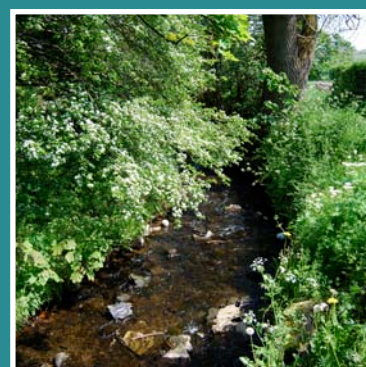


Shipley and Canal Road Corridor Area Action Plan

Issues and Options Report



March 2013



FOREWORD

Bradford Metropolitan District Council is working with the local community and key partners to prepare an exciting new plan for the Shipley and Canal Road Corridor.

The Shipley and Canal Road Corridor (the Corridor) extends from the northern edge of Bradford City Centre to Shipley. It includes Shipley town centre and areas of housing, open space, industry and employment located alongside Canal Road.

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 framework for the regeneration of the area, which responds to the district's housing and economic needs and will benefit existing and new communities.

The Area Action Plan will guide the transformation of the Shipley and Canal Road Corridor area up to 2028. It will identify the location of new development and help make decisions on planning applications. It will also influence decisions about transport, infrastructure, community facilities and economic development.

The AAP will be developed in collaboration with neighbourhoods, local organisations and businesses.

An Engagement Strategy has been developed which will ensure these views are reflected throughout the AAP process.

The AAP will support the Council's emerging plans and regeneration ambitions for the corridor. At a strategic level the emerging Core Strategy will set out broad proposals and targets for future development for the AAP area up to 2028. At a site level there are significant regeneration areas within the Corridor, including the New Bolton Woods Masterplan site, for which detailed proposals are being developed.

The AAP will be deliverable. It will be challenging to bring about regeneration and deliver growth in the Corridor. The AAP will provide the statutory planning framework for the area, guiding and co-ordinating future development over the next 15 years. The AAP will be a fundamental instrument for enabling the delivery of the Council's wider regeneration ambitions for the Corridor.

The AAP will be viable. To be viable the policies and proposals in the AAP will need to be based on a robust understanding of the economic conditions of the area. The AAP must provide certainty for businesses, land owners and residents regarding future plans and infrastructure requirements. However, the AAP must also be flexible enough to meet unanticipated needs and respond to changes in economic circumstances in the future.

This Issues and Options Report sets out the broad issues that need to be considered in preparing the AAP and the options for delivering the vision for the Corridor. The Report seeks the views of key stakeholders and statutory consultees on what the area could be like in the future and what changes need to happen to achieve this.

Many of these changes will mean new development to provide additional housing, jobs, shopping and transport facilities. This means changes will need to be made to current planning land designations and changes to what some land is currently used for. However, this will also provide opportunities for enhancing existing environmental assets and creating and protecting new and improved areas for recreation and open space and sustainable transport options along the Corridor. The feedback given from this consultation will be used to inform the next stage of the plan and to develop a preferred approach to inform the final AAP.

CONTENTS

SECTION 1	INTRODUCTION	7
PART A: BACKGROUND AND STRATEGIC CONTEXT		
SECTION 2	BACKGROUND AND STRATEGIC CONTEXT	13
SECTION 3	AREAS OF OPPORTUNITY	19
SECTION 4	THE AAP BOUNDARY	22
SECTION 5	VISION AND OBJECTIVES	24
SECTION 6	KEY THEMES AND ISSUES	26
PART B: EMERGING DEVELOPMENT OPTIONS		
SECTION 7	AREAS OF OPPORTUNITY	41
	Shipley	43
	The Centre Section	48
	City Centre Fringe	52
PART C: INFRASTRUCTURE AND DELIVERY		
SECTION 8	EMERGING STRATEGIC INFRASTRUCTURE OPTIONS	57
	Transport Infrastructure	58
	Strategic Green Infrastructure	64
SECTION 9	DELIVERABILITY AND VIABILITY	69
APPENDICES		
APPENDIX 1	Glossary and Acronyms	72
APPENDIX 2	Evidence Base	76
APPENDIX 3	Core Strategy Policies	77

SECTION ONE

INTRODUCTION

What is an 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 (previously Local Development Framework or LDF). This will replace the last plan that Bradford Metropolitan District Council produced – the Replacement Unitary Development Plan (RUDP). The RUDP adopted in 2005 is still in force but will be gradually replaced by the new Local Plan over the next few years.

1.2 The Bradford District Local Plan will be made up of a collection of planning documents that will guide future growth and development for the next 15-20 years.

1.3 One of the key planning documents in the Bradford District Local Plan is the Core Strategy. The Core Strategy will set the long term vision, spatial strategy, strategic planning policies and broad locations for new development in the district.

The AAP will be informed by the emerging Core Strategy and once adopted will be one of the planning documents that will form part of the Local Plan.

1.4 Two Area Action Plans are currently being prepared by the Council. These are the Shipley and Canal Road Corridor AAP and the Bradford City Centre AAP. The purpose of these documents is to provide a more detailed framework at the local level to show how the Core Strategy will be delivered.

1.5 The AAPs will set out detailed land uses and direct future development and investment. They will allocate land for development, define areas which will be protected and make proposals for supporting infrastructure and define the steps to be taken to ensure delivery.

The Issues and Options Report

1.6 The process and stages in producing Development Plan Documents such as AAPs are laid down by the Government. They 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.

1.7 The Issues & Options Report is the first stage in the process of preparing the AAP. The process and timetable for producing the AAP is set out in the table opposite. This report is part of the Issues and Options Stage.

1.8 The main purpose of this document is to:

- Inform communities, businesses and other organisations about the scope and preparation process of the AAP;
- develop the vision and key objectives for the area;
- identify the key issues and options for delivering development;
- prompt interested parties to put forward sites/proposals for consideration.

1.9 The Report is divided into three main parts.

Part A Strategic Context: Part A presents the strategic context for the AAP including; the key drivers for change, the policy and regeneration context and the strategic vision and objectives.

Part B Emerging Development Options: Part B is structured around identifying emerging development options for three key opportunity areas in the Corridor:

- Shipley
- The Centre Section
- City Centre Fringe

Part C Infrastructure and Delivery: Part C examines the key issues in terms of delivering development and strategic infrastructure associated with the emerging development options.

1.10 Throughout the report there are a series of questions (highlighted in boxes) to find out what you think about the issues raised. The feedback given from this consultation will be used to inform the next stage of the plan and to develop a Preferred Approach to inform the final AAP.

Evidence Base

1.11 The Issues and Options Report has been guided by a number of existing reports, studies and strategies. This is called the 'evidence base'. Additional evidence will continue to be collected throughout the AAP production process. A list of the main evidence base used to inform the AAP is listed in the Appendix. All background evidence will be made available on the Development Plans website.

Time Period	Stage	
2010-2012	Evidence Gathering	Community/ Stakeholder Engagement and Sustainability Appraisal
Early 2013	Identifying Issues and Options	
Mid 2013	Preferred Approach	
Early 2014	Submission Document	
Late 2014	Submission to Secretary of State Independent Examination	
Early 2015	Inspector's Report/ Adoption of AAP	

1.12 Two key elements of this evidence base are the Shipley and Canal Road Corridor Strategic Development Framework (SDF) and the Baseline Analysis Report.

Shipley Canal Road Corridor Strategic Development Framework

1.13 In 2010, Bradford Metropolitan District Council (the Council) commissioned consultants BDP to prepare a Strategic Development Framework to provide the sound basis for the AAP. The purpose of this commission was to test the development capacity of the Corridor and to produce a strategic masterplan in support of the AAP process.

1.14 The Strategic Development Framework (SDF) established three different growth scenarios for delivering development in the Corridor. These scenarios were developed from an analysis of the Corridor's strategic opportunities and constraints, market conditions and economic projections. The growth scenarios and infrastructure options, which were developed, are set out in detail in the SDF.

1.15 Consultation was undertaken in February 2012 on the Strategic Development Framework Options Report with Council officers and the local community. A summary of this consultation is provided in the Supporting Paper.

1.16 Based on the strategic opportunities and constraints, consultation feedback and further testing and refinement of proposals, the SDF has identified an emerging development option for the Corridor.

