enhancing the pedestrian and cyclist experience and improving the highway environment around Shipley and the World Heritage Site at Saltaire have been identified. This includes improved links between Shipley town centre, station, Leeds and Liverpool Canal and Saltaire and public realm and highway environment improvements around Shipley town centre.

4.5.31 A large area of the Centre Section is within walking distance of Frizinghall station. Ensuring new development in the Centre Section is well connected and accessible to Frizinghall station will be essential to encourage use of sustainable transport options and reduce traffic impacts from new developments.

4.5.32 Policy SCRC/ST5 will aim to promote pedestrian and cycling accessibility across the Corridor.



Figure 11: SCRC Pedestrian and Cycle Routes



Policy SCRC/ST5: Pedestrian and Cycle Movements

A. The council will actively promote new and enhanced pedestrian and cycle routes within the Corridor. Key strategic pedestrian and cycle routes are:

1. Canal Road Greenway
2. Airedale Greenway
3. Dales Way Link

The Canal Road Greenway and Airedale Greenway are identified as strategic cycle and walking routes on the policies map.

Where directly related to the development, and consistent with the provisions of the CIL Regulations, development proposals adjacent to, or impacting on, key strategic routes will be expected to aid in the delivery of improvements to these routes.

B. Development will be required to incorporate measures which will facilitate pedestrian and cycle movements between key locations (including those beyond the Corridor) and public transport facilities. Development proposals will be considered acceptable where they respond to the needs of all users and provide a safe, attractive, accessible and inclusive environment, in accordance with Core Strategy Policies DS4 and DS5.

Policy Links

Core Strategy Policy TR1: Travel Reduction and Model Shift

Core Strategy Policy TR3: Public Transport, Cycling and Walking

Core Strategy Policy DS4: Streets and Movement

Core Strategy Policy DS5: Safe and Inclusive Places

SCRC/NBE1: Green Infrastructure

4.5.33 The Canal Road Greenway and Airedale Greenway are identified as strategic cycle and walking routes on the policies map. Development that would be harmful to the amenity or accessibility of key strategic routes pedestrian and cycle routes listed in Policy SCRC/ST5 will not be permitted. Development proposals should facilitate pedestrian and cycle movements between key locations and public transport facilities (including those beyond the Corridor). Key destinations within and around the Corridor include

ShIPLEY town centre, Saltaire, public transport facilities, existing and new school sites and the New Neighbourhood Centre. This also includes routes and green links to important green spaces (within and beyond the Corridor) in the SCRC Green Infrastructure Framework in accordance with Policy SCRC/NBE1. Key public transport facilities include ShIPLEY and Frizinghall railway stations and Forster Square train station within Bradford City Centre.

4.5.34 All new developments will be expected to provide a safe and attractive pedestrian and cycling environment, including links to existing cycling infrastructure, key destinations, green spaces and public transport facilities. Routes should be continuous, direct and convenient, sufficiently wide, prioritising cyclists over cars wherever possible and avoiding unnecessary or steep gradients. Routes should be segregated from traffic, where possible.

4.5.35 A design and access statement should explain how pedestrian and cycle access and the accessibility of the site for users have been considered in the layout of the development.

The Canal Road Greenway

4.5.36 The Canal Road Greenway is a key element of the sustainable transport strategy for the AAP, providing a safe and attractive pedestrian and cycle route along the Corridor connecting ShIPLEY and Bradford city centre. The Canal Road Greenway also forms a key element of the Green Infrastructure Framework and Linear Park as it links to and connects important green spaces along the Corridor.

4.5.37 The route is designed to be direct, continuous and convenient (avoiding unnecessary or steep gradients) and sufficiently wide to create a pleasant environment suitable for cyclists. Linkages from the Greenway to adjacent neighbourhoods will form a wider network of connecting routes.

Policy SCRC/ST6: Canal Road Greenway

Development of sites on or adjacent the Greenway will be expected to maintain the route of the Greenway in terms of its attractiveness and gradient and integrate the Greenway as key part of the site design.

Policy Links

Core Strategy Policy TR3: Public Transport, Cycling and Walking

SCRC/NBE1: Green Infrastructure

4.5.38 Sections of the Greenway have already been delivered. The constructed and proposed route of the greenway are identified on the policies map. Future developments will be expected to link to and contribute to enhancing and maintaining the quality of the Canal Road Greenway route and retain its attractiveness in terms of gradient and directness. The route should be segregated from traffic where possible.

Parking

4.5.39 Parking policies are a key element in managing demand and encouraging a modal shift from private car use. Policy SCRC/ST7 aims to ensure existing and future car parking in the Corridor encourages the use of sustainable travel modes, manages traffic demand and supports the vitality of Shipley town centre.

Policy SCRC/ST7: Parking

A. The Parking Standards Schedule in Appendix 4 of the Core Strategy set out car parking standards and minimum cycle parking and disabled car parking standards for new development in the District.

- 1. Within Shipley Town Centre, residential and mixed use developments that provide a lower level of car parking provision than the standard and car-free residential developments will be acceptable where appropriate and consistent with Core Strategy Policy TR2: Parking Policy.**
- 2. Proposals around Market Square (STC2) should improve vehicular access and the quality of parking areas in the town centre.**
- 3. Specific guidance on car parking provision is set out within relevant site allocation statements.**

B. All parking, including on-street and off-street provision, should be finished to a high standard of design that incorporates appropriate landscape treatments, including green infrastructure and ecological enhancements where feasible. Parking design should not be detrimental to walking and cycling routes or the visual character of street scenes.

Policy Links

Core Strategy Policy TR2: Parking Policy

Core Strategy Policy DS4: Streets and Movement

4.5.40 Car parking proposals will be assessed in accordance with Core Strategy Policy TR2: Parking Policy and the parking standards set out in Appendix 4

of the Core Strategy. Specific car parking standards are set out in site allocation statements where relevant. Within Shipley town centre due to its accessibility the council will support residential and mixed use development proposals that provide fewer car parking spaces than the Core Strategy Parking standards and car-free residential developments, where appropriate.

4.5.41 All new parking provision in the Corridor should be design led and include green infrastructure and ecological enhancement measures where feasible, in accordance with Policy SCRC/NBE1 Green Infrastructure and Policy SCRC/NBE4 Biology and Ecology. In addition proposals should incorporate the use of SUDs to control surface water run-off from new car parking, where practicable.

4.5.42 The future management of town centre parking in Shipley should support the attractiveness and viability of the town centre.

The Bradford Canal

4.5.43 The re-introduction of the Bradford Canal has been a long term ambition for the Council. In 2008 the Council's Executive resolved that the AAP should include measures to protect the preferred line of the canal. With the change in economic circumstances and competing development priorities, the reopening of the Bradford canal is not considered economically feasible over the short to medium term.

4.5.44 The AAP will therefore aim to deliver an approach with less cost and risk, which will provide similar benefits to the re-opened canal in the short to medium term while protecting the proposed route, where possible, to accommodate future long term ambitions to re-open parts or all of the Bradford Canal.

4.5.45 The AAP aims to achieve similar benefits to the re-opened canal through the delivery of the Linear Park, which optimises the topography, landscapes and natural environments of Corridor. The Linear Park will form a unified spine and high quality environment of linked green spaces along the Corridor. This will include new and improved green spaces and water features linked to the Canal Road Greenway and Bradford Beck.

4.5.46 The proposed line of the re-opened canal will be protected mainly through the retention of large areas of open space alongside the Beck and Canal Road. Where the proposed route goes through development sites, proposals will be expected to protect an alignment to accommodate future ambitions to reinstate the Bradford Canal.

4.5.47 This approach will provide similar benefits to the canal in the short to medium term, while acknowledging the alignment of the canal. As new development comes forward in the longer term, sections of the canal or other appropriate water

features could then be introduced where feasible and viable.

4.5.48 Policy SCRC/ST8 aims to protect an alignment for the re-opened Bradford Canal to retain the possibility of re-opening sections or the entire length of the canal in the future.

Policy SCRC/ST8: Bradford Canal

A. An alignment for proposed re-introduction of the Bradford Canal will be protected to enable its future provision.

- 1. Development proposals impacting the proposed route will be expected to accommodate future ambitions to reinstate the Bradford Canal.**
- 2. Proposals should seek to integrate the route as a key part of the site's design.**

B. The route of the proposed Bradford Canal is shown on the Policies Map.

Policy Links

Core Strategy Policy BD1: Regional City of Bradford

4.5.49 The proposed line for the re-opened canal is shown in Figure 12 (*overleaf*). The proposed line shown in Figure 12 is indicative and based on the preferred line for the Bradford Canal. Development proposals which impact the proposed line will be expected to demonstrate how proposals will protect an alignment and accommodate future ambitions to

reinstate the Bradford Canal. Proposals should seek to protect the line through the provision of green/blue infrastructure, pedestrian and cycle routes open space and/or undeveloped land. Any variations to the proposed line shown on Figure 12 (*overleaf*) will only be acceptable where clearly justified.

Key Evidence

- SCRC AAP Transport Study (2015)
- SCRC AAP Infrastructure Delivery Plan (2015)
- SCRC AAP Strategic Development Framework (2013)

Monitoring and Delivery

4.5.50 Future monitoring will be undertaken to assess the effectiveness of Travel Plans. Any highways schemes will be required to undergo before and after studies. There will be ongoing monitoring of key transport corridors through the Local Transport Plan process.

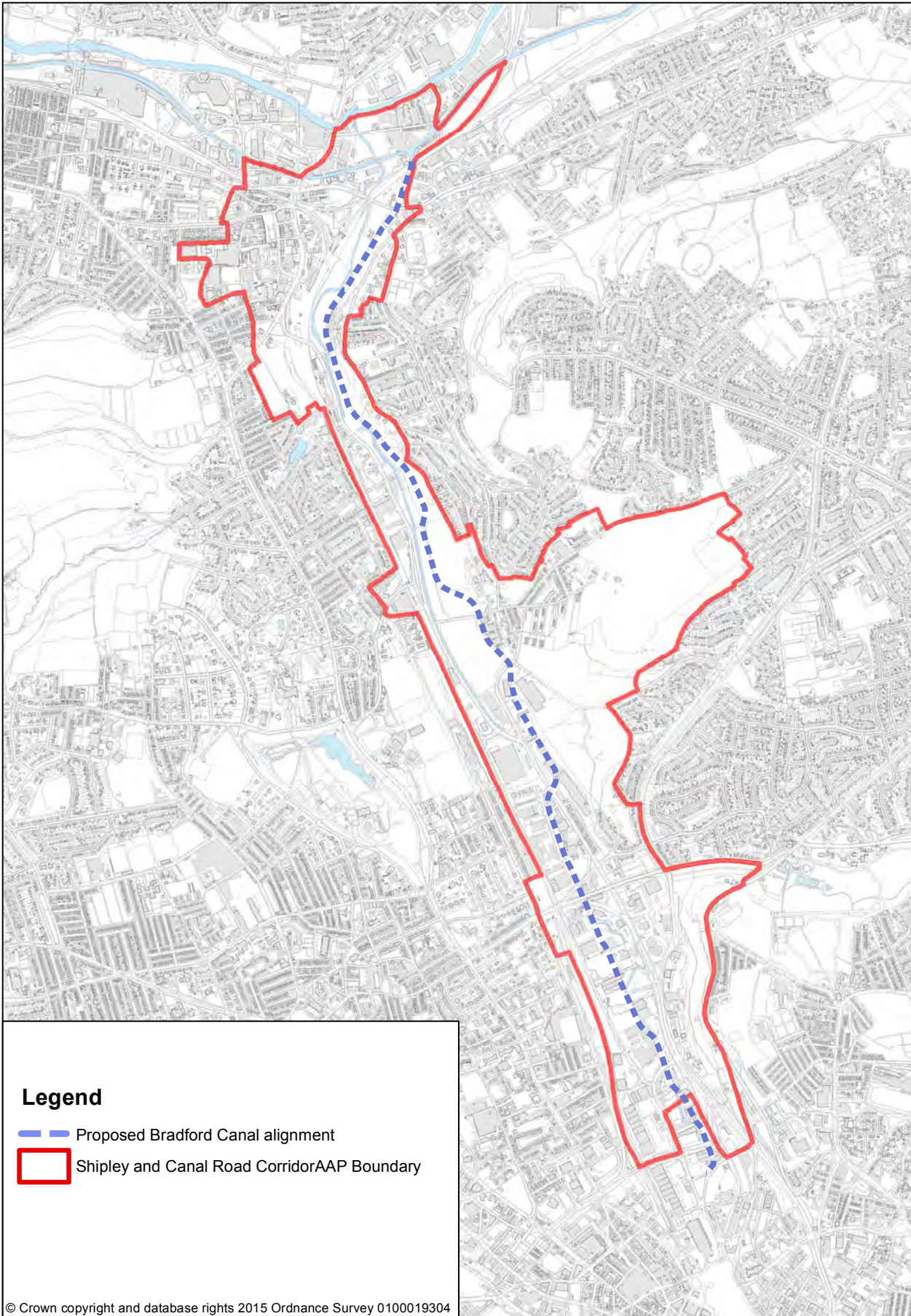
4.5.51 The Council will use the Local Infrastructure Plan (LIP) and any updates, to work with its partners and other stakeholders to ensure adequate provision of transport infrastructure along the Corridor.

4.5.52 Further feasibility studies will be expected to be undertaken to inform any detailed proposals for delivering the Shipley Eastern Relief Road and re-opening all or parts of the Bradford Canal. Any significant changes in terms of the line of the routes or need for compulsory purchase powers will result in an early review of the AAP.



The remains of the Bradford Canal where it joined the Leeds and Liverpool Canal

Figure 12: Bradford Canal Proposed Route



Mitigating and adapting to climate change along the Corridor

4.6 This sub section seeks to take forward the following objectives in order to deliver the vision for the Shipley and Canal Road Corridor:

SCRC AAP Objectives

- 1. Deliver an Urban Eco Settlement of over 3100 new homes** within the AAP boundary by 2030 that will create exemplar sustainable neighbourhoods, which encourage healthy lifestyles and contribute to the key aims of delivering a low carbon economy.
- 3. Deliver a range of well designed high quality dwellings** which meet the District's current and future housing needs and support low carbon living.
- 7. Protect and enhance biodiversity and green infrastructure** by strengthening ecological networks and establishing a multi-functional linear park; consisting of a chain of interconnected green spaces and natural environments linked to an improved Bradford Beck and the Canal Road Greenway.
- 8. Reduce the impact of climate change through mitigation and adaptation** by managing the risk of flooding along the Corridor, including from the Bradford Beck, and using opportunities provided by new development to enhance green infrastructure and deliver low carbon developments which maximise renewable energy generation, water and energy efficiency and sustainable urban drainage.



Background

4.6.1 The Core Strategy proposes ambitious levels of growth for the Shipley and Canal Road Corridor. The development that comes forward to deliver this growth will need to mitigate and adapt to climate change.

4.6.2 The Urban Eco Settlement programme offers a substantial opportunity to contribute to achieving the objectives for delivering sustainable development in the Corridor. The AAP will aim to deliver a local response to the Urban Eco Settlement principles and includes policies in relation to delivering new homes and sustainable neighbourhoods, sustainable design and construction, flood risk and water management, healthy lifestyles, maximising sustainable transport, biodiversity and ecology and green infrastructure. The general principles contained in the Eco Town PPS 1 Supplement (appendix E) have informed these policies, which have been tested through the evidence base to ensure that they are locally specific and deliverable.

Flood Risk and Water Management

4.6.3 Parts of the Shipley and Canal Road Corridor are at risk from flooding and there are also limited areas within the functional floodplain (zone 3b). Due to the topography of the area the Corridor also contains areas where surface water flooding is an issue. Despite these flood risk issues the Corridor is identified in the Core Strategy as a growth area, due to the wider sustainability benefits of delivering regeneration within the area.

4.6.4 In accordance with the approach to flood risk set out in the NPPF and Policy EN7 of the Core Strategy, the AAP has sought to minimise flood risks by allocating land for development, as far as possible, within lower risk areas. A Strategic Flood Risk Assessment (SFRA) Level 2 has been undertaken to

inform this sequential approach. The SFRA Level 2 shows the location of these areas at risk of flooding and key regeneration sites.

4.6.5 Following the sequential approach there are still a number of key regeneration sites that coincide with areas identified as being at risk of flooding. These include the following sites:

- Shipley East (SE1)
- New Bolton Woods (NBW1)
- Dockfield Road North/South (DF4/DF5)

4.6.6 Within these areas, a more focused approach to flood risk is required so that development can proceed, while minimising flood risk to the greatest extent possible.

4.6.7 These areas are allocated in the AAP to ensure that regeneration of these key sites can occur. Within these sites, in accordance with the sequential approach, the areas where the depth and severity of flooding are at their lowest should be developed. Reflecting the Exception Test, sites in these areas will not be granted planning permission if they cannot be made safe from the effects of flooding, including the provision of safe access and escape.

4.6.8 Core Strategy Policy EN7 sets out that the Council will pro-actively manage flood risk through adopting a holistic approach to flood risk in the Bradford Beck Corridor in order to deliver sustainable regeneration. The AAP has sought to integrate the approach to green infrastructure and flood risk in the Corridor.

4.6.9 The AAP approach in respect of green infrastructure and flood risk is based on the creation of the Linear Park, restoring the natural character of the Bradford Beck where possible, retaining areas of natural floodplain, introducing new and enhancing existing areas of green space, and incorporating



sustainable urban drainage systems (SUDS) within new development. The strategy aims to reduce downstream flood risk, improve water quality and create an attractive green and natural setting, forming a Linear Park along the Corridor

4.6.10 A long term strategy for managing flood risk along the Corridor is being developed by the Council, in consultation with the Environment Agency. This will include providing flood compensation storage at a more strategic level, to maximise development potential.

4.6.11 Policy SCRC/CC1 aims to ensure flood risk is appropriately managed and future flood risk is minimised.

Policy SCRC/CC1: Flood Risk and Water Management

A. Within the AAP area proposals for housing and other vulnerable uses on sites that are at risk of flooding and are not already allocated for those uses should be supported by a flood risk sequential test undertaken within the relevant AAP sub area.