1.17 The AAP Issues and Options Report has been informed by the SDF and will test the strategic development options identified, through the statutory

development plan process. It is important to note that proposals included within the SDF are indicative and aspirational and do not represent Council planning policy at this stage.

Shingley Canal Road Corridor Baseline Analysis Report

1.18 The Baseline Analysis Report provides an understanding of what the area is like now and what the key issues are that need to be addressed in the AAP. The majority of the evidence base collected for the AAP to date is referenced in the Baseline Analysis Report and key implications from the baseline are summarised in the AAP Supporting Paper.

Supporting Documents

1.19 The AAP will be guided by a number of supporting documents, which will inform the emerging AAP on key issues such as; sustainability, habitats, equality and cross boundary issues. These documents will be available on the Development Plans website and comments are invited on each of these supporting documents as part of the consultation.

Sustainability Appraisal/Strategic Environmental Assessment

1.20 A Sustainability Appraisal (SA) is being carried out in parallel with the preparation of the AAP. 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.

1.21 The first stage of the SA process is the preparation of a Scoping Report, which identifies the sustainability issues and objectives that should be considered in the preparation of the AAP. The Council consulted on a draft SA Scoping Report for the AAP in October 2012. The report contains a SA Framework, which will be used to assess the options that will be developed for the AAP and assist in the identification of the Preferred Approach.

1.22 This Issues and Options Report is accompanied by a separate Initial SA Report. The SA process will continue to inform and influence the AAP throughout its development to adoption and seek to maximise its sustainability value wherever possible.

Equalities Impact Assessment

1.23 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.

1.24 An Initial Equality Impact Assessment (EIA) of the AAP has been undertaken. This is in order to highlight the potential impact on the identified protected characteristic groups highlighted above. The Initial EIA Report is supplementary to this Issues and Options Report.

Habitat Regulations Assessment

1.25 A Habitats Regulations Assessment (HRA) is required to demonstrate proposals and policies will not adversely affect any European Special Areas of Conservation (SAC). A HRA Screening and Appropriate Assessment is being carried out on the Core Strategy. This will identify any potential impacts of development proposed in the Corridor. The AAP will need to demonstrate appropriate and proportionate measures sufficient to avoid or mitigate any identified significant adverse impacts.

Duty to Co-operate

1.26 The 'Duty to Co-operate' is a new 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 that cross administrative boundaries.

1.27 The Council will produce a paper on key strategic issues for the Core Strategy, which will identify potential cross boundary issues. A supporting paper on key strategic issues, which relate to the AAP, will be available as part of the next stage the AAP.

Public Consultation and Next Steps

How do I get involved?

1.28 The Issues and Options Report together with all supporting documents will be made available to view and download on the Council's web site at:
www.bradford.gov.uk/ldf

1.29 Hard copies will be made available for reference at the main planning offices and libraries as set out in the Engagement Plan.

1.30 The Engagement Plan sets out the proposed methods to be used as part of the consultation in line with the adopted Statement of Community Involvement. This includes drop-in sessions and exhibitions to allow the public and other interested organisations and bodies to find out more about the document and help them engage with the process and submit comments.

How to comment?

1.31 To make comments you can either fill in the online Comment Form or the paper comment forms available upon request. Alternatively you can write a letter or e-mail to the following addresses. Please ensure that your email or letter is titled 'Shipley and Canal Road Corridor Issues and Options Consultation'. Please note that representations cannot be treated as confidential and will be made available on the Council's website.

1.32 The Council is keen to promote the submission of comments electronically and would encourage anyone with appropriate facilities, such as e-mail, to make their responses in this way. Comments should be returned to the Council by using:

email: ldf.consultation@bradford.gov.uk

Where it is not possible to comment using electronic means, representations can be sent via mail to:

Bradford District Local Plan
City of Bradford MDC
Development Plans Team
2nd Floor (South) Jacobs Well
Manchester Road
BRADFORD BD1 5RW

Hand delivered to the following planning office:

Jacobs Well, Ground floor reception, BD1 5RW
(Mon-Thurs 9am to 5pm, Fri 9am to 4.30pm).

If you have any queries regarding the Area Action Plan or the consultation process please contact the Development Plans Team on:

01274 437471 or
ldf.consultation@bradford.gov.uk

Call for Sites

1.33 Any agent/landowner/developer/land user who may have interests in the Shipley and Canal Road Corridor and who wishes to promote particular sites for development in the forthcoming AAP should submit their proposals to the Council. Please provide the following details:

- Detailed location plan
- Type of proposed development
- Timescale for development

1.34 All submitted sites will be considered and analysed as part of the AAP process and the deliverability of housing sites will be assessed through the Strategic Housing Land Availability Assessment process.

1.35 Putting a site forward does not guarantee that the Council will allocate it, or support its development in the future. All sites will need to be judged against relevant planning policies and other considerations. All sites submitted as part of the call for sites exercise will be published in due course and cannot be treated confidentially.

What happens next?

1.36 The comments received will feed into the next stage of the process. This will be titled the 'Preferred Approach' and will set out the policies and proposals, which the Council think should be included in the new plan. It will also identify the options which are not being progressed and explain why. This stage will be subject to another public consultation period.

1.37 After the Preferred Approach stage the Council will consider the comments made in order to produce the final version of the AAP, which will be submitted for consideration to the Government. You will have a further chance to make a representation at this stage. This will be considered by an independent inspector at a public examination. The Inspector will then publish a report with recommendations for amending the plan, which the Council will need to publish and consider before adopting the AAP through the full Council.

Issues and Options Report Part A: Background and Strategic Context

SECTION TWO

BACKGROUND AND STRATEGIC CONTEXT

Background

2.1 The Canal Road Corridor has been identified by the Council as an area with significant regeneration potential.

2.2 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.

2.3 A masterplan aimed at maximising the regeneration potential of the Corridor, through the reinstated 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.

2.4 Since the publication of the masterplan in 2006, further work has been undertaken into the feasibility of regenerating the Corridor. A Joint Venture Company between the Council and Urbo Regeneration Ltd has been established, and further detailed work has been undertaken. This

has included the production of the Strategic Development Framework by the Council and the New Bolton Woods Masterplan by the Joint Venture Company. These have informed the AAP Issues and Options Report.

Key drivers for change

2.5 There are a number of strategic factors that are influencing the need for change within the Shipley and Canal Road Corridor. These are:

- 1.** The Corridor's potential, as a 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.** Delivering the 2020 Vision and meeting 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 impacts of climate change.
- High levels of disadvantage and social exclusion.

4. The policy context and the need to deliver sustainable economic growth.

The key drivers for change are explored in detail below.

Area Context

2.6 Bradford 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 Leeds City Region, with a diverse, young and growing population.

2.7 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.

2.8 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.

2.9 The Corridor today has become characterised by a mix of existing uses. The central section has a variety of employment uses, mainly located alongside Canal Road. To the south, the area has a predominance of retail uses, which link to Forster Square retail area. The northern section includes Shipley Town Centre and areas to the east of Shipley around Dockfield Road and Crag Road.

2.10 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.

2.11 There are a number of major features and key areas located within and close to the Corridor, which will have an influence on the emerging 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. An AAP 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. Any 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 with a buffer zone to prevent further expansion.
- **Gaisby Lane and King George Playing Fields** - A linear flat area of open land running parallel to Bradford Beck, used for formal and informal recreation and formal playing fields.
- **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 two Bradford Wildlife Areas.
- **Employment zones** - Including 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 Train Stations** - Both stations play a key role in offering sustainable transport options along the Corridor. Shipley station is a key transport interchange.

Figure 1. Shipley and Canal Road Corridor in Context

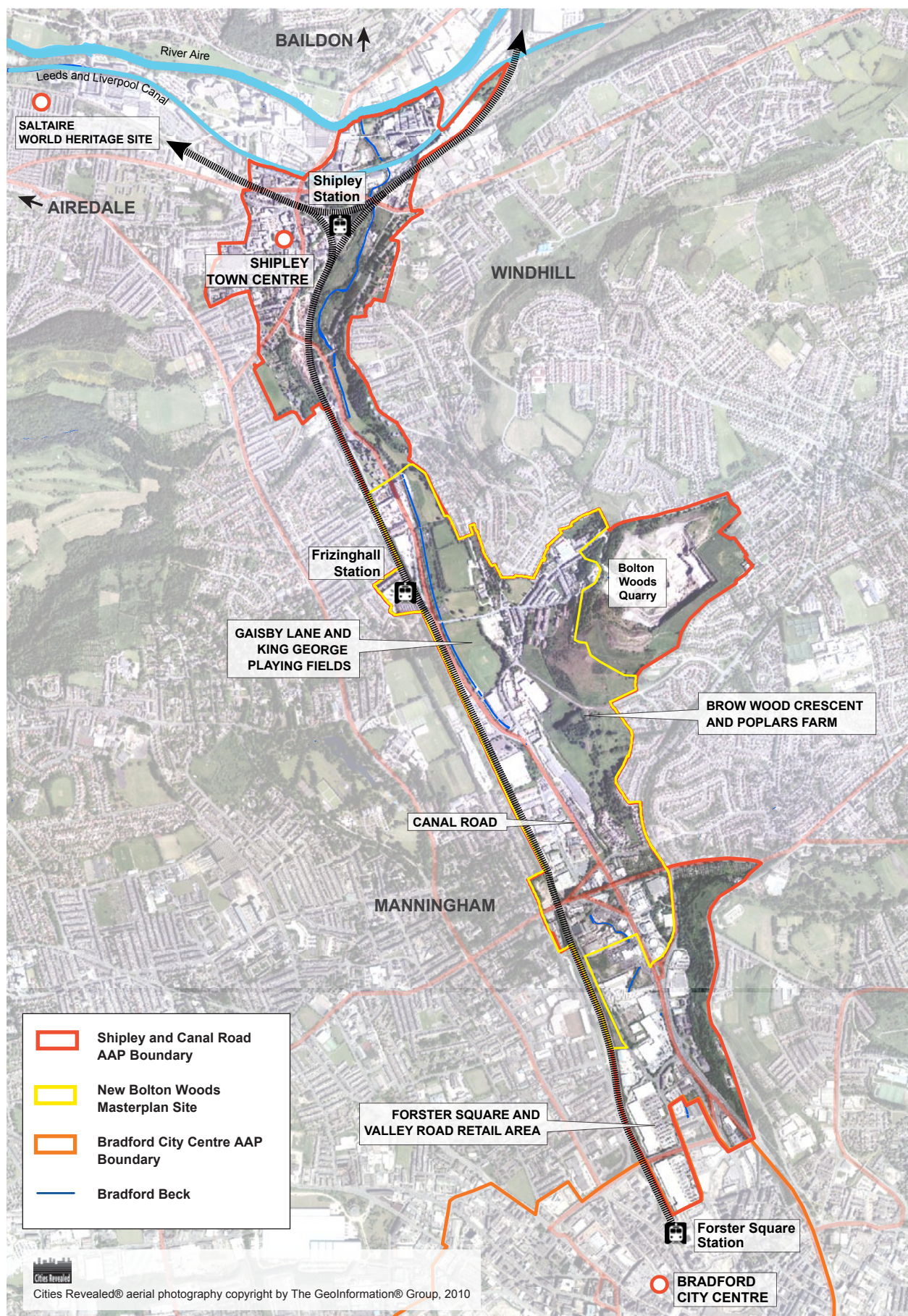
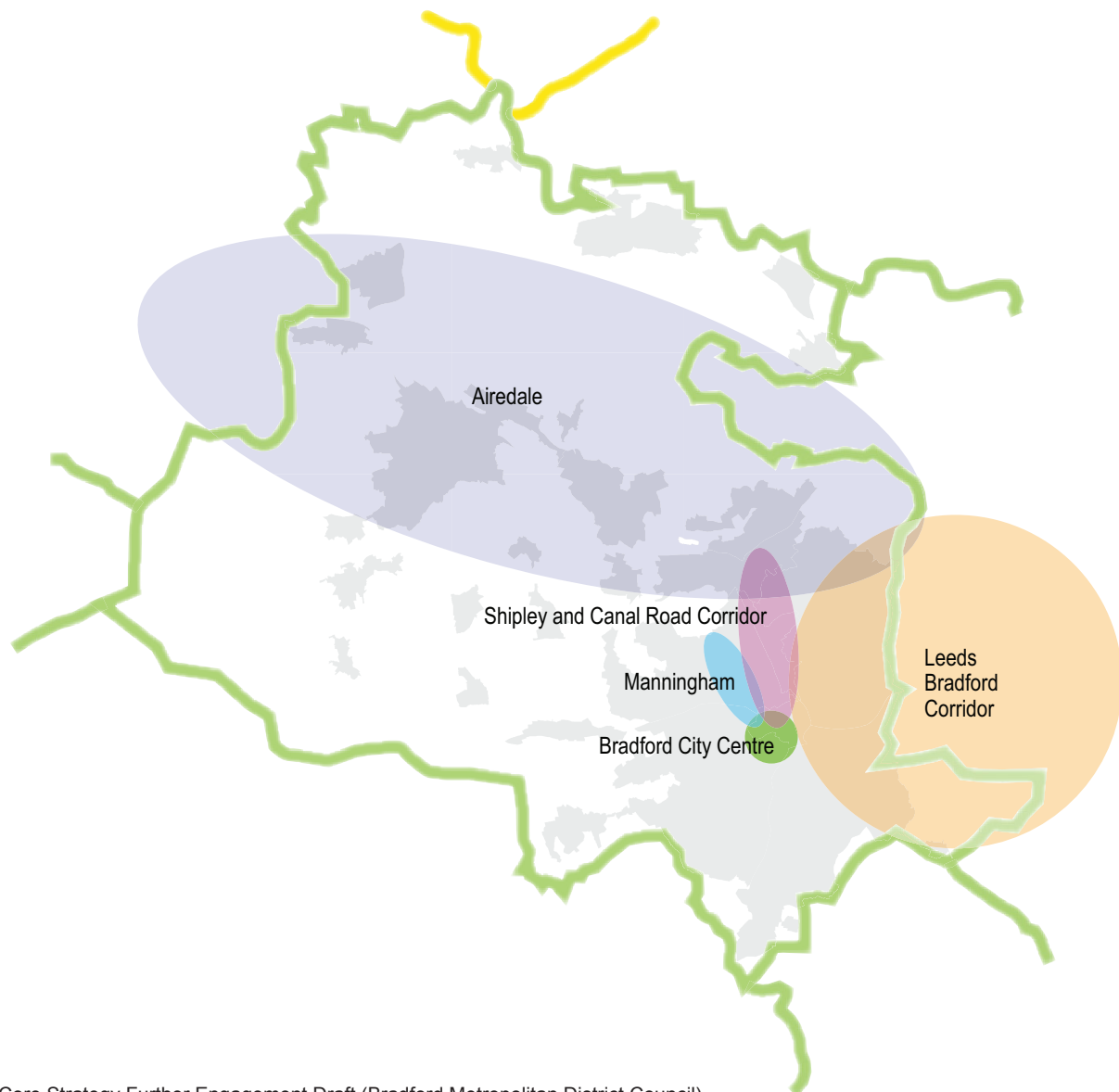


Figure 2: Regeneration Context Map



Source: Core Strategy Further Engagement Draft (Bradford Metropolitan District Council)

Regeneration Context

2.12 The Council has identified four regeneration priority areas to deliver sustained economic growth and regeneration in the district. These are:

- City Centre
- Airedale
- Manningham
- Canal Road Corridor

2.13 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 2 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.

Leeds City Region Urban Eco Settlement

2.14 The Urban Eco Settlements Programme is the Leeds City Region's alternative to a freestanding Eco Town, which aims to meet the housing and regeneration needs and ambitions of the city region.

2.15 The Bradford-Shipley Canal Road Corridor has been identified by the Leeds City Region Partnership as one of four locations offering the potential for an Urban Eco Settlement, along with Aire Valley Leeds,

York Northwest and North Kirklees/South Dewsbury. The Urban Eco Settlement proposals complement the Leeds City Region's housing growth agenda whilst seeking to deliver Eco-Town principles in major urban brownfield locations, within the heart of some of the city region's major economic and population centres.

2.16 The AAP will aim to take forward the principles of the programme and seek to deliver an Urban Eco Settlement in Bradford of homes built to high environmental standards, in a green and attractive setting, which is well located close to jobs and facilities that will act as an exemplar development.

Canal Road Urban Village Ltd Joint Venture Company

2.17 In November 2009 the Council's Executive granted approval for the establishment of 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.