B. Development will not be permitted in areas identified as functional floodplain in the SFRA Level 2, with the exception of water compatible uses and essential infrastructure. In other areas at risk of flooding or for sites of 1 hectare or more, a site-specific flood risk assessment must be undertaken and if necessary the Exception Test. Proposals must demonstrate the development scheme will not increase flood risk elsewhere.

Sites located in areas at risk of flooding will be expected to include flood risk mitigation measures to ensure that the development is made safe for its lifetime, taking into account the site specific recommendations in the SFRA Level 2 and the latest climate change allowances.

C. All major development proposals and public realm improvements will be expected to consider the use of Sustainable Urban Drainage Schemes (SUDS) where practicable, particularly where there are known surface water flooding issues or where wildlife habitat connectivity and green infrastructure could be enhanced.

D. The council will work with partners to support the delivery of a long term strategy for managing flood risk across the Corridor.

Policy Links

Core Strategy Policy EN7: Flood Risk
SCRC/NBE1: Green Infrastructure



4.6.12 The Site Allocations in the Sub Area Development Frameworks identify the relevant level of flood risk. On sites within higher risk flood zones (flood zones 2 and 3) or on sites of 1 hectare or more developers will be expected to undertake a site specific flood risk assessment. Flood risk assessments should be proportionate to the risk and appropriate to the scale, nature and locations of the development taking into account flooding from all sources identified in the SFRA Level 2. As part of any site specific FRA for allocated and unallocated sites, the developer will be expected to demonstrate how any proposal will pass part B of the Exceptions Test. The latest climate change allowances are set out in the government's guidance on flood risk assessments and climate change allowances.

4.6.13 Within the New Bolton Woods site proposals should be supported by a flood risk sequential test. This should be undertaken for housing and other vulnerable uses on areas that are at risk of flooding within the site boundary, taking account of all reasonably available areas within the site.

4.6.14 All development proposals and public realm improvements should assess the feasibility of implementing the use SUDS. Sustainable drainage techniques should be considered as a first choice, other drainage methods should only be used where it can be shown that sustainable drainage methods are not feasible in that location. Proposals should include SUDS that maximise benefits for water quality and storage, green infrastructure and ecology.

4.6.15 The approach to SUDS should consider ponds, dry basins and swales within developments to reduce runoff rates and improve water quality, amenity and biodiversity. Streets could also incorporate nonstandard (and permeable) materials and generous high quality landscaping (including street trees) to assist in such a strategy. In addition, source control measures to reduce runoff at source such as green and brown roofs, permeable paving and rainwater

harvesting will be supported, where feasible. Key opportunities are identified in the SCRC Ecological Assessment and Green Infrastructure Study.

4.6.16 All drainage systems discharging to a waterway must include appropriate anti-pollution measures that can be easily accessed and maintained, and be in accordance with Policy SCRC/NBE2 Waterway Environments.

Conserving Energy and Resources

4.6.17 The Bradford Climate Change Framework for Action sets a target to cut District carbon emissions by 40% by 2020. This will be achieved through reducing energy use and investing in renewable and low carbon energy. The Core Strategy sets out a series of policies that seek to mitigate and adapt to climate change across the whole District, and sets specific sustainable design standards for residential and non residential development to achieve.

4.6.18 The AAP will seek to maximise the use of low carbon and renewable energy and more efficient use of resources, including energy and water. The Low Carbon and Renewable Energy Capacity in Yorkshire and the Humber (2011) indicates that the main opportunity for delivering renewable energy in the Corridor is through micro generation and the City of Bradford has the potential to support district heating networks.

4.6.19 Policies HO9 and EC4 of the Core Strategy set out requirements relating to sustainable design and construction for residential and non residential development. Future changes in national building regulations standards are also proposed. Achieving carbon reductions and zero carbon performance has implications for the design and viability of schemes. It will therefore be crucial to consider this at the earliest stage of the planning process in accordance with the latest national requirements.

4.6.20 The Council will seek to ensure that development in the Corridor incorporates Urban Eco Settlement principles where possible and takes opportunities to achieve the highest possible standards of sustainability.

4.6.21 Policy SCRC/CC2 will support the Urban Eco Settlement principles and the Council's carbon reduction target and adopts a positive approach to renewable and low carbon energy, which aims to ensure that sustainable design is considered at the outset and forms an integral part of the design of development schemes.

4.6.22 New development in the Corridor should be energy efficient, minimise trips generated by vehicles and maximise the use of renewable/low carbon energy.

4.6.23 Policy SCRC/CC2 aims to ensure reasonable opportunities for energy efficiency and on-site carbon mitigation are utilised where practicable, without being

Policy SCRC/CC2: Sustainable Design and Construction

Major development proposals will be expected to support the delivery of Urban Eco Settlement principles and demonstrate high standards of sustainability.

A. Development schemes should maximise opportunities for energy efficiency and on-site carbon reduction, where feasible and viable.

B. Major development schemes will be expected to achieve high standards of sustainable design and construction and reduce their environmental impact through the layout and design of development.

C. Proposals for new development should ensure that buildings and spaces are designed to maximise solar gain and natural light and avoid overheating, including through the use of green infrastructure, where possible.

Policy Links

Core Strategy Policy SC2: Climate Change and Resource Use

Core Strategy Policy HO9: Housing Quality

Core Strategy Policy EN6: Energy

Core Strategy Policy EC4: Sustainable Economic Growth

Core Strategy Policy DS2: Working with the Landscape

SCRC Policy SCRC/NBE1 Green Infrastructure

SCRC Policy SCRC/NBE4 Biodiversity and Ecology

prescriptive as to the means employed to achieve carbon reduction standards.

4.6.24 In accordance with Core Strategy Policy SC2, new development will be expected to use resources sustainably and reduce their environmental impact by:

1. Utilisation of natural light and solar gain
2. Achieving high standards of energy efficiency
3. Taking opportunities to produce and or access renewable/low carbon energy on-site, where viable
4. Minimising water consumption and maximising the use of water recycling and sustainable urban drainage systems.

4.6.25 Policies HO9 and EC4 of the Core Strategy set out requirements relating to sustainable design and construction for residential and non residential schemes are applicable to development within the AAP area. Development will be expected to meet these sustainable design standards (or any subsequent national standards). The Council will encourage and support major developments to achieve the highest possible standards of sustainable design and construction, which exceed minimum requirements, where possible.

4.6.26 It is important that sustainable design forms an integral part of the design of new development. Major development proposals will be required to demonstrate how the design of the scheme and performance of buildings will minimise their environmental impact, including measures to reduce carbon emissions as far as possible. All major development applications should be supported by a Sustainability Statement, which should either form part of the Design and Access Statement or be a separate document.

4.6.27 The statement should be proportionate to the scale of development and clearly set out how the

development has considered sustainability as part of the design process and sought to reduce its environmental impact. Key issues include energy use and sustainable construction standards, site layout and design, flood risk and water management, healthy lifestyles, sustainable transport, biodiversity and green infrastructure. Reference should also be made to the Core Strategy, with particular attention to Policy SC2 Climate Change and Resource Use, Policy EN6 Energy, HO9 Housing Quality and Policy DS2 Working with the Landscape.

4.6.28 In addition to sustainable design standards, to support the Urban Eco Settlement ambitions major development will be expected to deliver a high quality local environment and contribute to positive outcomes on water quality, flooding, green infrastructure and biodiversity set out in the AAP, taking into account climate change.

4.6.29 Development will be expected to respond to site orientation and topography to maximise opportunities for solar gain and natural light, where possible. All development proposals should consider the opportunities to avoid overheating within buildings and maximise green infrastructure opportunities where appropriate, including through the planting of street trees, green roofs, green walls, other planting opportunities and water features to mitigate urban heating and maximise local biodiversity benefits.

Key Evidence

- Bradford Climate Change Framework for Action
- SCRC AAP Green Infrastructure Study (2014)
- SCRC AAP Ecological Assessment (2014)
- SFRA Level 2 (2015)



Protecting and Enhancing the Natural and Built Environment of the Corridor

4.7 This chapter seeks to take forward the following objectives in order to deliver the Vision for the Corridor:

SCRC AAP Objectives

7. Protect and enhance biodiversity and green infrastructure by strengthening ecological networks and establishing a multi-functional linear park; consisting of a chain of interconnected green spaces and natural environments linked to an improved Bradford Beck and the Canal Road Greenway.

8. Reduce the impact of climate change through mitigation and adaptation by managing the risk of flooding along the Corridor, including from the Bradford Beck, and using opportunities provided by new development to enhance green infrastructure and deliver low carbon developments which maximise renewable energy generation, water and energy efficiency and sustainable urban drainage.

9. Maintain and improve Canal Road as a key strategic transport route and maximise sustainable transport options by developing critical road and public transport infrastructure, including improvements to Canal Road and Shipley and Frizinghall stations and creating safe and attractive cycle and pedestrian routes linked to the Linear Park and Canal Road Greenway, connecting Shipley and Bradford.

10. Enhance resident's health and education outcomes through supporting development which encourages healthy lifestyles, promotes integration and improves access to good quality homes, jobs, schools, green space, sport and recreation facilities, and by reducing pollution and managing air quality along the Corridor particularly in identified Air Quality Management Areas.

11. Protect and enhance the historic environment and setting of the Saltaire World Heritage Site by ensuring that development proposals avoid substantial harm and take account of the potential impact upon the character and setting of key heritage assets in the area, and where possible enhance the elements which contribute to their significance.

Background

4.7.1 The AAP benefits from a large number of green infrastructure assets within its boundary, along with a further large network of assets, which lie just outside the boundary. The Corridor also contains sections of key District-wide green infrastructure and habitat networks, including the Leeds and Liverpool Canal and River Aire.

4.7.2 Core Strategy Policy SC6 sets out strategic approach for green infrastructure in the District. The Shipley and Canal Road Corridor is identified in the Core Strategy as a strategic opportunity area to improve green infrastructure.

4.7.3 The regeneration of the Corridor presents the opportunity to support green infrastructure through integrating new development with green space and

waterways and protecting and enhancing existing green infrastructure networks, wildlife corridors and District wide green infrastructure assets. Significant development is planned for the Corridor, of which a large proportion is residential. It is therefore important to ensure that existing and future communities benefit from a well planned and managed green infrastructure network.

4.7.4 Along the Corridor there is an opportunity to create a Linear Park consisting of a chain of green spaces linked to the Canal Road Greenway and the Bradford Beck, stretching from Bradford city centre to Shipley. The Linear Park will help protect and enhance networks of green infrastructure and biodiversity, and provide opportunities for healthy lifestyle opportunities such as sport, recreation, cycling and walking along the Corridor.

A High Quality Green Infrastructure Network

4.7.5 A Green Infrastructure Framework, which enables the delivery of enhanced and well connected green spaces along the Corridor, is a key element of the strategy for delivering sustainable development through the AAP. A Green Infrastructure Study for the AAP has been produced, which identifies opportunities and principles to enhance green infrastructure in the Corridor.

4.7.6 The study identifies that the area is currently a green corridor, with almost 50% of the AAP comprised of green infrastructure assets. It is recognised that existing green infrastructure assets will be reduced as future development takes place. However, future development can support the delivery of new and enhanced green infrastructure in the Corridor. To support Urban Eco Settlement ambitions, the AAP will aim to ensure approximately 40% of the AAP area is retained as greenspace.

4.7.7 It is important that green infrastructure principles are embedded through robust policies in the AAP, so that the Council can work with developers to ensure future growth delivers a network of high quality green infrastructure across the AAP area. The proximity of the Corridor to other significant green spaces, including Lister Park, Boars Well Nature Reserve, Peel Park and the River Aire and Leeds and Liverpool Canal, also creates the opportunity to link these spaces together to support the District wide green infrastructure network.

4.7.8 Policy SCRC/NBE1 aims to ensure that future development in the Corridor will contribute to delivering a high quality green infrastructure network and key green infrastructure assets and ecological networks will be protected and enhanced.



Policy SCRC/NBE1: Green Infrastructure

Within the Shipley and Canal Road Corridor all development proposals will be expected to protect and enhance key green infrastructure and ecological networks directly related to the site.

A. Major developments will be expected to demonstrate that they will positively contribute to enhancing identified site specific green infrastructure and ecological networks, and include green infrastructure as an integral part of the design.

1. Key sites which should provide new and enhanced greenspace within the development are identified the policies map.

B. The council will work with partners to support the delivery of Green Infrastructure enhancement projects.

This includes the creation of a new Linear Park, alongside the Bradford Beck and Canal Road Greenway to serve and integrate new and existing communities along the Corridor.

Policy Links

Strategic Core Policy 6 (SC6): Green Infrastructure

Strategic Core Policy 8 (SC8): Protecting the South Pennine Moors SAC and their zone of influence

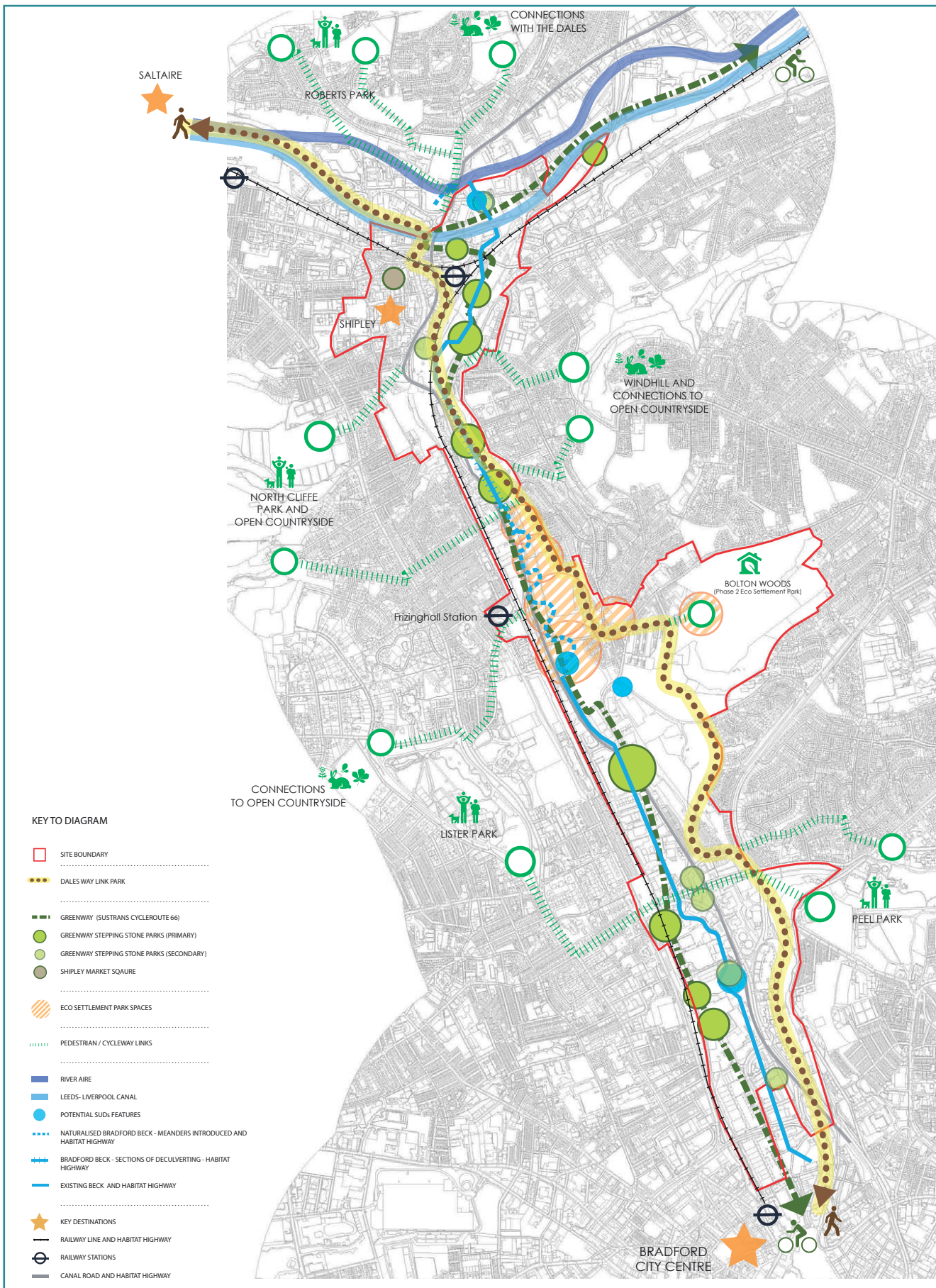
Sub Area Policy BD1: The Regional City of Bradford including Shipley and Lower Baildon

4.7.9 Green infrastructure and ecological priorities are identified in Sub Area Development Frameworks and relevant site allocation statements. The Council will support proposals that positively contribute to green infrastructure and ecological networks, in line with the principles of the Green Infrastructure Framework and Ecological Assessment. Development which would be likely to cause significant harm to key green infrastructure and ecological networks will not be permitted. Figure 13 (page 106) identifies the Green Infrastructure Framework Concept Plan.

4.7.10 Major developments will be expected to bring forward comprehensive green infrastructure proposals, which demonstrate how the scheme will enhance and link into the wider Green Infrastructure Framework. Green infrastructure should have high levels of multi-functionality including; providing space for accessible play and recreation, safe walking and cycle routes, supporting wildlife and flood management.

4.7.11 The Green infrastructure Study identifies key development sites in the Corridor, which provide the

Figure 13: Green Infrastructure Framework Concept Plan



Source: SCRC Green Infrastructure Study for AAPs (2014)

opportunity to deliver new and enhanced green infrastructure assets as part of future the development. These sites include New Bolton Woods (NBW1), Bolton Woods Quarry (BWQ1) and Shipley East (SE1). Key sites which should provide greenspace within the development are identified on the policies map. The Council will expect new and enhanced areas of greenspace to be delivered within these development sites, and green infrastructure should be considered as an integral part of the development strategy for the site's design. Proposals will need to consider the benefit of areas of greenspace in terms of contribution to landscape, ecology, heritage, recreation and local community value.

4.7.12 Development adjacent to, or impacting on strategic pedestrian and cycle links (Canal Road/ Airedale Greenway, Dalesway Link) and pedestrian / cycleway links to green space identified in the Green Infrastructure Framework will be expected, where appropriate and feasible, to contribute to the delivery of green links and to maintain and enhance safe and attractive pedestrian and cycling routes. This will include through incorporating street trees, green space and other forms of green infrastructure or environmental improvements.