2.18 The fundamental principle behind the JVCo is to deliver large scale regeneration through maximising the development potential, latent value and borrowing capacity of the combined land assets of both parties within the designated Joint Venture Partnership Area.

2.19 A Masterplan for the comprehensive regeneration of the Centre Section has been prepared and submitted to the Council by Canal Road Urban Village Ltd (CRUVL). In October 2012 the Council Executive agreed to approve the 'New Bolton Woods Masterplan' becoming material consideration, which can be taken into account in decision making.

2.20 The Council has endorsed the emerging New Bolton Woods masterplan as a material consideration; however the masterplan has not yet been tested through the statutory planning process. Further work is currently being undertaken on the masterplan in parallel with the AAP, and will inform future development proposals within this area.

Policy Context

2.21 The AAP must have regard to national, regional and local planning policies and guidance. A summary of the relevant policy context that has informed the preparation of this Issues and Options report is set out in the Baseline Analysis Report and Supporting Paper.

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

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

National Planning Policy Context

2.24 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's preparation to ensure that it is in accordance with national planning policies.

2.25 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.

Bradford 2020 Vision and Community Strategy

2.26 Bradford agreed its long term ambitions in 2000 and set these 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".

2.27 The Community Strategy 2011 - 2014 sets out the big issues the district faces and priorities to address them. It breaks down the 2020 Vision into four broader outcomes for the district and the strategic aims that underpin them.

2.28 The Community Strategy strategic aims which are most relevant to the AAP are set out below:

Economy

- Drive economic growth and deliver economic development and wellbeing.

Inclusive and strong communities

- Foster safe, self-reliant, and resilient communities and neighbourhoods that people take pride in.

Improving health, wellbeing and quality of life

- Close the health inequalities gap, while raising wellbeing levels across the whole district.

Making Bradford a more attractive district

- Create a greener, cleaner and more sustainable environment which makes best use of our resources and positively affects climate change.
- Enhance transport and connectivity across the district while protecting biodiversity and natural environment.
- Increase in the quality, quantity and affordability of sustainable housing in the district.

The Core Strategy

2.29 The Council is currently in the process of producing the Core Strategy for the district. The Bradford Core Strategy Further Engagement Draft sets out the broad aims and objectives for delivering sustainable development in the district over the next 10-15 years. The AAP will be informed by the emerging Core Strategy.

2.30 The Core Strategy Vision reinforces the role for Bradford as a key driver at the heart of a successful and growing Leeds City Region. In support of the Core Strategy Vision one of the key locations identified to deliver housing and economic growth is the Shipley and Canal Road Corridor (Policy SC1).

2.31 In accordance with the Core Strategy, the AAP will set out planning policies to guide development proposals in the area, along with details of how these proposals will be delivered. The relevant Core Strategy policies, which the Corridor will have to take account of are referenced in the report and listed in the Appendix.



SECTION THREE

AREAS OF OPPORTUNITY

3.1 From the emerging evidence base three areas of opportunity have been identified in the Corridor:

- Shipley
- The Centre Section
- The City Centre Fringe

Shipley

3.2 Shipley has many distinct advantages that make it a notable focus within the Corridor. It has superb rail connectivity offering short journey times from Shipley station to Bradford City Centre (8 minutes) and Leeds City Centre (12 minutes) and direct rail links to London. As the main service centre for this part of the District it also has an established presence, providing a range of uses such as shops, restaurants, community and civic uses that draw people into the Town Centre.

3.3 Within close proximity to the Town Centre is the World Heritage Site of Saltaire and significant employment areas, including a vibrant low cost 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 Liverpool Canal. The Airedale Masterplan recognises the importance of the town

centre in contributing towards the regeneration of the Airedale.

3.4 Despite these advantages the town centre has struggled to keep up with modern occupier and customer expectations and it is not as attractive and vibrant a place as it should be. The functional appearance of the town centre's post war architecture and the Market Square appear dated and more recent developments have tended to avoid the centre and cluster on the fringes of the centre. The town centre experience is further undermined by uncomfortable and unattractive walking linkages between the centre, train station and the Leeds Liverpool Canal. Highly trafficked and highway engineered streets sever the town centre. The fractured nature of the centre means that Shipley is potentially failing to capture expenditure from the many commuters passing through Shipley station, the large population of workers in the wider area, from shoppers visiting Asda and more generally from Airedale's relatively affluent population.

3.5 There is a need to address the physical condition of the town centre so that it can continue to serving the needs of its current population. But as a catalyst for new housing and associated investment and development within the Corridor, Shipley needs to attract new residents, businesses and visitors as well. Various proposals to enhance the attractiveness of the town centre are identified in the Airedale Masterplan and Shipley Town Centre Strategy, including the remodelling of Market Square, redevelopment of retail accommodation, the upgrade of the public realm and improved linkages to the train station and canal side.

The Centre Section

3.6 The main opportunity for delivering development in the Corridor is in the Centre Section. This is made up of two significant areas of potential. The first area is the New Bolton Woods Masterplan site. The Council has established a Joint Venture Company known as Canal Road Urban Village Ltd., to plan and implement phased residential led mixed use regeneration with private sector development partners Urbo Regeneration Ltd. 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.

3.7 Proposed development within the Centre Section presents a significant opportunity to accommodate housing and economic growth in a sustainable manner. It is located close to Bradford city centre within a major road and rail corridor. Development in the Centre Section provides the capacity to regenerate and revitalise previously used land and green infrastructure within the urban areas of the City of Bradford, for the benefit of existing and new residents.

3.8 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, it is clear that transformational environmental change will be required to make this development opportunity an attractive proposal as a residential location.

The City Centre Fringe

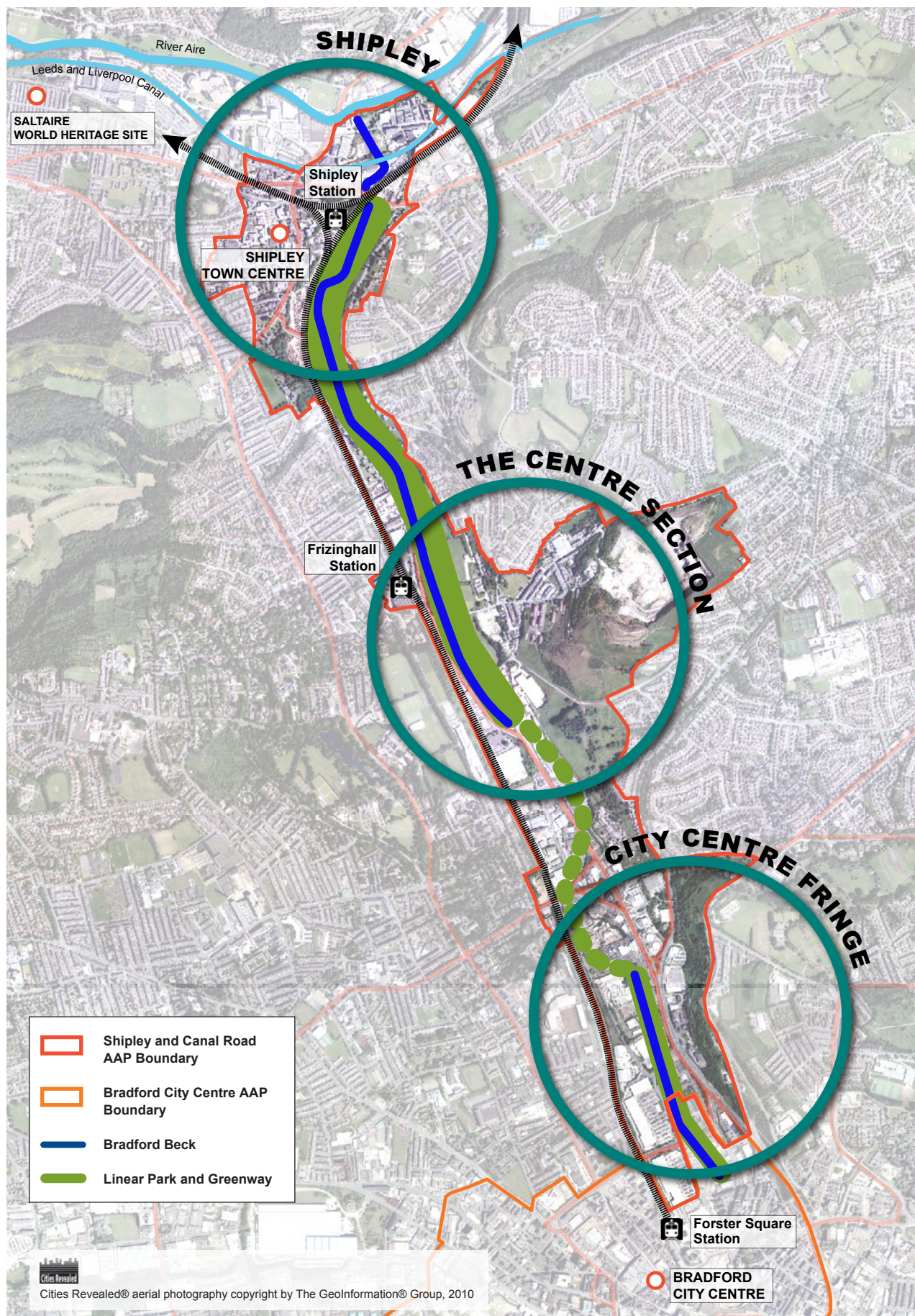
3.9 The City Centre Fringe links the Corridor to the City Centre. The City Centre Fringe area is considered a viable edge-of-centre location. It is within walking distance of the city centre and Forster Square train station and is characterised by large retail units, employment uses and vacant areas, which could be improved through sympathetic development.

3.10 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.

3.11 The area also includes the green corridor running alongside Bolton Road to the east of the AAP boundary. This green corridor links to other green spaces along the Corridor and provides a natural setting and buffer between Canal Road and residential communities to the east.

3.12 Despite the development potential of the area, the ability to expand the city centre into the City Centre Fringe area of the Corridor will rely on the city centre firstly achieving a greater critical mass. A number of high profile projects are proposed within the city centre and these must have precedence over this area in the short to medium term to ensure that the overall strength of the city centre is not undermined. The City Centre Fringe area is important as it provides the link between the city centre and the Corridor.

Figure 3: Areas of Opportunity



SECTION FOUR

THE AAP BOUNDARY

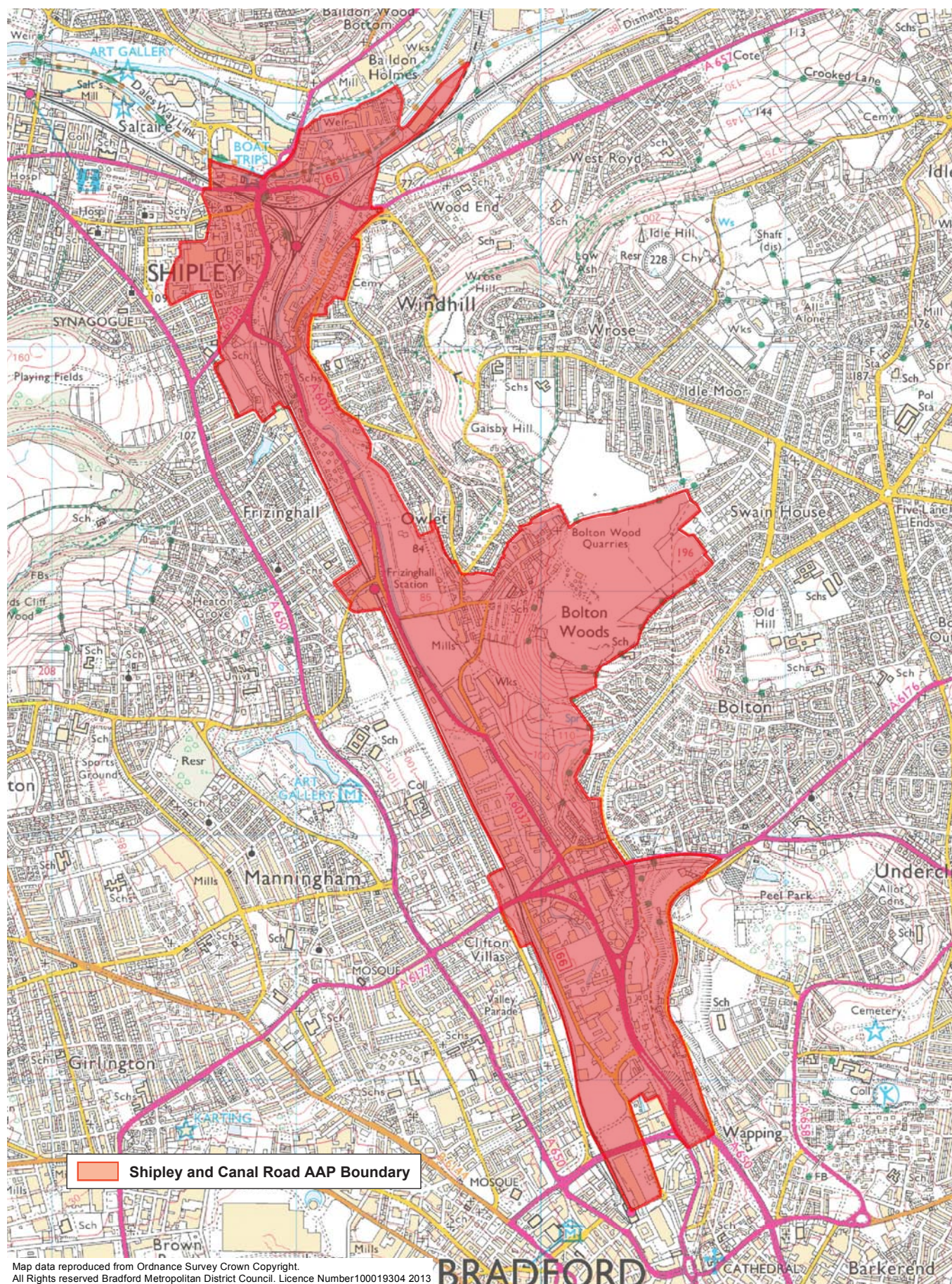
4.1 Figure 4 shows the indicative boundary for the AAP. The proposed boundary shows the areas which will be covered by the policies and allocations in the AAP. The boundary covers the main areas of potential change along the Corridor and adjoins the emerging City Centre AAP boundary to the south. However, there may be other key sites and areas of land that the AAP should cover.

QUESTIONS:

1. Is the proposed boundary for the AAP appropriate?
2. Should the AAP boundary cover any other sites or areas? If so, please state where and give reasons why.



Figure 4: Shipley and Canal Road Corridor AAP Boundary



SECTION FIVE

THE VISION AND OBJECTIVES

5.1 A key element of the AAP is to have a clear spatial vision. The Core Strategy establishes a vision for the Corridor. This vision is important because it defines how the area will change and what it will be like in the future. The detailed proposals to be contained in the AAP will contribute to delivering the overall Vision.

5.2 The suggested Vision for the Shipley and Canal Road Corridor AAP is:

The Vision

By 2028 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 town centre. The Corridor has born witness to the delivery of over 3000 new homes supported by office, retail, sporting and leisure facilities connected by a green corridor of the linear park and Canal Road Greenway running from Bradford city centre to Shipley.

Shipley has enhanced 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 and the Leeds Liverpool Canal. This redevelopment has created an area worthy of its location in close proximity to the World Heritage Site of Saltaire and been managed in a way which has enhanced both Shipley and the World Heritage Site, creating a better offer for visitors and residents alike.

Strategic Objectives

5.3 To meet the challenges of the area and to ensure that the AAP Vision can be achieved a series of Strategic Objectives have been formulated. The Strategic Objectives capture the long-term goals for the AAP.

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

- 1. Deliver an Urban Eco Settlement of over 3000 new homes** within the AAP boundary by 2028.
- 2. Promote the effective use of land** by delivering at least 60% of new housing development within the AAP on previously developed land.
- 3. Provide a range of well designed high quality dwellings built to high environmental standards**, to cater for current need and future housing growth in the district.
- 4. Promote and support a successful growing economy** by enhancing established employment areas and providing a wide range of high quality employment opportunities including; new business development in existing industrial areas and town centre uses in Shipley.
- 5. Support and enhance the vitality and viability of the city and town centres** of Bradford and Shipley as thriving places for shopping, leisure, tourism and business.
- 6. Enhance Shipley and improve links between the town centre, Saltaire, Shipley station and the Leeds 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 establishing and protecting ecological networks and establishing a linear park; consisting of a chain of green spaces and natural

environments linked to the Bradford Beck and Canal Road Greenway.