4.7.13 The Council will support the delivery of green infrastructure enhancement projects within the AAP. Proposals should have regard to the Green Infrastructure Study and aim to create new and improved greenspaces, increase the multifunctional benefits of existing green infrastructure assets and link existing and new green infrastructure assets along the corridor to create a strategic Green infrastructure network. Key interventions include:

- creation of a Linear Park linked to a revitalised Bradford Beck between Gaisby Lane and Briggate and new eco settlement park within the Bolton Woods Quarry site.

- enhancing key green links including the Dalesway, Canal Road Greenway and Airedale Greenway.
- strengthening ecological networks through enhancing key habitat highways.

Waterway Environments

4.7.14 As well as being a green corridor, there are significant blue infrastructure (water based) assets both within the AAP boundary and its immediate surroundings.

4.7.15 The Bradford Beck forms an important blue-green corridor and habitat highway running through the heart of the AAP. The River Aire and Leeds and Liverpool Canal are important District and Regional green infrastructure and wildlife corridors, which contribute to the local character and quality historic built and natural environment around Shipley and the World Heritage Site of Saltaire.

4.7.16 The Leeds and Liverpool canal is designated as a Site of Ecological or Geological Importance (SEGI) and as a Conservation Area. Maintaining and enhancing the functions of water assets within the AAP, in accordance with the Water Framework Directive, is a key priority for the AAP. The Council will have due regard to compliance with the EU Water Framework Directive 2000 (WFD), which was transcribed into UK law in 2003. It will seek to comply with the River Basin Management Plans (RMBP's) produced by the Environment Agency in exercising its functions.

4.7.17 Policy SCRC/NBE2 aims to ensure the key waterways in the Corridor are maintained and enhanced and that new development takes opportunities to provide locally distinctive design solutions, which make the most of the waterside settings within the Corridor.



Policy SCRC/NBE2: Waterway Environments

A. Development proposals should positively relate to, and take advantage of, proximity to waterways and support their economic, recreational, environmental, historic and ecological value. Key waterways include:

1. The Bradford Beck
2. The Leeds and Liverpool Canal
3. The River Aire

B. Where appropriate and feasible, development proposals that impact waterways will be expected to:

1. Protect and improve the water quality, drainage and flood resilience capacity of the waterway
2. Take identified site specific opportunities to create environmental and ecological enhancements along waterways and adjoining green spaces;
3. Create identified site specific opportunities for recreation and maintain and improve access to, and along, the waterways
4. Conserve and enhance the character and setting of the waterway, achieve high standards of design and sensitively integrate any important water side features

Policy Links

Core Strategy Strategic Core Policy 2 (SC2): Climate Change and Resource Use

Core Strategy Strategic Core Policy 6 (SC6): Green Infrastructure

Core Strategy Policy EN2: Biodiversity and Geodiversity

Core Strategy Policy EN3: Historic Environment

Core Strategy Policy EN7: Flood Risk

Core Strategy Policy EN8: Environmental Protection

4.7.18 Wherever the possibility arises through new development the Council will seek to require appropriate measures to increase water quality and limit pollution. Development adjacent to or impacting on the waterways identified in Policy NBE/2 will be expected to maintain and improve the existing ecological potential, biodiversity and drainage role of the waterway, its banks and immediate environs. This will include through the protection and enhancement of existing habitats and the creation of new habitats in line with Policy SCRC/NBE4 Biodiversity and Ecology.

4.7.19 When developing specific proposals reference should be made, where relevant, to guidance published by the Environment Agency, Natural England, the Canal and River Trust, and the principles set out in the Green Infrastructure Study and Ecological Assessment. These outline suitable locations for various functions and locally specific ambitions for these water way environments. Specific proposals in relation to relevant waterways are identified in the Sub Area Development Frameworks and relevant site allocation statements.

4.7.20 Development which would adversely impact the water quality, flood resilience, heritage and

ecological assets of waterways in the AAP will not be permitted, in accordance with Core Strategy policies EN2, EN3 and EN7 and EN8. The Council will, where appropriate, make use of conditions and /or planning obligations to ensure any adverse impacts are adequately mitigated.

4.7.21 In support of the aims of the Water Framework Directive, developments along the waterways should integrate Sustainable Urban Drainage Systems, effective setbacks from watercourses and the naturalisation of banks and beds where appropriate, and include other measures that will improve water quality and the management of surface water run-off.

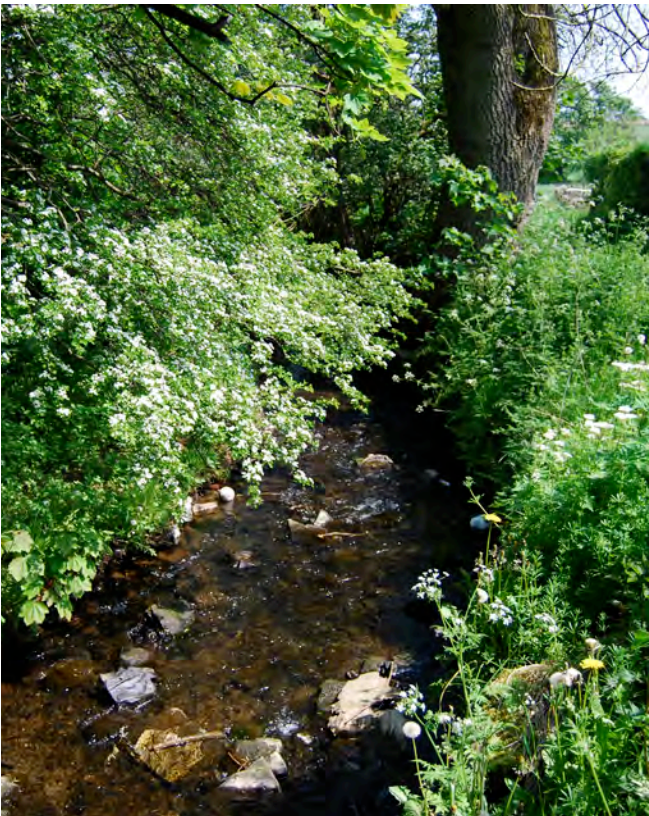
4.7.22 To achieve high quality design and locally distinctive environments proposals should integrate local heritage features and environmental assets, helping create sustainable waterway environments for local communities, visitors and wildlife. Proposals that are likely to affect the Leeds and Liverpool Canal Conservation Area should be in accordance with the Conservation Area Appraisal and Management Proposals. Proposals which will impact the Leeds and Liverpool Canal SEGI, will be determined in accordance with Core Strategy Policy EN2.

The Bradford Beck

4.7.23 The Bradford Beck is a defining feature of the Corridor. An important element of the green infrastructure strategy for the AAP is improving the environmental quality of the Bradford Beck, so that it can provide an enhanced habitat and recreational asset for people and wildlife along the Corridor.

4.7.24 The Bradford Beck is classified as ‘poor ecological quality’ under the Water Framework Directive. The Aire River’s Trust has produced a document ‘Bradford’s Becks A New Lease of Life’, which sets out an aspirational long term vision for enhancing the Beck. This identifies opportunities for restoring the natural character of the Beck including naturalising the Beck through de-culverting covered sections of the Beck where appropriate, restoring the natural river bed, regrading river banks and introducing meanders where the Beck is cannellised.

4.7.25 The extent to which the enhancement of the Bradford Beck can be achieved along its full length is constrained by existing highways, buried infrastructure, land uses, land and Riparian ownerships and topography. The AAP therefore aims to balance a level of aspiration against deliverability over the next 15 years. The Council is the operating authority for the Bradford Beck but responsibility for repairs and maintenance rest with the Riparian landowner. Development of sites adjacent the Beck, therefore represent a key opportunity for realising ambitions for enhancing the Beck.



Bradford Beck

Policy SCRC/NBE3: The Bradford Beck

The Bradford Beck is identified on the policies map as a key waterway and green infrastructure asset.

A. The council will support the delivery of projects to enhance the environmental quality of the Bradford Beck, including the re-naturalisation of the Beck, where appropriate and feasible.

B. Development of sites directly adjacent to the Bradford Beck will be expected to support its enhancement as an accessible, clean and visible waterway and habitat highway. This will include maintaining and providing site specific pedestrian and cycle links to and alongside the Beck.

Policy Links

Core Strategy Strategic Core Policy 6 (SC6): Green Infrastructure

Core Strategy Policy EN2: Biodiversity and Geodiversity

Core Strategy Policy EN7: Flood Risk

Core Strategy Policy EN8: Environmental Protection

SCRC/NBE2: Waterway Environments

SCRC/CC1: Flood Risk and Water Management

4.7.26 Bradford Beck is identified on the policies map as a key waterway and green infrastructure asset, in line with Core Strategy Policy SC6. The Council will work with landowners and partners, including the Environment agency, Aire Rivers Trust, CRUVL Joint Venture Company and West Yorkshire Ecology to support the delivery of projects, which will enhance the environment of Bradford Beck. Enhancement projects should be concentrated where they will have the greatest benefit in terms of ecological enhancements, flood mitigation and regeneration. An opportunity for re-naturalisation of the Beck is within the Centre Section where the Beck flows alongside the greenspace between Briggate and Gaisby Lane.

4.7.27 To be acceptable, proposals must comply with the relevant EU Floods, Habitats and Water Framework Directives and demonstrate that they will not constrain or adversely impact regeneration proposals, the Canal Road Greenway or flood risk management measures in the Corridor. In addition the long term maintenance of any intervention must be adequately addressed.

4.7.28 Proposals should make reference to the principles and interventions in the Green Infrastructure Study and Ecological Assessment and be in accordance with Policy SCRC/NBE2 Waterway Environments.

4.7.29 Wherever the possibility arises through new development, the Council seek to require appropriate measures to increase water quality and limit pollution to the Bradford Beck Key sites for enhancing the Beck include New Bolton Woods (NBW1), Shipley East (SE1), Dockfield Road North/South (DF4/DF55) and Valley Road Retail Area. Development proposals alongside the Beck will be expected to include measures for the prevention of pollution and not increase risks of pollution in accordance with Core Strategy Policy EN8. Any development alongside the Beck must be consistent with the requirements in Policy SCRC/CC1 Flood Risk and Water Management to avoid higher flood risk areas and not increase flood risk.

Biodiversity and Ecology

4.7.30 The AAP contains and links to a number of important ecological corridors and locally important wildlife sites. To the north is the regionally important River Aire Corridor and along the length of the corridor runs the Spen Valley Greenway and Canal Road Corridor.

4.7.31 A key aim of the AAP is to enable regeneration takes place in a manner that minimises adverse impacts on biodiversity and enhances it where possible, through the creation of new habitats and the strengthening of the wildlife networks and key ecological corridors in the Corridor.

4.7.32 A detailed ecological survey of the AAP has been carried out. The Ecological Assessment identifies that the Corridor is well served by existing ecological assets and that there is significant potential to improve and link these assets, creating a high quality network with real ecological benefits. Local Wildlife Habitat networks are identified in the Ecological Assessment and include the species-rich acid and neutral grasslands in the immediate surrounds of the Bolton Woods Quarry.

4.7.33 The South Pennine Moors is designated as Special Protection Area (SPA) and a Special Area of Conservation (SAC) under the EC Habitats Directive. The South Pennine Moors SPA/SAC is located approximately 5km to the north of the AAP boundary and the northern half of the AAP boundary falls within Zone C as identified within Core Strategy. Core Strategy Policy SC8 seeks to protect the South Pennine Moors and their zone of influence.

4.7.34 Policy SCRC/NBE4 aims to minimise impacts on biodiversity and provide net gains in biodiversity

where possible, and safeguard and enhance ecological assets and networks within the AAP area.

Policy SCRC/NBE4: Biodiversity and Ecology

Development will be expected to minimise adverse impacts on biodiversity and wildlife and provide for identified site specific improvements in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.

A. Development proposals likely to have an adverse effect on biodiversity, important habitats and areas designated as a Local Wildlife Site, Site of Ecological/Geological Importance (SEGI) or Bradford Wildlife Area (BWA) will be assessed in accordance with Core Strategy Policy EN2.

The following locally designated wildlife sites are identified in the Corridor:

- 1. Boars Well Urban Wildlife Reserve**
- 2. Poplars Farm Bradford Wildlife Area**
- 3. Shipley Station Butterfly Garden - Local Wildlife Site**
- 4. Leeds and Liverpool Canal - Site of Ecological and Geological Importance (SEGI)**

B. To secure a net gain in biodiversity through the AAP, the council will support the delivery of ecological enhancement projects, in line with the Ecological Assessment.

C. For any residential developments within the South Pennine Moors zone of influence zone C that result in a net increase of 1 or more dwellings, it will be considered how recreational pressure on the SPA or SAC, that such development might cause, will be effectively mitigated in accordance with Core Strategy Policy SC8.

Policy Links

Core Strategy Strategic Core Policy (SC8):

Protecting the South Pennine Moors

and their zone of influence

Core Strategy Strategic Core Policy SC6: Green Infrastructure

Core Strategy Sub Area Policy BD1: City of Bradford including Shipley and Lower Baildon

Core Strategy Policy EN2: Biodiversity and Geodiversity

4.7.35 All development proposals will be expected to protect and enhance biodiversity and contribute to wildlife and habitat connectivity across the AAP area. In addition new development should retain existing woodlands and contribute to tree-planting, where feasible and appropriate. Ecological priorities are identified in Sub Area Development Frameworks and relevant site allocation statements.

4.7.36 All major development proposals will be expected to be accompanied by a Biodiversity Statement and take advantage of appropriate ecological enhancement opportunities, in line with findings of the Ecological Assessment.

4.7.37 The following locally designated wildlife sites are identified in the Corridor:

- Boars Well Urban Wildlife Reserve - candidate Local Wildlife Site
- Poplars Farm - Bradford Wildlife Area - Wildlife corridor
- Shipley Station Butterfly Meadow - Local Wildlife Site - Nature Reserves
- Leeds and Liverpool Canal - SEGI.

4.7.38 Core Strategy Policy EN2 sets out requirements for development that would affect wildlife networks, sites of ecological/ geological importance, Bradford Wildlife Areas and other important habitats. Locally designated sites will be reviewed over the plan period and evaluated against local wildlife site criteria and boundaries maybe subject to change. Proposals should therefore take account of the latest available information based on the most up to date assessments.

4.7.39 Residential sites in the South Pennine Moors zone of influence zone C will be required to contribute to appropriate avoidance or mitigation measures, in accordance with Core Strategy SC8.



4.7.40 Habitat Highways have been identified in the Green Infrastructure Framework based on evidence in the Ecological Assessment. These Habitat Highways comprise of Canal Road, the railway network, Bradford Beck, the Aire Valley (Leeds and Liverpool Canal and River Aire) and Bolton Woods Quarry and Bolton Woods ecological corridor. Habitat highways are identified on Figure 14 (*overleaf*). Ecological enhancement concepts for these highways are set out in detail in the SCRC AAP Ecological Assessment and summarised in Table 3.

Table 3: Habitat Highways

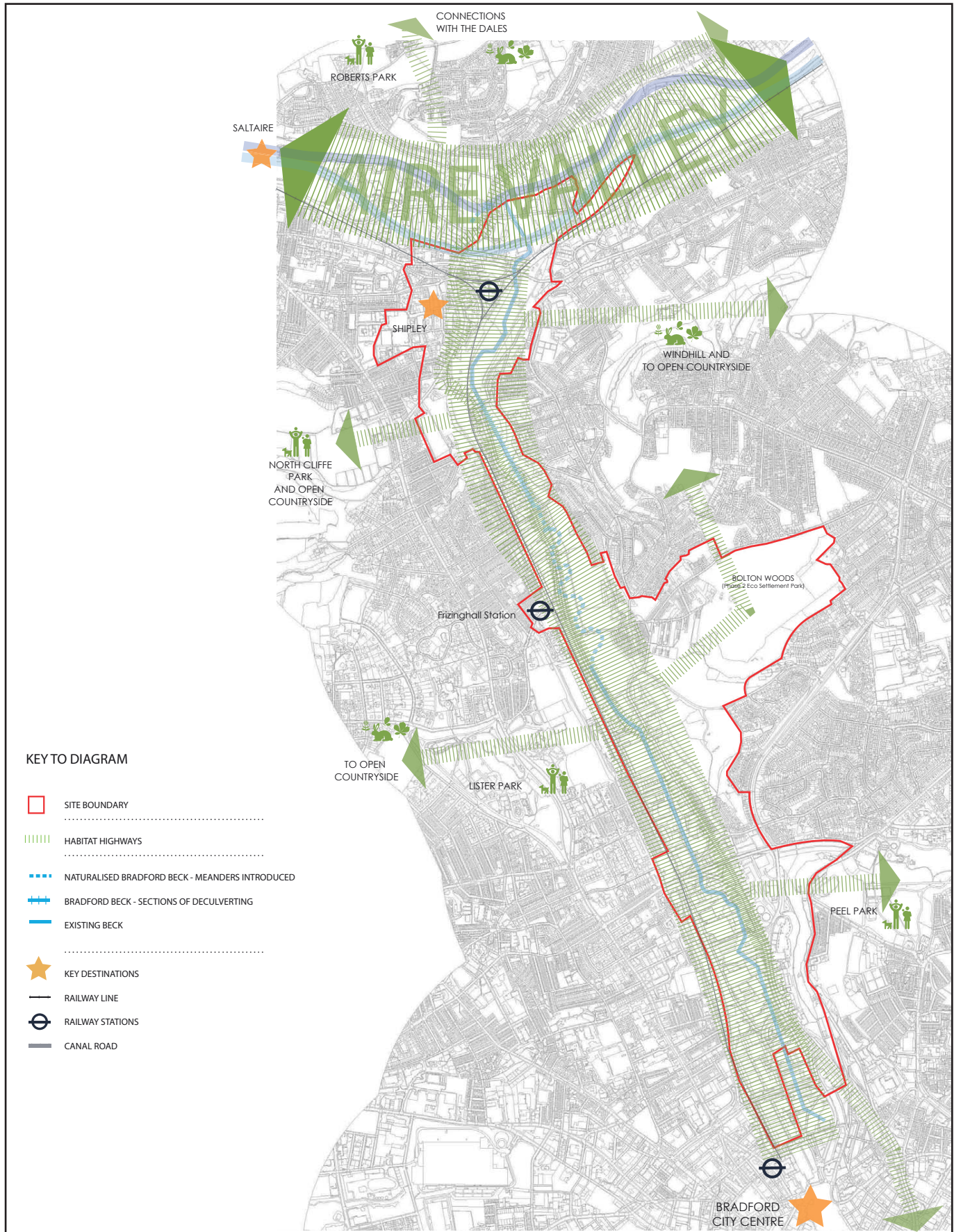
Habitat Highway	Ecological Assessment: Ecological Enhancement Concept
Leeds and Liverpool Canal	An Aquatic Haven
River Aire	Big Fish Revival
The road network, including Canal Road	The Nectar Highway
The railway network, including the Shipley, Frizinghall stations and railway margins	The Butterfly Express
Canal Road Greenway	The Greener Way
Bolton Woods Quarry and Bolton Woods ecological corridor, including Boars Well	The Green Lungs of Bradford

4.7.41 The Council will work with landowners, developers and local wildlife groups, to support the delivery of ecological enhancement projects. In particular projects should enhance and strengthen habitat highways and take advantage of the key opportunities, identified in the Ecological Assessment.

Key Evidence

- Shipley and Canal Road Corridor Green Infrastructure Study (2014)
- Shipley and Canal Road Corridor Ecological Assessment (2014)
- Bradford Becks: A New Lease of Life. Catchment Management Plan (2012)

Figure 14: Habitat Highways



Source: SCRC Green infrastructure Study (2014)

Monitoring and Delivery

4.7.42 Monitoring habitat gains/ losses will be undertaken in accordance with recommendations of the Ecological Assessment and through updates to the Ecological Assessment.

4.7.43 The Council will have due regard to compliance with the EU Water Framework Directive 2000 (WFD), which was transcribed into UK law in 2003. It will have seek to comply with the River Basin Management Plans (RMBP's) produced by the Environment Agency in exercising its functions. The water and environmental quality of the Bradford Beck and other key waterways will be monitored and reported on by the Council and key partners, in accordance with the aims of the Water Frameworks Directive.

Design, Heritage and Conservation

Background

4.7.44 The AAP includes and is adjacent to a number of important heritage assets, including a number of Conservation Areas, historic parks and listed buildings and contains waterways, buildings, and structures that contribute to the area's local character and historic interest.

4.7.45 Located just outside the northern boundary of the AAP and of international, national and local importance to the district is the World Heritage Site of Saltaire. The buffer zone for the Saltaire World Heritage Site extends into Shipley and covers the northern part of the AAP area.

4.7.46 A Heritage Impact Assessment of all sites within the World Heritage Buffer Zone has been undertaken to evaluate the extent to which the development of these areas is likely to impact upon the Outstanding Universal Value of the World Heritage Site.

4.7.47 The AAP will support the objectives of the Saltaire World Heritage Site Management Plan though the protection of the outstanding universal value of Saltaire World Heritage Site and its setting, and by ensuring new development and public realm works enhance the built environment around Shipley town centre and improve links between Saltaire and Shipley town centre.

4.7.48 Policy SCRC/NBE5 will aim to ensure new development protects and enhances the areas heritage and conservation assets.

Policy SCRC/NBE5 Heritage and Conservation

A. Development will be expected to preserve and enhance the character, appearance and setting of key heritage assets within and adjacent to the Corridor, in accordance with Core Strategy Policy EN3: Historic Environment.

Existing Conservation Areas and World Heritage Site Buffer Zone are defined on the Policies Map and are listed below:

- 1. Leeds & Liverpool Canal Conservation Area**
- 2. Saltaire World Heritage Site Buffer Zone**

B. All Development within the World Heritage Site Buffer Zone will be required to protect and enhance the outstanding universal value of Saltaire World Heritage Site and its setting, in accordance with Core Strategy Policy EN3.

Policy Links

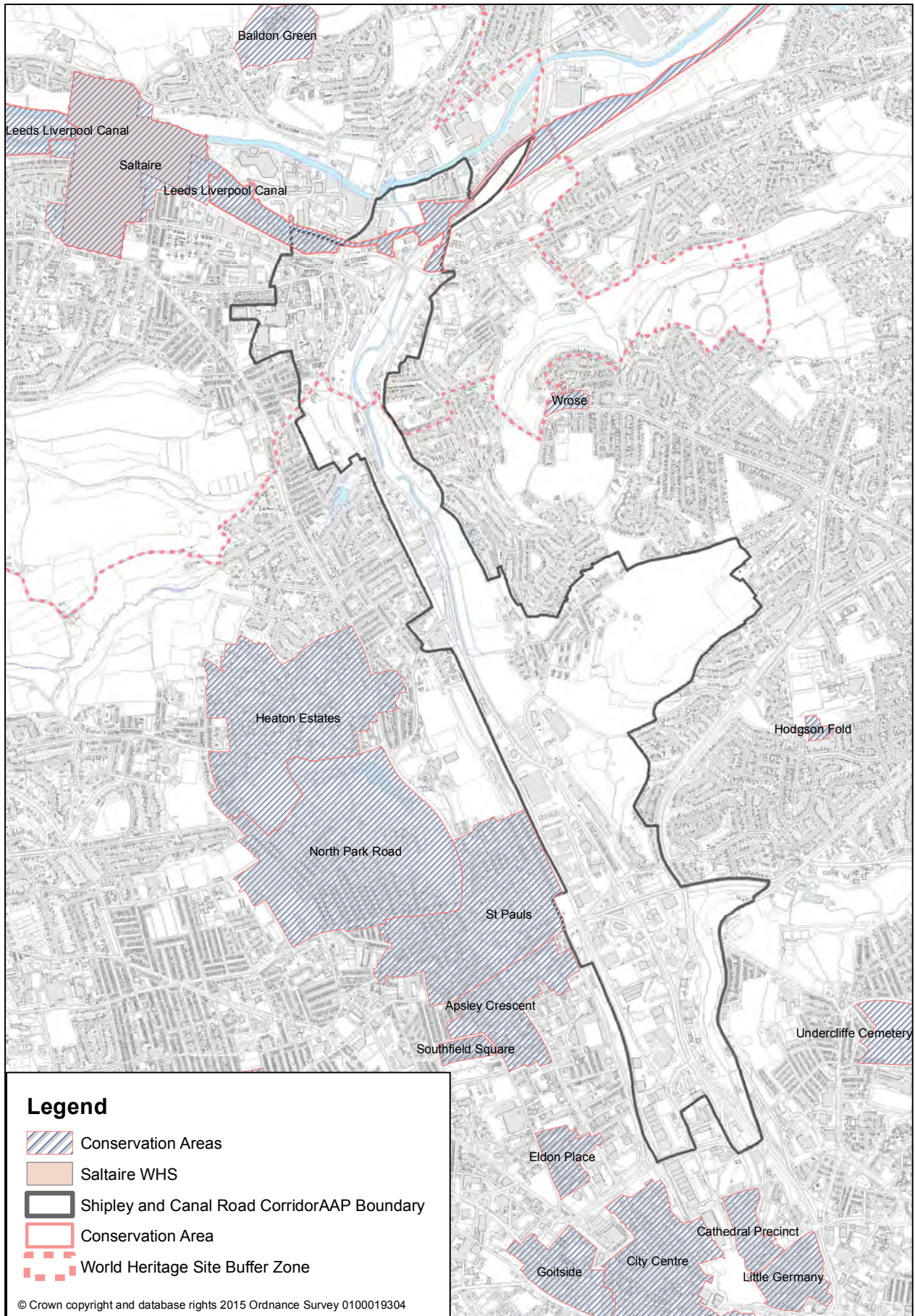
Core Strategy Policy EN3: Historic Environment

4.7.49 Key heritage assets include the World Heritage Site of Saltaire, Leeds and Liverpool Canal Conservation Area, Listed Buildings and key unlisted buildings and structures within Conservation Areas. The Leeds- Liverpool Canal Conservation Areas and the World Heritage Site Buffer Zone are identified on the policies map and other key heritage assets are identified within the sub area development frameworks and site allocation statements. Conservation areas may be reviewed over the plan period and boundaries maybe subject to change. Proposals should refer to the most up to date conservation area assessment and boundary map.

4.7.50 Proposals that affects the land within the boundary or setting of a designated Conservation Area/heritage asset should pay suitable regard to adopted Conservation Area Appraisals and Listed Building Statements. Where possible, the redevelopment of sites within or adjacent to the Leeds and Liverpool Canal Conservation Area should take advantage of any opportunities for enhancing or better revealing the significance of the Conservation Area.

4.7.51 Development proposals within the World Heritage Site buffer zone will be required to demonstrate that they will conserve those elements which contribute towards its Outstanding Universal Value, including its setting and key views, and should have regard to and be informed by the World Heritage Site Management Plan. Within the site or buffer zone, development that might result in the loss of the heritage fabric or reduce the enjoyment of the village to residents and visitors by damaging views into and out of the village, will be refused.

Figure 15: Heritage Assets



Securing High Quality Design

4.7.52 The Core Strategy sets out the general principles for achieving good design. These design principles are applicable and will apply to all development proposals within the AAP area. In addition a strong design ethos is embedded throughout the AAP to ensure the Corridor develops as a functional and legible area and is able to develop its own unique character and sense of place in the future.

4.7.53 Three distinct place-making opportunity areas within the Corridor have been identified:

- Shipley town centre and its fringe, including the Dockfield Road area and canalside
- The Central Section area around Bolton Woods, Gaisby Lane and Frizinghall Station.
- The southern area of the Corridor (City Centre Fringe).

4.7.54 The vision and urban design principles for these areas are set out in the sub area Development Frameworks to ensure that the place-making opportunities in these areas are fully realised.

4.7.55 Policy SCRC/NBE6 will aim to ensure that development proposals are design led and based upon an understanding and evaluation of a site's defining characteristics and surrounding context.

4.7.56 Policy SCRC/NBE6 outlines the design principles against which all proposals for new development in the AAP will be considered and applies to the design of individual buildings and public spaces as well as larger scale developments.

4.7.57 All proposals should be design led and be informed by the general design principles set out in the Core Strategy; any relevant guidance contained within Supplementary Planning Documents, Conservation

Policy SCRC/NBE6 Ensuring high quality design

All new development within the Corridor must demonstrate a high standard of design and respond to place-making opportunities, in line with the sub area development frameworks and the following design principles:

1. Respond positively to existing natural features along the Corridor including the topography, waterways and greenspaces.
2. Relate well to the existing urban fabric of the area in terms of layout (urban structure and grain) and scale (height and massing) and enhance the townscape character areas around Shipley and Bolton Woods.
3. Contribute to creating distinctive new neighbourhoods with a strong sense of identity formed by the layout and design of the buildings, streets and spaces.
4. Deliver high quality public realm which prioritises the needs of pedestrians and cyclists, enhances the quality of the built and natural environment and is resilient to climate change.
5. Ensure development facilitates movement along safe, attractive and legible pedestrian and cycle routes. Development should take opportunities to connect to strategic road, rail, bus and cycle networks along the Corridor.
6. Deliver comprehensive development on large scale residential sites which relates well, and links to, existing communities and key sites in the area.
7. Preserve and enhance the setting and key views of important heritage assets, especially those elements which contribute to the Universal Value of Saltaire.
8. Encourage active and healthy lifestyles and promote high quality inclusive design in the layout and design of new developments and individual buildings.

Policy Links

- Core Strategy Policy DS1:** Achieving Good Design
- Core Strategy Policy DS2:** Working with the Landscape
- Core Strategy Policy DS3:** Urban Character
- Core Strategy Policy DS4:** Streets and Movement
- Core Strategy Policy DS5:** Safe and Inclusive Places
- Core Strategy Policy HO9:** Housing Quality

Area Assessments and other relevant documents and support the vision and design principles outlined in the Sub Area Development Frameworks.

4.7.58 The council has ambitions to achieve high-quality design of new development and outdoor spaces along the Linear Park. Proposals will be expected to take advantage of key place making opportunities provided by the main features of the Corridor including waterways, woodland, hillsides and topography, and where possible integrate and enhance these as a key part of the design of new developments. To deliver a linked and connected Linear Park proposals should have regards to, and take advantage of, opportunities identified Green Infrastructure Study and Ecological Assessment.

4.7.59 Within the Centre Section large scale development proposals will be expected to demonstrate that opportunities have been sought to deliver comprehensive and co-ordinated forms of development with other sites in the area. Development proposals as part of New Bolton Woods (NBW1) and Bolton Wood Quarry (BWQ1) should be supported by Masterplans and spatial frameworks as a means of demonstrating a comprehensive or co-ordinated approach to development. To support good design on these large scale sites, proposals should be submitted for independent Design Review.

Key Evidence

- Shipley and Canal Road Corridor Green Infrastructure Study (2014)
- Shipley and Canal Road Corridor Ecological Assessment (2014)
- Leeds-Liverpool Canal Conservation Area Assessment (2006)
- Shipley and Canal Road Corridor Strategic Development Framework (2013)
- Saltaire World Heritage Site Management Plan (2014)

Monitoring and Delivery

4.7.60 To help ensure high quality design of major development, proposals should be developed in consultation with the community and key stakeholders and submitted for Independent Design Review where appropriate.

New Mill, Saltaire



Promoting Healthy, Strong and Inclusive Communities along the Corridor

4.8 This sub section seeks to take forward the following objectives in order to deliver the Vision for the Corridor:

SCRC AAP Objectives

1. Deliver an Urban Eco Settlement of over 3100 new homes within the AAP boundary by 2030 that will create exemplar sustainable neighbourhoods, which encourage healthy lifestyles and contribute to the key aims of delivering a low carbon economy.

7. Protect and enhance biodiversity and green infrastructure by strengthening ecological networks and establishing a multi-functional linear park; consisting of a chain of interconnected green spaces and natural environments linked to an improved Bradford Beck and the Canal Road Greenway.

10. Enhance resident's health and education outcomes through supporting development which encourages healthy lifestyles, promotes integration and improves access to good quality homes, jobs, schools, green space, sport and recreation facilities, and by reducing pollution and managing air quality along the Corridor particularly in identified Air Quality Management Areas.



Improving Health, Wellbeing and Quality of Life

Background

4.8.1 In addition to the Sustainability Appraisal (SA) the AAP has been informed by a Health Impact Assessment (HIA) as part of the preparation of the AAP. This is to ensure that where possible, the policies in the AAP will actively promote health gain for the local population, reduce health inequalities and do not actively damage health.

4.8.2 The Corridor, with one of the District's most significant areas of regeneration and Urban Eco Settlement ambitions, offers a unique opportunity to develop a series of places that have health and wellbeing at its core.

4.8.3 Development should contribute to, and not significantly adversely affect, the health and wellbeing of those who live and/or work within the vicinity of that development. Major development schemes should demonstrate that they have been designed to encourage active and healthy lifestyles, in accordance with the design principles in Policy SCRC/NBE6.

4.8.4 Large scale development schemes, including New Bolton Woods and Bolton Woods Quarry, will be expected to deliver excellent examples of sustainable development and healthier living.

Land Quality

4.8.5 The Corridor has a complex industrial heritage, with a legacy of manufacturing, engineering and industrial processes and former land uses that could be classified as a potential risk. The AAP will seek ensure that developments, due to their nature or location, do not endanger public health and safety, or cause a significant nuisance to the public.

4.8.6 All sites in the Corridor must be subject to appropriate investigation and assessment of potential risks associated with previous land uses. Proposals will be expected to refer to the Council's Technical Guidance for Development on Land Affected by Contamination and any other relevant guidance. Specific site constraints are identified in relevant site allocation statements.

4.8.7 Where there is evidence of contamination, remedial measures must be identified to ensure that the development will not pose a risk to human health, public safety and the environment, in accordance with Core Strategy Policy EN8: Environmental Protection. On sites impacting waterways, development must ensure drainage methods are suitable for the site conditions and protect groundwater.

4.8.8 The allotments located to the east of Frizinghall Station have been found to lie on contaminated ground

and is no longer in active use. There is potential to enhance the site's value as a green infrastructure asset through suitable remediation. Opportunities for ecological remediation should be explored on this site where practicable, in accordance with recommendations from the Ecological Assessment.

4.8.9 Ground issues associated with former mining and quarrying are considered in the Minerals and Waste Section. In addition to present and former quarrying operations at Bolton Woods Quarry, the western flank of Bolton Woods is affected by significant gradients. Sites affected by gradients of around 1 in 8 are likely to require extensive earthworks and stabilisation to mitigate risks associated with slope stability and to provide sufficiently level development platforms. Extensive areas steeper than this may not prove suitable for built development and should generally be considered for alternative uses.

4.8.10 Sites affected by significant gradients and potential slope instability will be regulated were relevant through planning conditions relating to development on unstable land.

Air Quality

4.8.11 The urban areas of Bradford experience significant air quality problems, largely due to road transport emissions. A Low Emission Strategy, which aims to take a proactive approach to help maintain and improve air quality within the District was adopted in 2013. The Low Emissions Strategy also sets out development management planning guidance.

4.8.12 There are currently two Air Quality Management Areas (AQMA) within close proximity to the AAP boundary. The AQMAs are located at:

- Signalised junction at Shipley Airedale Road / Otley Road
- Signalised Junction of Queens Road / Manningham Lane.

4.8.13 These AQMAs have been designated due to the volume of traffic that use these key junctions and the congestion caused by the level of demand. There is also emerging evidence of wider air quality problems within the city centre and other key routes which development within the Canal Road Corridor will impact upon.

4.8.14 The scale of development planned in the Corridor will have an impact on air quality. Without intervention the need to accommodate growth and development in the AAP could lead to air quality being worse in the future.

4.8.15 The AAP will aim to maintain and improve air quality within the Corridor. By securing reasonable emission mitigation on each scheme, where

appropriate, cumulative impacts arising from development in the Corridor can be minimised.

4.8.16 The approach of the AAP is to address air quality impacts through a range of measures including; minimising the cumulative impacts arising from planned development by securing reasonable emission mitigation, minimising trips generated by vehicles by locating development in accessible locations supported by sustainable transport options, and including air quality mitigation as part of sustainable design and strategic planning of green infrastructure.