8. Reduce the impact of climate change through mitigation and adaptation, particularly through reducing pollution and managing the risk of flooding along the Corridor, including from the Bradford Beck, and using opportunities provided by new development to maximise renewable energy generation and energy efficiency.

9. Maintain and improve Canal Road as a key strategic transport link and promote sustainable transport options by developing critical road and public transport infrastructure including; improvements to Shipley and Frizinghall train stations, developing public transport opportunities 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 improved access to good quality homes, jobs, high quality open space, recreation and community facilities and managing air quality along the Corridor, particularly in identified Air Quality Management Areas.

QUESTIONS:

3. Do you agree with the Vision for the AAP?
4. Are there other elements that you would like to see included in the vision?
5. Do you agree with the Strategic Objectives identified?
6. Are there any additional objectives, which should guide the selection of the preferred option or options for the AAP?

SECTION SIX

KEY THEMES AND ISSUES

6.1 Delivering the Vision and Objectives for the AAP will require some major changes over the next 15 years. Six 'Strategic Themes' have been identified, which cover the main aspects of development, growth and change that the AAP will plan for.

6.2 Strategic themes:

Strategic Themes

- | | | | |
|----------|---|----------|--|
| 1 | Delivering a wide choice of high quality homes in the Corridor. | 4 | Mitigating and adapting to climate change along the Corridor. |
| 2 | Achieving sustainable economic growth in the Corridor. | 5 | Protecting and enhancing the natural and built environment of the Corridor. |
| 3 | Promoting sustainable transport options and connecting the Corridor. | 6 | Promoting healthy, strong and inclusive communities living in and alongside the Corridor. |



6.3 For each of the Strategic Themes a series of key issues have been identified. These issues will form the basis for policy areas to be developed at the Preferred Approach stage. The themes and issues are set out below.

Delivering a wide choice of high quality homes in the corridor

Key issues:

- Delivering the housing requirement
- The location of housing
- The type and mix of housing
- Housing standards



Delivering the housing requirement

6.4 The Corridor has been identified in the Core Strategy as a growth area and a proposed Urban Eco Settlement location in the Leeds City Region. The proposed development in the Corridor presents an opportunity to help accommodate a significant proportion of the district's development needs in a sustainable manner. Policy HO3 in the Core Strategy sets out the number of new homes that are planned to be located in Shipley and the Canal Road Corridor.

6.5 The Core Strategy housing requirement was broken down into 3000 units within the Canal Road Corridor and 2000 units in the Shipley Settlement. Since the consultation on Core Strategy Further Engagement Draft, further evidence work has been progressed for the AAP. This has included the Strategic Development Framework, further evidence base updates and the submission of the New Bolton Woods Masterplan. The latest evidence suggests that around 3200 homes can be delivered within the proposed AAP boundary. This figure will be tested and further refined through the AAP process.

6.6 Given that long term transformational change is required, bringing sites forward in a logical order will be a critical issue for the AAP to address. It will be important for the AAP to phase the release of land to ensure that housing growth is co-ordinated with planned infrastructure provision. Detailed proposals on phasing and delivery will be included at the next stage of the AAP the Preferred Approach.

6.7 To deliver the number of homes required the AAP will need to ensure that appropriate densities are set within the Corridor. Core Strategy Policy H05 states densities should normally achieve at least 30 dwellings per hectare.

6.8 In order to make efficient use of land and deliver the numbers of homes required, the AAP will seek to achieve higher density development, including flats and apartments, in suitable locations such as town centres and close to good public transport links. However, given the topography of the Corridor, steep gradients may limit the density of housing that can be achieved in certain locations. Therefore, it will be important for the AAP to set a range of local density targets.

The location of housing

6.9 A key issue for the AAP to address will be testing the amount of homes which can be delivered in the Corridor and identifying where they should be located. Some of the homes required will be delivered on sites already identified for housing and windfall opportunities; however the majority of new homes will be provided in new areas not currently identified for housing. Potential areas for new housing are detailed in the Emerging Development Options in Part B.

6.10 The Council has carried out a "call for sites" exercise as part of the Strategic Housing Land Availability Assessment (SHLAA) and a number of sites in the Corridor have been identified and analysed. The SHLAA identified limited housing supply in the short to medium term in the Corridor. The sites which could generate the majority of new homes have been identified as potentially suitable with constraints. These constraints include flood risk and current planning policy protection, for example open space.

6.11 This means they are not available in the short term and further work is required through the AAP to identify and test deliverable sites. This will potentially require land currently allocated for other uses to be reallocated for residential use through the Development Plan process. This will be subject to and informed by a full Sustainability Assessment to ensure the most appropriate and sustainable sites are allocated.

6.12 A key element of the AAP will be delivering homes on previously developed land. Policy HO5 in the Core Strategy requires that the AAP delivers a minimum of 60% housing development on previously developed land. This target will inform the site selection process. Broad housing site allocation principles are set out in the Core Strategy. Core Strategy Policy HO7 sets out some of the most important guiding principles which will be used to compare, contrast and evaluate alternative candidate sites for housing development within the AAP.

The type and mix of housing

6.13 Policy HO8 in the Core Strategy seeks to ensure that a mix and balance of housing types, sizes, prices and tenures are provided to meet the needs of the district's growing and diverse population. All large sites in the Corridor will be expected to incorporate a mix of house types and size. Specific guidance on house housing mix on an area or site basis will be set out where necessary in the AAP.

6.14 Strategic housing priorities for the AAP will include:

- Delivering more family housing;
- Delivering sufficient affordable housing;
- Increasing the supply of larger homes;
- Increasing the supply of housing which is able to meet people's needs throughout their lives;
- Increasing the supply of high quality flats and apartments in accessible locations.

6.15 The Urban Eco Settlement offers the opportunity to provide a range of house types, sizes and tenures within the Corridor to support the district's strategic housing priorities.

6.16 The proportion of older people living in the district is predicted to increase significantly in future

years. This means that there will be an increasing need for new housing designed to meet the needs of older people and for specialist supported housing for the elderly to be provided. The provision of specialist accommodation, especially for older people, will therefore be supported in suitable locations in the Corridor.

6.17 There are significant shortfalls in the availability of affordable housing to meet the district's housing needs. The Core Strategy aims to ensure that 25-30% of the total housing delivered is affordable. To support the Urban Eco Settlement principles the Core Strategy sets a target of up to 30% affordable housing on sites over 15 dwellings for the Corridor (Policy HO11).

6.18 Core Strategy policy HO12 identifies that the Council will make provision via policies and allocations for additional pitches for gypsy and traveller communities and travelling show people in the district. In accordance with Core Strategy Policy HO12, the AAP will need to consider if there are any suitable sites for these facilities within the Corridor.

Housing standards

6.19 The Urban Eco Settlement programme aims to deliver Eco Town principles within existing urban environments. To support the aims of the Urban Eco Settlement programme, the AAP will need to deliver well designed, energy efficient homes which meet Lifetime Homes Standards and score well against Building for Life and the Code for Sustainable Homes or any national equivalent.

6.20 The AAP will seek to deliver housing within the Urban Eco Settlement area, which meets Eco Town standards as defined in the supplement to PPS1. In accordance with Core Strategy Policy HO9, the AAP will expect all new housing to meet the highest possible sustainable design and construction standards.



Achieving sustainable economic growth in the corridor

Key issues:

- Existing employment uses
- The location of new economic development
- The future of retail
- Minerals and waste



Existing employment uses

6.21 The Corridor has historically and remains a corridor of industry and employment and has areas that are home to a number of established businesses and employers. A key issue for the AAP to address will be the long term future for these areas, and how the transformation of the Corridor as a place to live and work can best be achieved.

6.22 A key issue for the AAP will be to support existing businesses and identify opportunities for new business development. There are currently two Employment Zones (Canal Road and North East of Shipley) identified in the RUDP. There is an opportunity through the AAP to review the extent of these existing zones within the AAP area. Proposed areas to be safeguarded for employment are detailed in the Emerging Development Options in Part B.