4.8.17 Development proposals that have the potential to adversely impact on air quality will be required to incorporate measures to mitigate or offset their emissions and impacts, in accordance with Core Strategy Policy EN8 and the Low Emission Strategy for Bradford and associated guidance documents.

4.8.18 Development proposals will be required to take into consideration exposure of new occupants and other users to existing and future pollution levels. Sensitive receptors such as schools, nurseries, housing, health care and sports facilities should be located in areas within the Corridor least likely to be affected by high pollution levels. Where this is not possible, mitigation measures such as re-orientation of buildings to minimise exposure in habitable rooms and setting back of building facades from roadsides, should be implemented. In some cases it may be necessary to provide mechanical ventilation from least polluted facades in order to accommodate sensitive receptors.

4.8.19 Energy choices for the area should reflect the best option in terms of both local air quality and carbon reduction. The use of biomass technology within an urban valley location is unlikely to be considered as an acceptable solution for development in this area due to the increased Nitrogen Oxides (NOx) and particulate emission associated with such installations compared to conventional gas installations. Other forms of sustainable energy production such as solar and ground source heat pumps should be considered.

Hazardous Installations

4.8.20 Within the District there are certain sites and pipelines, designated by the Health and Safety Executive (HSE) as hazardous installations because of the quantities of hazardous substances stored, used or transmitted. The HSE notify the Council of the consultation distance from hazardous installations through the publication of consultation zones.

4.8.21 Within the AAP there is one hazardous installation and a high pressure gas pipeline around which the Health and Safety Executive have identified consultation zones.

- Hazardous Installation- Transco PLC, Canal Road Holder Station Canal Road , Bradford, HSE reference H1666 / H1666.
- Major Hazard Pipeline- Northern Gas Networks, Canal Road/Hartshead Moor, HSE reference 7690.

4.8.22 In accordance with national planning policy guidance the Council as had regard to the location of these hazardous installations and the objective of preventing major accidents and limiting their consequences.

4.8.23 Policy SCRC/HSC1 aims to ensure that public health and safety is not jeopardised by future development, in accordance with Core Strategy Policy EN8: Environmental Protection.

Policy SCRC/HSC1 Hazardous Installations

A The following major hazard sites and pipelines are located in the Corridor:

- 1. Hazardous Installation- Transco PLC, Canal Road Holder Station**
- 2. Major Hazard Pipeline- Northern Gas Networks, Canal Road/Hartshead**

The following site is shown on the policies map as a hazardous installation:

- 1. SCRC/HSC1.1 Transco PLC, Canal Road Holder Station**

B. Planning permission will only be granted for development proposals, which are in the vicinity of hazardous installations and pipelines, if it is demonstrated that there is not an unacceptable increase in the risk to public health and safety which cannot be satisfactorily overcome by appropriate mitigation measures.

Policy Links

Core Strategy Policy EN8: Environmental Protection

4.8.24 The Canal Road Holder Station Hazardous Installation has been carried forward from the RUDP 2005 and is identified on the policies map. Hazardous sites and pipelines are identified as constraints on the relevant site allocation statements. Development will be expected to have regard to the location of hazardous installations and HSE consultation zones in accordance with Core Strategy Policy EN8.

4.8.25 The HSE and Environment Agency will be consulted on development of sites identified as a hazardous installations and on development within the

HSE consultation zones; in particular for their view as to whether a proposal would create an unacceptable risk in respect of Core Strategy Policy EN8.

4.8.26 Where circumstances change through the plan period, for example sites cease to store or use hazardous substances or the HSE recommendations are updated, the AAP will be subject to review.

Open Space, Sports and Recreational Facilities

4.8.27 The strategic approach to creating a high quality green infrastructure network is set out in Policy SCRC/NBE1 Green Infrastructure.

4.8.28 In regards to formal open space, the AAP currently benefits from large areas of public open space and playing fields running through the heart of the area, which provide recreational opportunities within the Corridor. This includes a number of sports and leisure facilities including Bolton Woods Junior Football Club and the King George V Playing Fields off Canal Road.

4.8.29 Playing pitch provision is an issue across the AAP area. This is shown in detail through the Playing Pitch Strategy (PPS) completed in 2014. The Playing Pitch Strategy identifies that there is a shortage of good quality playing pitches in both the Shipley and Bradford North Constituency.



4.8.30 The Core Strategy Policy EN1 seeks to protect important open space from development and requires new housing development to provide for new or improved open space, sport and recreational facilities.

4.8.31 It is recognised that the scale of development planned in the Corridor will result in the loss of some land currently used for open space. Therefore new development will be expected to provide new and enhanced open space and sports facilities to mitigate any loss. This will be particularly important on larger

scale sites in the Centre Section (NBW1, BWQ1), which will create additional needs for open space and playing fields though substantial new housing development.

Policy SCRC/HSC2 Open Space, Sport and Recreation

A. Development on land defined as recreation open space, playing fields and allotments on the Policies Map will be assessed in accordance with Core Strategy Policy EN1.

- 1. Any existing playing field which would be lost as a result of the proposed development should be replaced by a playing field or playing fields of equivalent or better quality and quantity in a suitable location prior to the commencement of development.**
- 2. On land identified as allotments development will not be permitted unless:**
 - **Alternative satisfactory provision can be made**
 - or**
 - **Community support for the allotments is demonstrable negligible**

B. Within the New Bolton Woods and Bolton Woods Quarry sites any loss of land formerly used as recreation open space will be mitigated through the provision of new and enhanced areas of open space.

C. Major residential developments will be required to provide for new or improved open space and recreation facilities, in accordance with Core Strategy Policy EN1 where directly linked to the development and consistent with the provision of the CIL regulations. Larger scale housing sites will be expected to provide new and enhanced areas of on site open space, including recreation facilities and natural green space.

Policy Links

Core Strategy Policy EN1: Protection and improvements in provision of Open Space and Recreation Facilities

Strategic Core Policy 8 (SC8): Protecting the South Pennine Moors SPA and the South Pennine Moors SAC and their zone of influence

Policy SCRC/NBE1: Green Infrastructure

4.8.32 Recreation open space, allotments and playing pitches are designated in the AAP as shown on the Policies Map. Development will be expected to safeguard and protect key areas of open space and

playing fields in accordance with Core Strategy Policy EN1. Major residential developments will be required to provide for new or improved open space, sport and recreational facilities, in accordance with Core Strategy Policy EN1.

4.8.33 Allotments provide a wide range of benefits to communities and the environment. Allotments are an important green infrastructure asset and can contribute greatly to healthy, sustainable, active communities. The AAP will seek to protect existing allotments.

4.8.34 There are four existing allotments located within the Corridor. These include the following sites which were previously allocated in the RUDP 2005:

- Valley Road Allotments, Bolton Lane
- Queens Road Allotments (B), Queen's Road
- Red Beck Allotments, Otley Road
- Frizinghall Allotments, Canal Road

4.8.35 The allotments located to the east of Frizinghall Station has been found to lie on contaminated ground and is no longer in active use. The Green Infrastructure Study has identified that there is potential to enhance its value as a green infrastructure asset subject to suitable site. Given the potential loss of some open space in the Corridor for alternative development, the need for this site to be used for alternative recreational or amenity open space uses will be considered first before other forms of development are accepted.

4.8.36 Larger scale housing developments will create additional demand for recreation and open space in the Corridor. Detailed proposals in relation to sport, recreation and open space are set out in relevant site allocation statements.

4.8.37 The New Bolton Woods site includes areas of land identified in the RUDP 2005 as urban greenspace, recreation open space and playing fields. Given the scale of development proposed there is a need for some development on areas that are currently used as open space. Development will be expected to provide new and enhanced open space on-site to mitigate the loss of any open space. The AAP will seek to retain areas of existing open space alongside the Bradford Beck between Gaisby Lane and Poplar Road in order to provide enhanced areas of open space for new and existing communities and to retain a green corridor which safeguards areas of higher flood risk, the Canal Road Greenway and the proposed route for the Bradford Canal.

4.8.38 The loss of any playing fields resulting from development should be replaced by equivalent or better provision, in terms of quantity and quality in a suitable location and be subject to equivalent or better management arrangements, in accordance with Sport England's Playing Fields Policy. Proposals will need to take account of the outcomes and latest evidence as set out in the Bradford District Playing Pitch Strategy and Open Space Assessment and have support from the relevant sports governing body.



Community Infrastructure

4.8.39 Alongside significant new housing growth, community infrastructure needs to be provided to ensure that successful neighbourhoods are created and new communities have the facilities available to meet their needs.

4.8.40 There is currently a limited provision of community facilities within the Corridor due to the relatively small population in the area. In regards to education provision, the BD2 postcode which covers the Centre Section of the AAP area has one of the highest levels of primary school provision shortages in the District. There is also predicted to be a District wide shortage of secondary school places from 2016 onwards. Evidence indicates that there is a need for a new primary school and a new secondary school to serve the AAP area to cater for planned growth. This could include a new secondary school located outside the AAP area, which is close to the city centre in an accessible location to the Corridor.

4.8.41 A major gap in the provision of sports and leisure facilities is the lack of local children's play facilities with insufficient existing playgrounds located within the Corridor.

4.8.42 New large scale development within the Corridor offers the potential to provide new and improved community facilities. As these facilities will generally be available for use by residents in surrounding communities, this will also help support the integration of existing and new communities located within and adjoining the Corridor.

4.8.43 The AAP will seek to ensure that planned growth in the Corridor delivers improved access to health and education provision and community facilities for a growing population.



Policy SCRC/HSC3 Community Infrastructure

A. The Council will require the provision of new community infrastructure as part of new large scale residential development in the Corridor in accordance with Core Strategy Policy ID3, where directly linked to the development and consistent with the provision of the CIL regulations.

B. A site capable of sustaining a two form entry primary school will be required within the New Bolton Woods site. The Council will expect school provision to be phased in relation to future housing growth in this area.

Policy links

Core Strategy Sub Area Policy BD2: Investment Priorities for the Regional City of Bradford including Shipley and Lower Baildon

Core Strategy Policy ID3: Developer Contributions

4.8.44 Development proposals will be expected to make proportion contributions towards the cost of providing infrastructure, in accordance with Core Strategy Policy ID3.

4.8.45 As part of larger scale development at New Bolton woods and Bolton Woods Quarry the Council will require the provision of appropriate community facilities subject to local need. Community facilities include uses as schools, healthcare, nurseries (falling mainly within the Use Class D1) and children's play space. The Council will seek to secure community facilities in accordance with Core Strategy Policy ID3. Detailed proposals in relation to community facilities are included within the relevant site allocation statements.

Key Evidence

- Playing Pitch Strategy 2014
- Low Emission Strategy 2013
- SCRC AAP Green Infrastructure Study 2014
- Open Space, Sport and Recreation Study 2006
- SCRC AAP Infrastructure Delivery Plan (2015)

Monitoring and Delivery

4.8.46 The Council will use the Infrastructure Delivery Plan (IDP), Playing Pitch Strategy and Open Space Assessment and any updates, to work with its partners and other stakeholders to ensure adequate provision of supporting infrastructure, including community infrastructure and open space.

SECTION FOUR
IMPLEMENTATION
& DELIVERY



SECTION FOUR

IMPLEMENTATION & DELIVERY

5.1 The AAP should be capable of being viable and deliverable. Given the scale of development proposed, the AAP will need to ensure that strategic infrastructure is co-ordinated and delivered to support the phases of development planned for the Corridor.

5.2 The success of the AAP will primarily be measured against whether the Vision for the area is achieved. It is important, therefore, that proposals in this Plan are both deliverable and viable within the Plan timeframe. Delivery of the AAP proposals are, however, dependent on a number of factors including economic growth, commercial interest, site constraints, development costs, the amount of investment received from partners and availability of public sector funding.

5.3 This section sets out the approach to strategic infrastructure required to support growth and key viability and delivery issues.

Infrastructure Requirements

5.4 An Infrastructure Delivery Schedule (IDS) which forms part of the AAP Local Infrastructure Plan has been produced to establish what infrastructure is required to support development in the Corridor and how it will be provided.

5.5 The Infrastructure Delivery Schedule identifies the key projects for each infrastructure type to be delivered over the development plan period. However, as new priorities are identified, the Local Infrastructure Delivery Plan (LIP) may need to be updated and must be seen as a “working document” in order to maintain its effectiveness. The LIP will be reviewed and updated as necessary.

5.6 The Policies and Site Allocations in the AAP alongside the other mechanisms set out in this section will help to secure the delivery of key infrastructure.

Developer Contributions

5.7 Developer contributions are an important mechanism for funding the infrastructure required to serve new development, including open space and sports facilities, transport improvements and affordable housing.

5.8 The Community Infrastructure Levy and Section 106 Agreements are both important tools the Council will use to help bring forward the infrastructure necessary to support the development set out in the AAP.

5.9 Other than affordable and site specific measures required to make a development acceptable, developer contributions will be collected through the Community Infrastructure Levy (CIL).

5.10 Core Strategy Policy ID3,- ‘Developer Contributions’ will be the primary mechanism for securing developer contributions through the CIL Charging Schedule and S106 Agreements.

5.11 However, developer contributions alone are unlikely to be able to support all the infrastructure requirements necessary to deliver high quality, sustainable development in the Corridor.

5.12 The AAP will therefore provide a key tool to support bids for future funding streams required to deliver strategic infrastructure in the area. Core Strategy Policy ID8 – ‘Regeneration Funding and Delivery’ puts forward a number of alternative funding mechanisms which may be used in the delivery of the AAP.

Viability and Delivery

5.13 The NPPF requires careful attention to viability and deliverability in plan-making. The AAP has been informed by a Viability Assessment.

5.14 There are a number of potential funding and delivery mechanisms and opportunities that the Council will utilise to ensure delivery of the AAP. In accordance with Core Strategy policy ID8 the AAP will to consider innovative delivery tools to promote and incentivise growth in the Corridor.

Working in Partnership

5.15 The Council has worked in partnership with a wide range of stakeholders in the production of the AAP and will continue to work with key stakeholders in delivering the objectives of the AAP.

5.16 The Council has established a Joint Venture Company called Canal Road Urban Village Ltd to facilitate regeneration of the New Bolton Woods site and established a collaborative working arrangement with the Bolton Woods Quarry owners, in the Central Section of the Corridor.

5.17 The AAP provides the necessary framework for co-ordinating investment and action across all partners

The Council as Landowner

5.18 The Council with its partners will take a proactive role in facilitating, development and associated infrastructure as set out in Core Strategy Policy ID5. The Council has interests in and ownership of areas of land within the AAP area. These assets and interests will be utilised in a way that enables the council to meet its regeneration and development aims and to deliver the objectives of the AAP.

Joint venture Company

5.19 In November 2009 the Council's Executive granted approval for the establishment of Canal Road Urban Village Ltd, a Joint Venture Company (JVCo) between the Council and Urbo Regeneration Ltd, as part of the preferred mechanism to pursue proposals to implement the comprehensive regeneration of the Centre Section of the Corridor.

5.20 The fundamental principle behind the JVCo is to deliver large scale regeneration through maximising the development potential, value and borrowing capacity of the combined land assets of both parties within the designated Joint Venture Partnership Area.

5.21 The AAP will support the regeneration ambitions of the Joint Venture Company to deliver transformational regeneration of the New Bolton Woods site (NBW1) as a key element of the Urban Eco Settlement.

5.22 Within the New Bolton Woods site the Council will take a pro-active approach to support active businesses to relocate to suitable sites within the Bradford District, where this is necessary to achieve comprehensive redevelopment.

Delivery

5.23 The scale of growth proposed in the AAP means development will not be delivered all at once. The AAP sets out the estimated timetable for the implementation of the proposals in Table 4, which provides a framework to guide and co-ordinate individual development projects to ensure overall integration. Estimated delivery is based on a number of key factors and assumptions such as constraints, site remediation requirements, and delivery of supporting infrastructure. The AAP approach is flexible to deal with external influences that could alter the delivery, such as changing economic conditions. It must be noted that dwelling targets and estimated timescale of development may be subject to change following detailed site proposals.

5.24 The larger scale developments including Bolton Woods Quarry (BWQ1) and New Bolton Woods (NBW1) are likely to be delivered in phases over the plan period. The AAP therefore needs to adopt a flexible approach to delivery on these sites. However, the phased construction of larger scale residential developments at New Bolton Woods and Bolton Woods Quarry may need to be controlled where necessary to ensure coordinated delivery of supporting infrastructure.

Table 4: AAP Sites Delivery

Site Allocation	Proposal	Expected Development	Estimate delivery timescale	Delivery
SHIPLEY				
STC1: Shipley Indoor Market Hall	Retail with supporting main town centre and residential uses	A1 - A4 uses with, office and main town centre uses, 20 residential units	2021 - 2025	CBMDC/ Private Sector
STC2: Market square	Retail with supporting main town centre and residential uses / public realm enhancement	A1 - A4 uses with main town centre uses and 25 residential units	2021 - 2025	CBMDC/ Private Sector
STC3: Station Road	Residential	50 residential units	2021 - 2025	Private Sector
SCT4: Shipley Gateway Site	Mixed use retail and leisure with residential uses	A1 - A4 uses with main town centre uses, 50 residential units	2026 - 2030	CBMDC/ Private Sector
SCT5: Atkinson Street	Residential	8 residential units	2016 - 2020	Private Sector
STC6: Buildings along Briggate	Residential with supporting main town centre uses	A1 - A5 uses, business, 20 residential units	2021 - 2025	Private Sector
SE1: Shipley East	Residential led mixed use with supporting retail and business uses	151 residential units, supporting retail and business uses	2016 - 2025	Private Sector/ CBMDC
SE2: Land around Crag Road Flats	Residential	30 residential units	2021 - 2025	Incommunities
DF1: Dock Lane, Canalside	Mixed use of residential and business uses (B1)	114 residential units with supporting business uses	2016 - 2025	Private Sector
DF2: Junction Bridge, Briggate,	Business/mixed use of employment uses with supporting main town centre and residential uses	Employment uses with supporting retail, leisure and residential uses	2021 - 2025	Private Sector
DF3: Land between Leeds Road and Dock Lane	Residential/mixed use of residential and employment and commercial uses	60 residential units, supporting business uses	2021 - 2025	Private Sector/ CBMDC
DF4: Dockfield Road North/ Dockfield Road South	Mixed use development of residential and employment uses (B1) with open space and water compatible uses	50 residential units, supporting business uses	2021 - 2025	Private Sector
DF5: Regent House	Residential	93 residential units	2021 - 2025	Private Sector
DF6: Junction of Dock Lane and Dockfield Road	Residential	4 residential units	2016 - 2020	Private Sector

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Site Allocation	Proposal	Expected Development	Estimate delivery timescale	Delivery
DF7: Dock Lane	Residential	15 residential units	2021- 2025	Private Sector
DF8: Dockfield Road	Residential	10 residential units	2016 - 2020	Private Sector
CENTRE SECTION				
NBW1: New Bolton Woods	Residential led mixed use redevelopment to include ancillary retail, employment uses (B1), education provision, sports facilities, and open space	1100 new residential units, supporting retail/leisure uses, new primary school, community facilities and employment uses	2016 - 2030	JVCO/ CBMDC/Private Sector
New Bolton Woods (phase 1)*	Residential	50 residential units	Completed post 2013	JVCO/ CBMDC
NBW2: Frizinghall Road	Residential	42 residential units	2021 - 2025	Private Sector
NBW3: Thornhill Avenue	Residential	21 residential units	2016 - 2020	Private Sector
NBW4: North Bolton Hall Road	Residential	35 residential units	2021 - 2025	Private Sector
NBW5: Flats East Valley Road	Residential	30 residential units	2021 - 2025	Incommunities
NBW6: North Queens Road	Residential	30 residential units	2021 - 2025	Private Sector
NBW7: Bolton Woods Flats	Residential	70 residential units	2016 - 2020	Incommunities/ Private Sector
BWQ1: Bolton Woods Quarry	Residential with small scale retail and community uses	1000 residential units, local retail and community uses to meet day to day needs	2016 - 2030	Private Sector/ CBMDC
CITY CENTRE FRINGE				
CCF1: Bolton Road Wapping	Residential	46 residential units.	Completed post 2013	Private Sector
CCF2: Bolton Road	Residential	16 residential units	2021 - 2025	Private Sector
CCF3: Wapping Road, Bolton Road	Residential	23 residential units	2016 - 2020	Private Sector/ CBMDC
CCF4: Singleton Street	Residential	60 residential units	Completed	Private Sector

Monitoring the AAP

5.25 In order to measure the success of the Objectives and Policies within the AAP and help to identify any potential need for a review of all or part of the AAP, the relevant Core Strategy Performance Monitoring Framework indicators set out in Table 4 will be used.

5.26 A review of the Plan is likely to be triggered where monitoring shows that key elements of the Plan, such as delivery against housing targets, would not be met to a significant extent.

5.27 Monitoring of the AAP will be reported within the Council's Annual Monitoring Report.

Annual Monitoring Report

5.28 The Monitoring framework (Table 5) of the AAP will be the primary mechanism for monitoring the effectiveness of the policies contained within this AAP and will form part of the Annual Monitoring Report (AMR). The AMR will monitor the targets set out within the monitoring framework to ensure the plan is being delivered effectively. Should the targets of the monitoring framework not be met, this will prompt a review of the AAP where necessary. The AMR shall also monitor the delivery of the allocated sites as set out in Table 4. Should the targets of Table 4 not be met, this will prompt a review of the AAP where necessary.

Table 5: Monitoring Framework

Housing

REF	INDICATOR	TYPE	REFERENCE	TARGET
IND5(H)	Total houses completed, analysed against the housing requirement, the housing trajectory, and targets for DPD's, settlements, previously developed land, affordable housing, by location within a settlement, allocation/windfall; for the District, DPD area and settlement. Corporate	AAP Objective	1, 2, 3	
		AAP Policy	SCRC/H1 SCRC/H2	For SCRC/H1 achieving the total housing requirement of 3,100 new dwellings For SCRC/H2 20% of housing completions are affordable housing.
IND6(H)	Completed housing schemes, analysed by density and allocation/windfall.	Objective	1, 3	
		Policy	SCRC/H1 SCRC/H2 Site allocations	For SCRC/H2 and site allocations, 90% of units on completed housing schemes are at a minimum density of 30dph.
IND7(H)	Remaining housing land supply, analysed against the housing requirement, the housing trajectory, and targets for DPD's, settlements, previously developed land, affordable housing; for the District, DPD area and settlement. Corporate	Objective	1, 2, 3	
		Policy	SCRC/H1 SCRC/H2 Site allocations	For SCRC/H1 achieving the total housing requirement of 3,100 new dwellings For SCRC/H1 and site allocations; at least 55% of new development within the AAP on previously developed land For SCRC/H2 20% of housing completions are affordable housing.

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Economy

REF	INDICATOR	TYPE	REFERENCE	TARGET
IND1(EJ)	Total employment jobs created, analysed against the employment requirement and the area targets.	Objective	1, 4, 5	
		Policy	SCRC/SE1 SCRC/SE2 SCRC/SE3 SCRC/SE4	Contribute to annual delivery of 2879 jobs (District wide).
IND2(EJ)	Vitality and viability assessments of the hierarchy of centres.	Objective	4, 5	
		Policy	SCRC/SE5 SCRC/SE6 SCRC/ST7	To meet the retail and leisure needs of Shipley town Centre

Transportation

REF	INDICATOR	TYPE	REFERENCE	TARGET
IND3(TM)	Modal split between different modes of transport.	Objective	9	
		Policy	SCRC/ST1 SCRC/ST3 SCRC/ST4 SCRC/ST5 SCRC/ST6 Site allocations	All new developments meet accessibility standards or provide mitigating measures.
IND4(TM)	Modal split between different modes of transport.	Objective	6, 9	
	Accessibility of new housing, employment and retail schemes by public transport.	Policy	SCRC/ST1 SCRC/ST3 SCRC/ST4 SCRC/ST5 SCRC/ST6 Site allocations	To increase the proportion of trips made by sustainable modes to 41% (WY LTP target).

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Environment

REF	INDICATOR	TYPE	REFERENCE	TARGET
IND8(EV)	The range of types of open space and recreational facilities for which an up to date assessment has been made.	Objective	7, 10	
		Policy	SCRC/NBE1 SCRC/HSC2	An assessment has been made of the extent to which provision of open space and recreational facilities meets the needs of existing and future needs of the AAPs population. For SCRC/NBE1 40% of the AAP area is retained as greenspace
IND9(EV)	The number of types of open space and recreational facilities for which standards have been identified in a DPD.	Objective	7,10	
		Policy	SCRC/NBE1 SCRC/HSC2	Key deficiencies in quantity, quality and accessibility of the AAPs resource have been highlighted and actions identified to address these in AAP, Action Plans and the Local Infrastructure Plan. For SCRC/NBE: 40% of the AAP area is retained as greenspace

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REF	INDICATOR	TYPE	REFERENCE	TARGET
IND10(EV)	Number of sites identified of local nature conservation importance, and proportion of local sites where positive conservation has been or is being implemented.	Objective	7	
		Policy	SCRC/NBE4	Net increase in the % of local sites where positive conservation management has been or is being implemented over each monitoring period. For SCRC/NBE4 net gain in biodiversity across AAP
IND12(EV)	The condition of the key views to and from the Saltaire World Heritage Site.	Objective	6, 11	
		Policy	SCRC/NBE5	The condition of the key views to be maintained or improved over each monitoring period
IND13(EV)	Mega Watts (MW) of installed renewable energy and low carbon energy capacity, which required planning permission.	Objective	8	
		Policy	SCRC/CC2	A net increase in installed renewable and low carbon energy over each monitoring period.
IND14(EV)	Number of completed developments that met the requirements for surface water treatment.	Objective	8	
		Policy	SCRC/CC1	A net increase in the number of completed developments that met the requirements for surface water treatment over each monitoring period.

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REF	INDICATOR	TYPE	REFERENCE	TARGET
IND15(EV)	The fraction of mortality attributable to particulate air pollution over each monitoring period.	Objective	10	
		Policy	SCRC/NBE6	A reduction in exposure to particulate air pollution, resulting in a reduction in the fraction of mortality attributable to air pollution over each monitoring period.
IND17(EV)	Ecological status of rivers.	Objective	7, 8	
		Policy	SCRC/CC1 SCRC/NBE2 SCRC/NBE3	No deterioration in the ecological status of water bodies over each monitoring period.
IND21(EV)	Amount of recovery of municipal waste.	Objective	4	
		Policy	SCRC/SE8	Increasing the amount of recovery of municipal waste to 67% by 2015, 75% by 2020, 80% by 2025.
IND23(EV)	Building for Life assessments of major housing schemes.	Objective	1, 3	
		Policy	SCRC/NBE6 SCRC/H2	For POLICY SCRC/H2; No planning permission for a major housing scheme should achieve a 'red' rating against Building for Life 12 assessment.

APPENDIX A:

GLOSSARY & ACRONYMS

Glossary and Acronyms

Accessibility: This is a general term used to describe the degree to which a product, device, service, or environment is available to as many people as possible. It can be viewed as the “ability to access” and benefit from some system or entity. It is often used to focus on people with disabilities or special needs and their right of access to facilities and services within the environment.

Affordable Housing: This type of housing includes social rented, affordable rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.

Allotment: The use of land assigned to a parcel of land within the Development Plan.

Appropriate Assessment: A formal assessment by the Council of the impacts of the Local Plan on the integrity of a Natura 2000 Site (a Special Protection Area (SPA), Special Area for Conservation (SAC) or proposed SPAs or Ramsar sites).

Air Quality Management Areas (AQMA): Areas where levels of pollution and air quality may not meet national air quality objectives. If it does not, a plan is prepared to improve the air quality – a Local Air Quality Action Plan.

Area Action Plan (AAP): Area Action Plans are used to provide a planning framework for areas where significant change or conservation is proposed, in line with policies in the Core Strategy. The following Area Action Plans will form part of Bradford District’s Local Plan:

- Bradford City Centre Area Action Plan
- Shipley and Canal Road Corridor Area Action Plan

Baseline Analysis Report: This report comprises a concise and comprehensive analysis of a wide range of topics (e.g. housing, biodiversity and transport) relevant to the Corridor’s social, economic and environmental characteristics at the present time. This study forms part of the Local Plan evidence base.

Biodiversity: This refers to the variety of plants, animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value too.

Bradford City Centre Area Action Plan (BCCAAP): This document will provide the planning framework for Bradford City Centre, in line with policies contained within the Core Strategy DPD.

Bradford Wildlife Area (BWA): These are areas which have local wildlife value within the District.

Brownfield Land/Site: This is the common term for land which is categorised as previously developed, the technical definition of which was previously contained in the Appendices to PPS3.

“Call for Sites”: A process whereby any agent, landowner, developer, land user who may have interests in the District and who wish to promote particular sites for future development in the Local plan could submit their proposals to the Council for consideration.

Climate Change: According to the Met Office, ‘Climate change is the long-term change in climate and is usually used in the context of man-made climate change’.

Community Infrastructure Levy (CIL): This is a new levy that local authorities can choose to charge on new developments in their area. The money collected can be used to support development by contributing towards the funding of infrastructure that the Council, local community and neighbourhoods want or need.

Conservation: The process of maintaining and managing change to a heritage asset in a way that sustains and where appropriate enhances its significance.

Conservation Area: This is an area of special architectural or historic interest designated by the Council under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Development is controlled more tightly in order to preserve or enhance their special character and qualities.

Core Strategy: This is a key development plan document (DPD) within the Local Plan which sets out the vision, objectives and strategic policies to guide the pattern and levels of development within the District over a 15-20 year period.

Density: In relation to residential developments, a measurement of the number of dwellings per hectare. SHLAA Density Categories and Multipliers

Designated Heritage Asset: A World Heritage Site, Scheduled Ancient Monument, Listed Building, Registered Park and Garden, Registered Battlefield or Conservation Area designated as such under the relevant legislation.

Development: The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change of use of any building or other land. (Section 55 Town and Country Planning Act 1990).

Development Management: The process of determining applications for planning permission. It is carried out by the Council in order to ensure appropriate use of land and buildings in the context of legislation, Government guidance and the Development Plan. Formally referred to as Development Control or DC.

Development Plan: Statutory document(s) produced by Local Planning Authority which set down policies and proposals for the development and other use of land in their area. The current development plan for the Bradford District is the Replacement Unitary Development Plan (RUDP). Once adopted, the Local Plan will become the development plan for the District.

Development Plan Document (DPD): These documents will form part of the Bradford District Local Plan. They include the:

- Core Strategy DPD
- Allocations DPD
- Area Action Plan DPD
- Policies map DPD
- Waste Management DPD

Equality Impact Assessment (EIA): This is a process designed to ensure that a policy, project or scheme does not discriminate against any disadvantaged or vulnerable people within society.

Employment Land Review: An assessment of the total future need for, and the available supply of, land for employment use in the District.

Employment Zone: Parts of the built up area where existing employment uses predominate and which are protected for employment uses in the Development Plan.

Evidence Base: A collection of technical studies on various topics e.g. housing, transport, and environment which are produced either by the Council or on their behalf. These studies inform the preparation of the Local Plan and provide robust, transparent and justified evidence required within plan-making.

Flood Risk Zone: An area of land at risk from flooding.

Green Belt: An area of open land defined in the Plan in accordance with Government guidance where strict controls on development are applied in order to check the unrestricted sprawl of large built up areas, safeguard the countryside from encroachment, prevent neighbouring towns from merging into one another, preserve the special character of historic towns, and assist in urban regeneration.

Greenfield Land or Site: Land (or a defined site), that has not previously been developed.

Green Infrastructure: Green Infrastructure (GI) is a strategically planned and delivered network of

high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, allotments and private gardens.

Habitats Regulations Assessment: Refer to Appropriate Assessment.

High Frequency Bus Route: The accessibility to bus services which run along the same route six or more times per hour in peak times. Those bus services which run four times per hour are also considered to be high frequency.

Historic Environment: All aspects of the environment resulting from the interaction between people and places through time, including surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.

Independent Examination: All DPD's are subject to independent examination by an independent inspector supplied by the Planning Inspectorate (PINS). This usually takes the form of formal hearing, presided over by an inspector or panel of inspectors appointed to consider the 'soundness' of the plan i.e. the robustness of the policies and proposals contained in the DPD. Persons who properly made representations on a DPD when it was submitted will have their views considered by the inspector when they examine it for its soundness.

Infrastructure: The basic facilities, services, and installations needed for the functioning of a community or society, such as transportation and communications systems, water and power lines, and public institutions including schools, post offices, and prisons.

Inspectors Report: A report issued by the inspector who conducted the independent examination, setting out their conclusions on the matters raised in terms of the soundness of the plan and suggesting changes for the local planning authority to make to the submitted DPD before it is adopted.

Issues and Options: This refers to the first stage in the preparation of a Development Plan Document (DPD), whereby the Council will ask the public what the key issues and options are for an area and the plan being produced.

Joint Venture Company: An Asset-Based Joint Venture Company between the Council and Urbo Regeneration Ltd.

Key Diagram: The diagrammatic representation of the spatial strategy as set out in the Core Strategy.

Leeds City Region (LCR): Refers to the area which covers West Yorkshire and parts of neighbouring North and South Yorkshire that is ten local authority Districts, including Bradford. The areas economic development is supported by the Leeds City Region Partnership, a sub-regional economic development partnership.

Local Infrastructure Plan (LIP): This study sets out the current position of infrastructure provision in the District, along with an identification of the key agencies/partners, their investment programmes and infrastructure commitments, along with any key issues for the Core Strategy. This study forms part of the Local Plan evidence base.

Local Development Framework (LDF): Term previously used to describe a range of statutory planning policy documents that will provide a framework for advising the particular community's economic, social and environmental aims, usually comprising a portfolio of development documents including a Core Strategy, Allocations, Area Action Plans (AAPs) and Supplementary Planning Documents (SPDs).

Local Development Scheme (LDS): The Local Development Scheme (LDS) is a three year rolling work programme which sets out the details, timescales and arrangements for producing Local Plan Documents

Local Plan: Replaces LDF as the term to describe the statutory development plan produced by the LPA, including DPDs and Neighbourhood Plans.

Local Planning Authority (LPA): The statutory authority, i.e. City of Bradford Metropolitan District Council, whose duty it is to carry out the planning function for its area.

National Planning Policy Framework (NPPF): This document sets out the Government's planning policies for England and how these are expected to be applied. The Framework consolidates previous Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs) into one single national planning document.

Open Space: All open spaces of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Planning Practice Guidance (PPG): On 6 March 2014 the Government published the Planning Practice Guidance website. The website brings together many areas of English planning guidance into a new format, linked to the National Planning Policy Framework

Previously Developed Land (PDL): Land which is or was occupied by a permanent structure, including curtilage of the developed land and any associated fixed surface infrastructure.

Primary Frontages: These refer to the key shop frontages within a primary shopping area where retail development and uses are concentrated.

Principal Town: These are key towns within the District which are the main focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities.

Publication Draft: The publication stage plan should be the document that the local authority considers ready for examination. This Plan must be published for representations by the local planning authority, together with other "proposed submission documents", before it can be submitted to the Planning Inspectorate for examination. This provides a formal opportunity for the local community and other interests to consider the Local Plan, which the local planning authority would like to adopt.

Regional City: A city recognised as a key regional hub for economic development, housing, shopping, leisure, education, health and cultural activities and facilities. Bradford was designated as a regional city in the Regional Spatial Strategy (RSS) for Yorkshire and the Humber in 2008.

Replacement Unitary Development Plan (RUDP): This is the current development plan for the Bradford District which was adopted in October 2005.

Retail and Leisure Study: This study provides an up-to-date comprehensive picture of current and future capacity for retailing and leisure in the District, which will be used to accurately determine planning applications and to inform the emerging Local Plan. This study will also assess the existing network of larger and smaller centres in Bradford Metropolitan District and the function and effectiveness of the current retail hierarchy.

Self Build/Custom Build: anyone who builds or commissions their own home for their own occupation

Secondary Frontages: These shop frontages provide greater opportunities for a diversity of uses within a primary shopping area.