6.23 The New Bolton Woods Masterplan site covers part of an existing employment zone with a number of existing employment uses, including the Arnold Lavers depot on Canal Road. The JVCo has prepared a masterplan, which proposes the comprehensive regeneration of this area. This could include redeveloping areas currently in employment use for range of other uses. Policy EC4 in the Core Strategy seeks to protect land and buildings currently in use for business and industrial purposes. Any proposals for the alternative development of land and buildings currently in employment use will need to be clearly justified.

Location of new economic development

6.24 Given the extensive need to provide and maintain jobs within the district the Core Strategy sets out that 105 hectares of employment land will need to be identified within the City of Bradford (Policy BD1). This will include any sites identified in the Shipley and Canal Road Corridor AAP (Policy EC3). The evidence base suggests that the additional demand requirement for land for business use within the Corridor is predicted to be relatively modest. Established industrial areas are considered the most appropriate locations for new industrial development within the Corridor.

6.25 The City of Bradford, including Shipley, should be the principal focus for economic development and town centre uses. Substantial out of centre office development in Corridor 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 there is scope to encourage new office and mixed use development to help add to the vibrancy and mix of uses in the town centre, and to help capture expenditure currently leaking from the area.

6.26 The New Bolton Woods Masterplan site currently contains a range of existing employment uses. There is the potential to deliver new employment uses within this area as part of a mixed use development to support the Urban Eco Settlement.

The future of retail

6.27 In the Corridor there are two centres identified in the Core Strategy retail hierarchy (Bradford City Centre and Shipley Town Centre), and a number of local centres in proximity to the AAP boundary (Policy EC5). A key issue for the AAP will be to promote and strengthen the vitality and viability of the centres of Bradford and Shipley.

6.28 Large out-of-centre retail developments in the Corridor could have significant adverse impacts on the centres of Bradford and Shipley and other local centres nearby. Any significant future retail development should be located within Bradford or Shipley town centre and will need to follow the sequential approach as set out in the NPPF.

6.29 A key opportunity for future retail development in the Corridor is the redevelopment of Shipley town centre. There is the potential to redevelop and regenerate areas of the town centre to provide a new retail offer suitable for modern day requirements and improve the public realm around the market area. There is significant scope for Shipley to enhance its current position in terms of retail. The Retail and Leisure Study identified a quantitative and qualitative

need for new retail floorspace within Shipley, including capacity for a new supermarket within the town centre.

6.30 In accordance with Core Strategy Policy EC5, the AAP will need to identify and determine the Shipley town centre boundary, primary shopping areas, primary and secondary shop frontages and sites to meet at least the first five years of identified need for town centre uses. The current town centre boundaries are set out in Part B of the report.

6.31 There is an opportunity to deliver local shops and services within a neighbourhood centre, in support of new and existing communities within the Central Section of the Corridor. However, it will be important to ensure that the scale of any new retail in this location is clearly justified in relation to current or future need and will not adversely impact the centres of Bradford and Shipley or other local centres.

Minerals and Waste

6.32 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.

6.33 The viability of continued quarrying at the site in the medium to long term is uncertain. In terms of future uses, the quarry site may become available for redevelopment within the plan period. However, existing quarry voids are safeguarded through Core Strategy Policy ENV12, and therefore, any proposals for the redevelopment of the quarry site will need to provide for the prior extraction of any remaining high quality stone reserves. There may be 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.

6.34 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. In terms of waste management facilities, no new waste management sites have been identified within the Corridor in the Waste Management Development Plan (DPD) Preferred Approach. Therefore, no new sites are proposed to be allocated for waste management in the AAP.

6.35 The Waste Management DPD policy WDM3 seeks to safeguard existing waste management facilities. There are two waste management facilities 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.

6.36 The Associated Waste Management site is a materials recovery facility (MRF). As the most advance 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. In accordance with WDM3 the site should be safeguarded for continued waste management uses in the future unless exceptional circumstances justify a change of use. Work is currently underway to enclose the site's waste stockpiling areas. The enclosure of 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.

6.37 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. 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.

6.38 Any future development of the Crossley Evens site should be for waste management purposes unless an exceptional justification can be made for the loss of the site as part of the District's waste management infrastructure.

Promoting sustainable transport options and connecting the Corridor

Key issues:

- The Bradford Canal
- Improving pedestrian and cycle links
- Impact on the road network
- Delivering more sustainable transport patterns



6.39 In support of the aims of Core Strategy Policy TR1 the AAP will need to promote and deliver sustainable transport options to:

- Reduce travel demand, traffic growth and congestion;
- Shift to modes with lower environmental impacts; and
- Improve journey time reliability.

The Bradford Canal

6.40 The proposed re-introduction of the Bradford Canal has been a long term ambition for the Council and is identified on the Core Strategy as part of the vision for the regeneration of the City of Bradford.

6.41 It remains to be established that a re-opened canal is the only, or even the best, means of using the canal alignment as a catalyst for development and a unifying spine for the Corridor. However, with the change in economic circumstances and competing development priorities, the reopening of the canal may not be economically feasible over the next ten years. Therefore, the AAP will explore alternative approaches, with less cost and risk, which could provide similar benefits to the proposed canal.

6.42 The regenerative effects of a high quality green corridor could provide similar benefits to a reopened canal. The proposed canal route could form the basis for a linear park, with new and enhanced open spaces, water features and pedestrian and cycle links. This approach would provide similar benefits to a navigable canal, while acknowledging the alignment of the canal. The proposed option for the AAP, for the short to medium term, will be the creation of the linear park and cycleway as opposed to the re-opening of the canal. Further details are provided in Section C Emerging Strategic Infrastructure Options.

Improving pedestrian and cycle links

6.43 Within the Corridor there is currently a lack of infrastructure for cyclists. The topography of the Corridor however, provides one of the best opportunities in the City of Bradford for cycling, with minimal changes in levels along the entirety of the Corridor. There is significant potential to provide cycling infrastructure along this route. This has been identified by the Council and Sustrans both of whom have aspirations for a new high quality cycle and pedestrian route (the Canal Road Greenway) along the Corridor.

6.44 The creation of the Canal Road Greenway provides a unique opportunity to introduce a safe and high quality cycle and pedestrian route along the Corridor. Linking the Canal Road Greenway route to the Linear Park will strengthen the concept of a linked green corridor as a key unifying feature for the Corridor. The Canal Road Greenway could become the core route between Bradford city centre and Shipley. Other connecting routes would provide links to local facilities such as; railway stations, sports facilities, housing and employment areas.

6.45 Funding is in place in the short term to deliver the Greenway through a partnership of the Council and Sustrans. However, it is recognised that in the medium to long term the route of the Greenway may have to change as future development is delivered along the Corridor. Therefore, the AAP will need to ensure that future developments will link to and enhance the quality of the Canal Road Greenway route and retain its attractiveness in terms of gradient and directness. The AAP will need to set out how future development will be expected to contribute towards enhancing and maintaining the route of the Greenway.

6.46 The AAP will need to ensure new developments provide a safe pedestrian and cycling environment, including links to existing cycling infrastructure. Routes should be continuous, direct and convenient, sufficiently wide, prioritising cyclists over cars wherever possible and avoiding unnecessary or steep gradients.

Impact on the road network

6.47 Canal Road currently operates as a strategic traffic route and is a major radial route into and out of the centre of Bradford. The AAP will need to protect the ability of this route to deliver efficient and effective travel and ensure that any significant impacts from future development are minimised.

6.48 Current transport schemes identified by the Council for the Corridor in the short term include:

- Improvements to Canal Road corridor to ease congestion and provide better walking and cycling facilities.
- Improvements to Saltaire Roundabout and surrounding area (West Yorkshire Strategic Programme of Schemes).

6.49 The Council currently have two major transport scheme aspirations for the Corridor:

- Improvements to the Queens Road / Canal Road highway interchange;
- Shipley Eastern Relief Road.

These highway schemes are being tested as part of the West Yorkshire Transport Fund and funding could come forward for major transport schemes within the plan period.

6.50 A key issue will be how to retain Canal Road as a strategic road route, but also create an improved environment that caters for all transport modes and land uses. A package of smaller highway

improvements along the Corridor could improve its existing operation and meet the demands for additional development. This will need to be assessed through an overall Transport Strategy for the AAP.