Settlement Hierarchy: A hierarchy of settlements which will guide the proportion of development that will be located in each settlement over the Plan period. The level of facilities, access to public transport and environmental constraints will guide this.

Settlement Study: A baseline characteristics study of each of the District's settlements.

Site of Ecological or Geological Importance (SEGI): Areas identified by the Council as being important for their flora, fauna, geological or physiological features. They are of countywide importance.

Site of Special Scientific Importance (SSSI): Areas identified by English Nature as being of interest by

reason of their flora, fauna, geological or physiological features. They are of national importance and have statutory protection.

Special Protection Area (SPA): Areas which have been identified by the European Commission as being of international importance for certain breeding, feeding, wintering or migration of rare and vulnerable species of bird populations found within the EU countries. They have statutory protection under the EC Directive for the Conservation of Wild Birds 79/409.

Statement of Community Involvement (SCI):

A statement enabling communities to know when they will be involved in the preparation of planning applications and the Local Plan. It also outlines how the Local Planning Authority will engage communities in the planning process. The Bradford District SCI was adopted by the Council on the 8th July 2008.

Strategic Environmental Assessment (SEA): A statutory requirement of SEA Regulations 2004 to assess significant effects of all scales of statutory plans on the environment.

Strategic Flood Risk Assessment (SFRA): This is a study required to meet national and regional policy requirements in relation to flood risk in a local area.

Strategic Housing Land Availability Assessment (SHLAA): Part of the Local Plan Evidence Base which the Government requires the Council to produce. The primary role of this assessment is to provide an indication of the scale, nature and distribution of potential housing land across the district. This involves identifying sites with potential for housing; assessing their capacity to accommodate houses; and determining having collected information about land ownership, development constraints and economic viability, whether and when they could be developed.

Strategic Housing Market Assessment (SHMA): A key part of Local Plan the evidence base, as required by the Government. Provides an assessment of the scale, range and type and tenure of homes - both market and affordable - that will be required based on analysis of demographic, social and housing market drivers. A key document for determining affordable housing requirement quotas.

Sustainability Appraisal (SA): The process of evaluating the environmental, social and economic effects of a policy, plan or programme.

Sustrans: A leading UK charity enabling people to travel by foot, bike or public transport for more of the journeys we make every day.

ShIPLEY and Canal Road Corridor Area Action Plan (AAP): This document will provide the planning framework for ShIPLEY and Canal Road Corridor, in line with policies contained within the Core Strategy DPD.

Sustainable modes of transport: Any means of transport with low impact on the environment, including walking and cycling, green or low emission vehicles, car sharing and public transport.

Strategic Development Framework: This study presents baseline evidence reports, vision, capacity and strategic options for future development in the AAP area.

The Regulations: The Town and Country Planning (Local Planning) (England) Regulations 2012.

Urban Eco Settlement: The Urban Eco Settlements Programme is the Leeds City Region's alternative to a freestanding Eco Town, which aims to deliver eco principles within the existing built urban environment on a number of major regeneration sites.

West Yorkshire Local Transport Plan (WYLTP): A statutory requirement of local transport authorities which aims to deliver more sustainable transport.

Windfall Site: A site which has not been specifically identified as available through the development plan process, but which unexpectedly becomes available for development. A windfall dwelling is a dwelling which is delivered from such a site.

World Heritage Site: A UNESCO designation which can be a site of cultural or natural heritage considered to be of outstanding universal value and worthy of special protection. Saltaire is a World Heritage Site within the Bradford District.

APPENDIX B:

EVIDENCE BASE

Evidence Base

The AAP will provide the long term framework for development and change in Shipley and Canal Road Corridor. It includes policies proposals for the development of sites for residential, retail, employment, transport initiatives and environmental protection.

It is important that the policies and proposals in the AAP are based on an up-to-date, robust and reliable evidence base to ensure a thorough understanding of the needs, opportunities and any constraints of the area.

The following studies, technical reports and sources of data have informed the Publication Draft Report.

District Wide Evidence

- Bradford District Employment Land Review Study (2011)
- Bradford District Retail & Leisure Study (2013)
- Bradford District Strategic Housing Land Availability Assessment (2015)
- Bradford District Playing Pitch Strategy (2014)
- Bradford District Strategic Housing Market Assessment (2013)
- Bradford District Strategic Flood Risk Assessment Level 1 (2014)
- Leeds and Liverpool Conservation Area Assessment (2006)
- Saltaire World Heritage Site Management Plan (2014)

Shipley and Canal Road Corridor AAP Evidence

- Shipley and Canal Road Corridor Strategic Development Framework Report (2013)
- Shipley and Canal Road Corridor AAP Transport Study (2015)
- Shipley and Canal Road Corridor AAP Green Infrastructure Study (2014)
- Ecological Assessment for the Shipley and Canal Road Corridor & Bradford City Centre AAPs (2014)
- Shipley and Canal Road Corridor AAP Infrastructure Delivery Plan (2015)
- Shipley and Canal Road Corridor AAP Viability Assessment (2015)
- Strategic Flood Risk Assessment Level 2 (2015)
- Shipley and Canal Road Corridor AAP Heritage Impact Assessment (2015)

List of other documents reviewed

- Shipley Town Centre Strategy (2008)
- New Bolton Woods Masterplan (2013)
- Bradford Becks A New Lease of Life. Catchment Management Plan (2012)
- Bradford District Community Strategy (2011-14)
- Bradford District Local Infrastructure Plan (2013)

APPENDIX C:

RESIDENTIAL SITES & RESIDENTIAL LOSSES

Residential Sites and Residential Losses

Table 6: Shipley and Canal Road Corridor AAP: Residential Sites

Sub Area	Site	Ref	Area (ha)		Site type	Completed Post 2013	Estimated Delivery		
							2016-20	2021-25	2026-30
Shipley	Canalside Dock Lane	DF1	2.01	114**	PDL		X	X	
	Land between Leeds Road and Dock Lane	DF3	0.6	60	PDL			X	
	Dockfield Road North/South	DF4	1.24	50	PDL			X	
	Regent House	DF5	0.69	93**	PDL			X	
	Junction of Dock Lane and Dockfield Road	DF6	0.05	4**	PDL		X		
	Dock Lane	DF7	0.15	15	PDL			X	
	Dockfield Place	DF8	0.13	10	PDL			X	
	Shipley East	SE1	8.9	151	mix		X	X	
	Land around Crag Road Flats	SE2	0.29	30	GF			X	
	Shipley Indoor Market Hall	STC1	0.25	20	PDF			X	
	Land and buildings around Market Sq	STC2	1.1	25	PDL			X	
	Station Road	STC3	0.4	50	PDL			X	
	Shipley Gateway Site	STC4	0.8	50	PDL				X
	Atkinson Street	STC 5	0.02	8	PDL		X		
Buildings along Briggate	STC6	0.21	20	PDL			X		
Shipley Total			700						

Sub Area	Site	Ref	Area (ha)		Site type	Completed Post 2013	Estimated Delivery		
							2016-20	2021-25	2026-30
Centre Section	New Bolton Woods	NBW1	50	1100**	Mix		X	X	X
	New Bolton Woods (phase 1)*	NBW1	2.22	50**	GF	X			
	Frizinghall Road	NBW2	0.8	42	PDL			X	
	Thornhill Avenue	NBW3	0.71	21**	GF		X		
	North Bolton Hall Road	NBW4	0.83	35	PDL			X	
	Valley Road Flats	NBW5	0.76	30	PDL			X	
	North Queens Road	NBW6	0.8	30	PDL			X	
	Bolton Woods Flats	NBW7	1.4	70	PDL		X		
	Bolton Woods Quarry	BWQ	28.7	1000	mix		X	X	X
Centre Section Total				2378					
City Centre Fringe	Bolton Road Wapping*	CCF1	2.11	46**	GF	X			
	Bolton Road	CCF2	0.31	16	GF			X	
	Wapping Road, Bolton Road	CCF3	0.46	23	mix		X		
	Singleton Street*	CCF4	0.39	60**	PDL	X			
City Centre Fringe Total				145					
AAP Totals				3223					

* Sites completed (post April 2013)

** Estimated capacity based on approved planning application

The above table illustrates projected numbers of residential units for residential sites in the AAP. Estimated site capacities have been informed by valid planning approvals, evidence from the SHLAA and the application of density targets.

In some cases site capacities have been adjusted to reflect site specific circumstances and to acknowledge the most likely form of development, for example where sites are identified as mixed use.

It must be noted that dwelling targets and estimated timescale of development are indicative and may be subject to change following detailed site proposals.

The delivery rate on large scale housing sites (NBW1 and BWQ1) is estimated to be 70 units per annum based on two developers active at the same time, as indicated in the SCRC Strategic Development Framework.

Density Categories

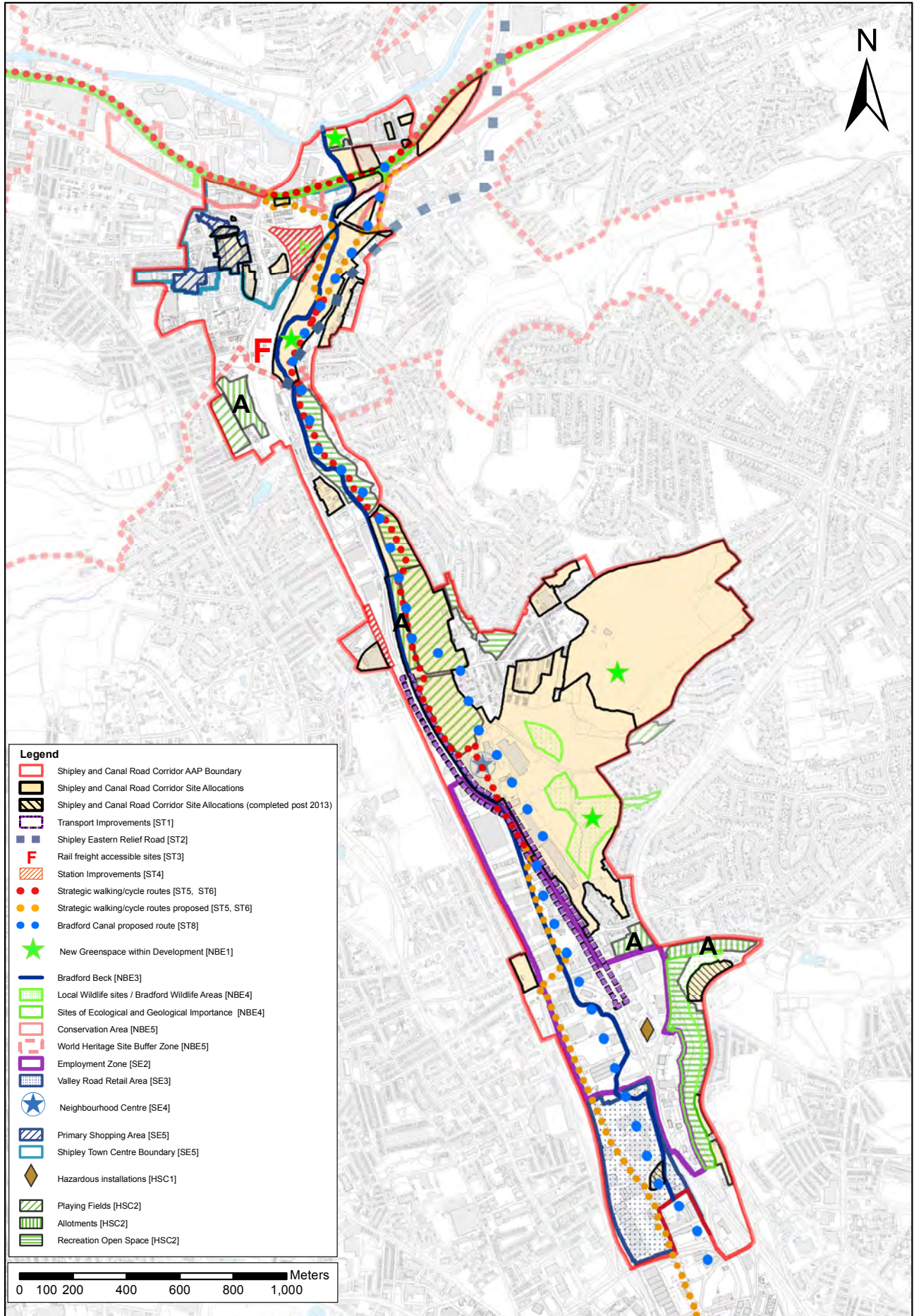
- **Low Density:** 30-40 units per hectare
Sites most appropriate for family homes, within and on the edge of the urban area.
- **Medium Density:** 41-50 units per hectare
Sites within the urban area with good access to local facilities and transport, most suitable for mixed schemes which may include smaller family homes, elderly accommodation and some low rise apartments.
- **Medium/High Density:** 51-99 units per hectare
Areas subject to master planning proposals or in particularly accessible locations within the urban areas, where a mix of densities would be most likely to include both apartments and other family housing as part of the mixed character of the area.
- **High Density:** 100-250 units per hectare
Apartment style development predominantly in the city and town centres, but also on specific types of sites where this form of development has been promoted in masterplans or, the form of development is considered appropriate for the site.

**Table 7: Shipley and Canal Road Corridor
AAP: Residential Losses**

Stock Clearance (post April 2013)	number of dwellings
Valley Road Flats (NBW5)	50
Bolton woods Flats (NBW7)	72
Total losses	122

APPENDIX D:
POLICIES MAP

Figure 16: Policies map



APPENDIX E:

URBAN ECO SETTLEMENT PRINCIPLES

Urban Eco Settlement Principles

The Eco Settlement Principles and Standards are based on previous standards set out in Planning Policy Statement (PPS) Eco Towns - A Supplement to PPS1. This PPS provided the standards any eco-town had to adhere to before it was cancelled for all areas (excluding north west Bicester) on 5th March 2015.

Eco Town Principle	Eco Town Standard	AAP Objective	AAP Policy	AAP Approach
Zero Carbon	Zero carbon in settlement as a whole	<ul style="list-style-type: none"> 1. Deliver an Urban Eco Settlement of over 3100 new homes 8. Reduce the impact of climate change through mitigation and adaptation 	SCRC/CC2: Sustainable Design and Construction	<p>Major development schemes expected to achieve high standards of sustainable design and construction and reduce their environmental impact through the layout and design of development (SCRC/CC2)</p> <p>Maximise opportunities for energy efficiency and on-site carbon reduction, where feasible and viable and meet Core Strategy sustainable design standards (or any subsequent national standards) (SCRC/CC2)</p> <p>Support and encourage proposals which exceed minimum standards (SCRC/CC2)</p>
Climate change adaptation	Deliver a high quality local environment and meet standards on water, flooding, green infrastructure and biodiversity	<ul style="list-style-type: none"> 7. Protect and enhance biodiversity and green infrastructure 8. Reduce the impact of climate change through mitigation and adaptation 	<p>SCRC/CC1 Flood Risk and Water Management</p> <p>SCRC/CC2: Sustainable Design and Construction</p> <p>SCRC/NBE1 Green Infrastructure</p> <p>SCRC/NBE2 Waterway Environments</p> <p>SCRC/NBE3 The Bradford Beck</p> <p>SCRC/NBE4 Biodiversity and Ecology</p>	<p>Major development schemes expected to achieve high standards of sustainable design and construction and reduce their environmental impact through the layout and design of development (SCRC/CC2)</p> <p>Manage flood risk and ensure new development is safe from flooding and safeguards the functional flood plain in accordance with the SFRA Level 2 (SCRC/CC1).</p> <p>SUDs required within major developments and public realm improvements, where practicable (SCRC/CC1)</p> <p>Achieve a net gain in biodiversity and retain 40% of AAP as green space (SCRC/NBE4)</p> <p>Maintain and improve the ecological status of the Bradford Beck and other key waterways, in accordance with the aims of the EU Water Framework Directive (SCRC/NBE1, SCRC/NBE3)</p>

Eco Town Principle	Eco Town Standard	AAP Objective	AAP Policy	AAP Approach
Homes	<p>Achieve Building for Life Silver Standard and Level 4 of the Code for Sustainable Homes</p> <p>Meet lifetime homes standards and space standards</p> <p>Provide for at least 30% affordable housing</p> <p>Demonstrate high levels of energy efficiency incorporated into the Building Regulations</p>	<p>1. Deliver an Urban Eco Settlement of over 3100 new homes</p> <p>3. Deliver a range of well designed high quality dwellings</p>	<p>SCRC/CC2: Sustainable Design and Construction</p> <p>SCRC/H2: Delivering new homes and sustainable neighbourhoods</p>	<p>Major residential developments expected to score well against all aspects of Building for Life 12. The Council will support and encourage proposals seeking to achieve 'Built for Life' approval. (Policy SCRC/H2)</p> <p>Major residential schemes to include a proportion of accessible and adaptable homes as part of overall housing mix and provide up to 20% affordable housing (SCRC/H2)</p> <p>Maximise opportunities for energy efficiency and on-site carbon reduction, where feasible and viable and meet Core Strategy sustainable design standards (or any subsequent national standards) (SCRC/CC2)</p>
Employment	<p>Ensure genuine mixed-use communities and minimise unsustainable commuter trips</p> <p>Provide access to employment opportunities that are easily reached by walking, cycling and/or public transport</p>	<p>4. Support sustainable economic growth</p> <p>5. Support the vitality and viability of Bradford city centre and Shipley town centre</p>	<p>SCRC/SE1: Sustainable Economic Growth</p> <p>SCRC/SE2 Canal Road Employment Zone</p> <p>SCRC/SE3 Valley Road Retail Area</p> <p>SCRC/SE4 Strategy for retail development</p> <p>SCRC/SE5 Shipley Town Centre and Primary Shopping Area</p> <p>PSCRC/ST3 Maximising Sustainable Transport Options</p> <p>SCRC/ST4 Station Improvements</p> <p>SCRC/ST5 Pedestrian and Cycle Movements</p> <p>SCRC/ST6 Canal Road Greenway</p> <p>SCRC/NBE6 Ensuring high quality design</p>	<p>Support mixed use development on development sites around Shipley town centre, Shipley East and Dockfield Road and within the New Bolton Woods site.</p> <p>Canal Road employment zone and Valley Road Retail Area (SCRC/SE2, SCRC/SE3)</p> <p>Support the vitality and viability of Shipley town centre (SCRC/SE5)</p> <p>Support new employment uses and a new Neighbourhood Centre within the New Bolton Woods site (NBW1).</p> <p>Support station improvements at Shipley and Frizinghall railway stations (SCRC, ST4)</p> <p>Identify key strategic routes and important local pedestrian and cycle routes, including the Canal Road Greenway (SCRCST5, SCRC/ST6)</p> <p>New development required to make best use of the existing public transport links in the Corridor and contribute to and maximise the delivery of public transport improvements where necessary (SCRC/ST5)</p>

<p>Transport</p>	<p>Homes should be within ten minutes walk of frequent public transport and neighbourhood services</p> <p>Maximum walking distance of 800m from homes to the nearest school for children aged under 11</p> <p>Priority for sustainable transport options such as walking, cycling, and public transport</p> <p>50 percent of trips originating in settlement made by non-car means</p> <p>Good design principles, drawing from Manual for Streets and Building for Life</p>	<p>6. Enhance Shipley and improve links between the town centre, Saltaire, Shipley Station and the Leeds and Liverpool Canal</p> <p>9. Maintain and improve Canal Road as a key strategic transport route and maximise sustainable transport options</p>	<p>SCRc/H2: Delivering new homes and sustainable neighbourhoods</p> <p>SCRc/HSC3: Community Infrastructure</p> <p>SCRc/ST1 Transport Improvements</p> <p>SCRc/ST3 Maximising Sustainable Transport Options</p> <p>SCRc/ST4 Station Improvements</p> <p>SCRc/ST5 Pedestrian and Cycle Movements</p> <p>SCRc/ST6 Canal Road Greenway</p> <p>SCRc/ST7 Parking</p>	<p>Residential sites to meet accessibility standards or provide suitable mitigation (SCRc/ST3).</p> <p>Require a minimum density of 50 dwellings per hectare for residential sites well served by public transport (SCRc/H2)</p> <p>New Neighbourhood Centre and primary school within the New Bolton Woods site, which is designed to be well served by public transport and easily accessible by safe and attractive pedestrian and cycle routes (NBW1, SCRc/HSC3)</p> <p>Enhance and protect key strategic routes and important local pedestrian and cycle routes, including the Canal Road Greenway (SCRc/ST5, SCRc/ST5)</p> <p>Support train station improvements at Shipley and Frizinghall train stations (SCRc/ST4)</p> <p>New development required to make best use of the existing public transport links in the Corridor and contribute to and maximise the delivery of public transport improvements where necessary (SCRc/ST3).</p> <p>New development required to demonstrate a high standard of design and respond to place-making opportunities (SCRc/NBE6).</p> <p>Major residential developments expected to score well against Building for Life 12 (SCRc/H2).</p> <p>Parking should be finished to a high standard of design (SCRc/ST7)</p>
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Eco Town Principle	Eco Town Standard	AAP Objective	AAP Policy	AAP Approach
Healthy Lifestyles	Support healthy and sustainable environments and enable residents to make healthy choices easily	10. Enhance resident's health and education outcomes	<p>SCRC/HSC1 Hazardous Installations</p> <p>SCRC/HSC2 Open Space, Sport and Recreation</p> <p>SCRC/HSC3 Community Infrastructure</p> <p>SCRC/ST5 Pedestrian and Cycle Movements</p> <p>SCRC/ST6 Canal Road Greenway</p> <p>SCRC/NBE1 Green Infrastructure</p> <p>SCRC/NBE4 Biodiversity and Ecology</p>	<p>Identify and protect important open space, including allotments, recreation open space and playing fields (SCRC/HSC2)</p> <p>Identify and have regard to the location of hazardous installations(SCRC/HSC1)</p> <p>Manage air quality and mitigating impacts of new development in accordance with Low Emissions Strategy</p> <p>Identify and protect key strategic routes and important local pedestrian and cycle routes, including the Canal Road Greenway (SCRC/ST5, SCRC/ST5)</p> <p>Require new and improved on site open space and sport provision on larger scale residential sites (NBW1, BWQ1)</p> <p>Support the delivery of ecological enhancement projects and the Green Infrastructure Framework (SCRC/NBE1, SCRC/NBE4)</p>
Local Services	Include a good level of provision of services that is proportionate to the size of the development.	<p>1. Deliver an Urban Eco Settlement of over 3100 new homes</p> <p>10. Enhance resident's health and education outcomes</p>	<p>SCRC/HSC3 Community Infrastructure</p> <p>SCRC/SE5 Shipley Town Centre and Primary Shopping Area</p> <p>SCRC/SE6: Market provision</p>	<p>New Neighbourhood centre including local retail and community facilities and primary school within the New Bolton Woods site (NBW1).</p> <p>Support the vitality and viability of Shipley town centre (SCRC/SE5).</p> <p>Support new and improved market provision within Shipley town centre (SCRC/SE6)</p>

<p>Green Infrastructure</p>	<p>40% of the total area should be allocated to green space, consisting of a network of well managed, high quality green/open spaces which are linked to the wider countryside</p>	<p>7. Protect and enhance biodiversity and green infrastructure 8. Reduce the impact of climate change through mitigation and adaptation 10. Enhance resident's health and education outcomes</p>	<p>SCRC/NBE1 Green Infrastructure SCRC/NBE4 Biodiversity and Ecology SCRC Recreation Open Space and Playing Fields SCRC/NBE2 Waterway Environments SCRC/NBE3 The Bradford Beck SCRC/NBE4 Biodiversity and Ecology SCRC/CC1 Flood Risk and Water Management SCRC/CC2: Sustainable Design and Construction</p>	<p>Protect and enhance important green infrastructure and ecological networks and retain 40% of AAP as green space (SCRC/NBE1, SCRC/NBE4) Support the delivery of ecological enhancement projects and the Green Infrastructure Framework (SCRC/NBE1, SCRC/NBE4) Deliver a Linear Park alongside the revitalised Bradford Beck and Canal Road Greenway (SCRC/NBE1, SCRC/NBE3, SCRC/ST6) Identify key sites where new green space will be required within the development (SCRC/NBE1) Identify and protect important open space, including allotments, recreation open space and playing fields (SCRC/HSC2) Require inclusion of SUDs within in major developments where practicable (SCRC/CC1) Major development schemes expected to achieve high standards of sustainable design and construction and reduce their environmental impact through the layout and design of development (SCRC/CC2)</p>
<p>Landscape and Historic Environment</p>	<p>Adequately consider the implications for the local landscape and historic environment Set out measures to conserve and, where appropriate, enhance heritage assets and their settings</p>	<p>7. Protect and enhance biodiversity and green infrastructure 11. Protect and enhance the historic environment and setting of the Saltire World Heritage Site</p>	<p>SCRC/NBE5 Heritage and Conservation SCRC/NBE1 Green Infrastructure SCRC/NBE2 Waterway Environments SCRC/NBE3 The Bradford Beck SCRC/NBE6 Ensuring high quality design</p>	<p>preserve and enhance the character of conservation areas and World Heritage site buffer Zone (SCRC/NBE5) Protect and enhance the outstanding universal value of Saltire World Heritage Site and its setting (SCRC/NBE5) Development proposals expected to positively relate to and take advantage of, proximity to waterways and support their economic, recreational, environmental, historic and ecological value (SCRC/NBE2, SCRC/NBE6) Deliver a Linear Park alongside the revitalised Bradford Beck (SCRC/NBE1, SCRC/NBE3)</p>

Eco Town Principle	Eco Town Standard	AAP Objective	AAP Policy	AAP Approach
Biodiversity	<p>Demonstrate a net gain in local biodiversity</p> <p>No adverse effects on the integrity of any European sites</p> <p>A strategy for conserving and enhancing local biodiversity should be produced</p>	7. Protect and enhance biodiversity and green infrastructure	<p>SCRC/NBE1 Green Infrastructure</p> <p>SCRC/NBE2 Waterway Environments</p> <p>SCRC/NBE3 The Bradford Beck</p> <p>SCRC/NBE4 Biodiversity and Ecology</p>	<p>Achieve a net gain in biodiversity and retain 40% of AAP as green space (SCRC/NBE1, SCRC/NBE4)</p> <p>Protect and enhance important habitats and sites designated as a SEGI, locally designated wildlife sites (SCRC/NBE4)</p> <p>Require appropriate mitigation within the South Pennine Moors SPA zone of influence (SCRC/NBE4)</p> <p>Protect and enhance important green infrastructure and ecological networks (SCRC/NBE1, SCRC/NBE4)</p> <p>Support the delivery of ecological enhancement projects and the Green Infrastructure Framework (SCRC/NBE1, SCRC/NBE4)</p> <p>Maintain and improve the ecological status of the Bradford Beck and other key waterways, in accordance with the aims of the EU Water Framework Directive (SCRC/NBE1, SCRC/NBE3)</p> <p>Deliver a Linear Park alongside the revitalised Bradford Beck (SCRC/NBE1, SCRC/NBE3)</p>
Water	<p>Contribute to water efficiency and improving water quality in the locality</p> <p>Include a strategy for the long term maintenance, management and adoption of the SUDS</p>	<p>7. Protect and enhance biodiversity and green infrastructure</p> <p>8. Reduce the impact of climate change through mitigation and adaptation</p>	<p>SCRC/CC1 Flood Risk and Water Management</p> <p>SCRC/CC2: Sustainable Design and Construction</p> <p>SCRC/NBE2: Waterway Environments</p> <p>SCRC/NBE3: The Bradford Beck</p>	<p>Protect and enhance key waterways including River Aire, Leeds and Liverpool Canal and Bradford Beck (SCRC/NBE2)</p> <p>Maintain and improve the ecological status of the Bradford Beck and other key waterways, in accordance with the aims of the EU Water Framework Directive (SCRC/NBE1, SCRC/NBE3)</p> <p>Require inclusion of SUDs within in major developments, where practicable (SCRC/CC1)</p> <p>Major development schemes expected to achieve high standards of sustainable design and construction and reduce their environmental impact through the layout and design of development (SCRC/CC2)</p>

<p>Flood Risk Management</p>	<p>The location, layout and construction of development should reduce and avoid flood risk wherever practicable</p> <p>Flood Zone 2 should, as far as possible, be used for open spaces and informal recreational areas that can serve as multi-functional spaces, for example, those used for flood storage</p> <p>No built-up development in Flood Zone 3, with the exception of water-compatible development</p>	<p>7. Protect and enhance biodiversity and green infrastructure</p> <p>8. Reduce the impact of climate change through mitigation and adaptation</p>	<p>SCRC/CC1: Flood Risk and Water Management</p> <p>SCRC/CC2: Sustainable Design and Construction</p> <p>SCRC/NBE2: Waterway Environments</p> <p>SCRC/NBE3: The Bradford Beck</p>	<p>Mange flood risk and ensure new development is safe from flooding and safeguards the functional flood plain in accordance with the SFRA Level 2 (SCRC/CC1).</p> <p>Require inclusion of SUDs within in major developments, where practicable (SCRC/CC1)</p> <p>Develop a long term strategy for managing flood risk along the Corridor (SCRC/CC1)</p>
<p>Waste</p>	<p>Include a sustainable waste and resources plan</p>	<p>4. Support sustainable economic growth</p> <p>10. Enhance resident's health and education outcomes</p>	<p>Policy SCRC/SE8: Existing Waste Management Facilities</p>	<p>Identify existing Waste Management Facilities and support aims of the Waste Management DPD (SCRC/SE8)</p>
<p>Master planning</p>	<p>All planning applications should include an overall master plan and supporting documentation to demonstrate how the eco settlement standards will be achieved</p>		<p>SCRC/NBE6: Ensuring high quality design</p> <p>SCRC/CC2: Sustainable Design and Construction</p> <p>Policies Map and Policy Framework</p>	<p>Large scale residential schemes within Centre Section to be supported by Masterplans and submitted for Independent Design review SCRC/NBE6, BW1, BWQ)</p> <p>Major Developments to be supported by Sustainability Statement (SCRC/CC2)</p> <p>Proposals map, sub area development frameworks and policies framework within the AAP</p>
<p>Transitioning</p>	<p>set out: timetable of delivery of neighbourhoods, employment and community facilities and services and infrastructure</p>		<p>AAP Implementation and Delivery Section</p> <p>SCRC AAP Infrastructure Delivery Plan</p>	<p>Implementation and Delivery section of AAP</p> <p>Infrastructure Delivery Plan and Viability Assessment</p>

APPENDIX F:

LIST OF POLICIES
SUPERSEDED BY THE
SCRC AAP

Superseded Replacement Unitary Development Plan (RUDP) 2005 Policies and Allocations upon adoption of the Shipley and Canal Road Centre Area Action Plan

Note: this list only applies to the policy designations and sites within the boundary of the SCRC AAP

Superseded / Deleted RUDP 2005 Policies and Allocations	Shipley and Canal Road Corridor Area Action Plan (SCRC AAP)
Policy E1 Employment Sites	Deleted and superseded by Site Allocation DF1
Policy E6 Employment Zones	Superseded by Core Strategy Policy EC4 and SCRC AAP Policy SE2: Canal Road Employment Zone as depicted on SCRC AAP Policies Map
Policy H1 Housing Sites	Deleted and superseded by site allocations NBW1 and CCF1
Policy H2 Housing Sites	Superseded by site allocation NBW3
Policy TM4 Rail Stations	Superseded by Core Strategy Policy TR3 and SCRC AAP Policy ST4: Station Improvements as depicted on SCRC AAP Policies Map
Policy TM5 Railway Lines and Former Railway Network	Deleted. No corresponding policy / Policies Map designation
Policy TM7 Park and Ride Sites	Superseded by Core Strategy Policy TR3 and SCRC AAP Policy ST4: Station Improvements as depicted on SCRC AAP Policies Map
Policy TM10 the national and local cycle network	Superseded by Core Strategy Policy TR3 and SCRC AAP Policies ST5: Pedestrian and Cycle Movements and ST6: Canal Road Greenway as depicted on SCRC AAP Policies Map
Policy TM14 Public Car Parks	Superseded by Core Strategy Policy TR2 and SCRC AAP Policy ST7: Parking . No corresponding Policies Map designation
Policy TM6 Bus Priority Network	Superseded by Core Strategy Policy TR1 and TR3 and SCRC AAP Policies ST1: Transport Improvements and ST3: Maximising Sustainable Transport Options. No corresponding Policies Map designation
Policy TM20 Cycle way improvements	Superseded by Core Strategy Policy TR3 and SCRC AAP Policies Pedestrian and Cycle Movements and ST6: Canal Road Greenway as depicted on SCRC AAP Policies Map
Policy TM20 Highway improvements	Superseded by Core Strategy Policy TR1 and TR7 and SCRC AAP Policy ST1: Transport Improvements as depicted on SCRC AAP Policies Map
Policy TM21 Freight Accessible sites	Superseded by Core Strategy Policy TR6 and SCRC AAP Policy ST3: Maximising Sustainable Transport Options as depicted on SCRC AAP Policies Map
Policy CR1A Central Shopping Area in City and Town Centres	Deleted. No corresponding policy / Policies Map designation

Policy CL1 City Town and District Centre Boundaries	Superseded by Core Strategy Policy EC5 and SCRC AAP Policy SE5: Shipley Town Centre and Primary Shopping Area as depicted on SCRC AAP Policies Map
Policy CT5 Primary Shopping Areas	Superseded by Core Strategy Policy EC5 and SCRC AAP Policy SE5: Shipley Town Centre and Primary Shopping Area as depicted on SCRC AAP Policies Map
Policy BH7 Conservation Areas	Superseded by Core Strategy Policy EN3 and SCRC AAP Policy NBE5: Heritage and Conservation as depicted on SCRC AAP Policies Map
Policy BH14 Heritage Site Buffer zone	Superseded by Core Strategy Policy EN3 and SCRC AAP Policy NBE5: Heritage and Conservation as depicted on SCRC AAP Policies Map
NE9 Sites of Other Sites of Landscape or wildlife Interest	Superseded by Core Strategy Policy EN2 and SCRC AAP Policy NBE4: Biodiversity and Ecology as depicted on SCRC AAP Policies Map
Policy NR1 Mineral Extraction	Deleted and superseded by Core Strategy Policy EN12 and by site allocation NBW1 as depicted on SCRC AAP Policies Map
Policy NR3 Mineral Extraction	Deleted and superseded by Core Strategy Policy EN12 and by site allocation NBW1 as depicted on SCRC AAP Policies Map
Policy NR4 Operational Criteria for Mineral Working	Deleted and superseded by Core Strategy Policy EN12 and by site allocation NBW1 as depicted on SCRC AAP Policies Map
Policy OS1 Urban Greenspace	Superseded by Core Strategy Policy EN1 and by SCRC AAP Policy NBE1 Green Infrastructure and site allocations NBW1 and BWQ1 as depicted on SCRC AAP Policies Map
OS2 Protection of Recreation Open Space	Superseded by Core Strategy Policy EN1 and by SCRC AAP Policy HSC2: Open Space, Sport and Recreation as depicted on SCRC AAP Policies Map
Policy OS3 Protection of Playing Fields	Superseded by Core Strategy Policy EN1 and by SCRC AAP Policy HSC2: Open Space, Sport and Recreation as depicted on SCRC AAP Policies Map
Policy OS4 New Open Space Provision	Superseded by Core Strategy Policy EN1 and SCRC AAP Policies HSC2: Open Space, Sport and Recreation and NBE1: Green Infrastructure and as depicted on SCRC AAP Policies Map
Policy OS6 Allotments	Superseded by Core Strategy Policy EN1 SCRC AAP Policy HSC2: Open Space, Sport and Recreation as depicted on SCRC AAP Policies Map
Policy UR7 Mixed Use areas	Deleted. No corresponding policy / Policies Map designation
Policy D10 Environmental Improvement of Transport Corridors	Superseded by Core Strategy Policy TR1 and SCRC AAP Policy ST1: transport Improvements as depicted on SCRC AAP Policies Map
Policy P3 Hazardous Installations	Superseded by Core Strategy Policy EN8 and SCRC AAP Policy HSC1: Hazardous Installations as depicted on SCRC AAP Policies Map

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