6.51 Key issues for the AAP to address will be:

- How can more sustainable and health promoting forms of transport be provided?
- How can new development be accommodated on an already congested network, particularly a large residential scheme?
- Some key junction improvements have already been identified. What further schemes will be required to meet additional traffic demands resulting from future development?

The emerging Strategic Transport Options are set out in more detail in the Infrastructure and Delivery Section of Part C of the report.

Delivering more sustainable transport patterns

6.52 Of primary importance for the AAP is ensuring that development proposals are supported by sustainable transport initiatives. For example, residential development should be located in close proximity to pedestrian and cycling infrastructure, public transport linkages and employment sites should be accessible from public transport options. Future developments will need to meet the accessibility standards in the Core Strategy and help to provide the basis for improved transport services, including local bus services.



6.53 The railway line provides a key opportunity for supporting sustainable transport options in the Corridor. However, existing stations along the Corridor currently have limited parking and poor accessibility. An issue for the AAP will be improving the environmental quality of stations and the linkages to them from new and existing residential and employment areas.

6.54 Frizinghall station offers an opportunity for new residential communities in the Centre Section to access jobs and facilities throughout the city region through sustainable transport choices. The station however is poorly connected to existing communities within and surrounding the Corridor. There is an opportunity through the AAP to consider how best to ensure existing and future development in this area is better able to utilise this facility in the future.

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

6.56 Complementary land uses can reduce the number of trips generated by development. For example, larger residential developments should have a mix of uses and appropriate sustainable linkages particularly by walking or cycling to schools, local centres and public transport modes. Such planning can reduce a number of shorter car-based trips and deliver significant benefits to the transport network and individuals.

6.57 The AAP will aim to deliver a balance of land uses within the Corridor, to minimise journey lengths and mitigate transport impacts by reducing the need to travel by car. Key issues for the AAP to address will be:

- How can sustainable transport modes including walking, cycling and public transport use be maximised and delivered through future proposals?
- How can the right mix of land uses be achieved to reduce the need to use motorised transport?

Mitigating and adapting to climate change along the Corridor

Key issues:

- Managing and mitigating flood risk
- Conserving energy and resources



6.58 A key issue will be to ensure that the AAP delivers sustainable development through policies which reduce energy use and emissions, support the development of renewable energy resources, and take climate change impacts and flood risk into account in the location and design of development.

Managing and mitigating flood risk

6.59 Significant areas of the Corridor are within flood risk zones and there are also limited areas within the functional floodplain (zone 3b). This elevated flood risk will have implications on the siting of new development in accordance with national and local planning policy. A key aim for the AAP will be to steer development away from areas at highest risk of flooding.

6.60 The AAP will need to apply the sequential approach to the location of new development and the exception test should be undertaken for all new development proposed within Flood Zones 2 and 3. New development is not considered appropriate within the functional floodplain. This land should be set aside for water compatible development (for example public open space). The AAP's overall approach to location of development will need to be informed by the Strategic Flood Risk Assessment (SFRA).

6.61 In accordance with Core Strategy Policy EN7 the AAP will need to adopt a holistic approach to flood risk along the corridor. This will include providing flood compensation storage at a more strategic level, to maximise development potential, while

reducing flood risk. The introduction of Sustainable Urban Drainage Systems (SUDS) could improve amenity and biodiversity while reducing flood risk. As well as reducing the volume of water discharged to watercourses and sewers, SUDS can improve the quality of runoff discharged.

6.62 An overall Flood Risk Strategy will need to be developed for the AAP to manage and mitigate flood risk issues. Emerging Blue/Green Strategic Infrastructure options for the AAP are set out in the Part C of the report.

Conserving energy and resources

6.63 The AAP will need to develop policies that encourage increased use of renewable energy and more efficient use of resources, including energy and water. New development must be energy efficient, minimise trips generated by vehicles and maximise the use of renewable/low carbon energy.

6.64 New development within the Corridor should maximise opportunities for use of recycled aggregates, and local stone resources and should incorporate facilities which promote the separation and collection of recyclable materials in accordance with the National Waste Hierarchy as set out in the Waste Management DPD.

6.65 The Urban Eco Settlement programme offers a substantial opportunity to contribute to achieving the objectives for delivering sustainable development. The programme seeks to deliver Eco Town standards in Urban Eco Settlements. These include standards for achieving zero carbon development, climate change adaptation, housing design, healthy lifestyles, transport, biodiversity and green infrastructure.

6.66 The AAP will provide a framework for establishing and implementing these standards. A key issue for the AAP will be to consider the viability of delivering these standards in the Corridor and setting appropriate local targets, which encourage development to high environmental standards.



Protecting and enhancing the natural and built environment of the Corridor

Key issues:

- Protecting and enhancing biodiversity, heritage and landscape character
- Saltaire World Heritage Site
- Securing high quality design



Protecting and enhancing biodiversity, heritage and landscape character

6.67 In terms of impacts on biodiversity and habitats, the risk of development in the Corridor on statutory nature conservation sites, including the South Pennine Moors Special Protection Area (SPA), is being assessed through an Appropriate Assessment of the Core Strategy. This will identify any potential impacts from the scale of development planned for the Corridor. The SDF has assessed the risk to the SPA as minimal given the distance of the nearest sites from the AAP boundary. However, a HRA Screening Report for the AAP will be required to assess any potential identified impacts of proposed development on the SPA.

6.68 The following protected sites are located within the AAP:

- Leeds Liverpool Canal Site of Ecological or Geological Importance (SEGI);
- Bradford Wildlife Areas (BWA);
 - Shipley Station Butterfly Reserve
 - Poplars Farm
 - Boars Well Urban Wildlife Reserve

The AAP will need to ensure that these sites are safeguarded and any impacts are minimised and mitigated against.

6.69 Development in the Corridor offers an opportunity for habitat improvement across the Corridor and specifically along wildlife corridors, including the Bradford Beck. Providing additional valuable habitat within the Corridor and connecting corridors between protected wildlife sites will also help provide gains in biodiversity.

6.70 Within the Corridor there are a number of areas of open land. In addition to having an intrinsic ecological/biodiversity importance, these sites contribute significantly to the quality of life and to the attractive environment in which people in Corridor live and work. It is therefore important to ensure that development in the Corridor contributes towards the enhancement of these environments.

6.71 Improving the water quality of the Beck, so that it can provide an enhanced habitat and recreational asset for the Corridor in the future, will be a key issue. Detailed Emerging Green Infrastructure options for the AAP are set out in the Part C Section of the report.

6.72 The AAP area is adjacent to a number of Conservation Areas and listed buildings and covers part of the Leeds Liverpool Canal Conservation Area. The AAP will need to ensure any new development in the Corridor protects and enhances areas of existing heritage and character.

Saltire World Heritage Site

6.73 Of international, national and local importance to the district is Sir Titus Salt's model village of Saltire. The buffer zone for the Saltire World Heritage Site extends into Shipley and covers the northern part of the AAP area. Any future development in the Corridor will therefore need to be carefully considered and monitored, in order to protect and enhance the setting of the area.

6.74 A key issue for the AAP will be ensuring the protection, management and enhancement of the outstanding universal value of Saltire World Heritage Site and its setting. The Council is in the process of producing a World Heritage Site Management Plan. Through the AAP and Management Plan there is an opportunity to enhance public realm, and improve links between Saltire and Shipley town centre creating a better offer for visitors and residents alike. The Management Plan could be incorporated into the AAP to become a key material consideration in decisions made by the Council.



Securing high quality design

6.75 The AAP should ensure that the planning of new neighbourhoods and communities is design led to create high quality sustainable developments. In accordance with the NPPF, the AAP will need to develop robust and comprehensive policies that set out the quality of development that will be expected for the area.

6.76 The SDF Baseline Design Paper provides an understanding and evaluation of the Corridor defining characteristics. Three distinct place-making opportunity areas within the Corridor have been identified:

- Shipley Town Centre and its fringe.
- The Central area of Canal Road around Bolton Woods, Gaisby Lane and Frizinghall Station.
- The southern area of the Corridor (City Centre Fringe).

The AAP will need to set the vision and guide the future design principles for these areas to ensure that the place-making opportunities in these areas are fully realised.

6.77 Placemaking opportunities will include:

- Responding positively to existing features such as the topography, water and greenspaces;
- Creating distinctive character areas in different parts of the Corridor through the layout, density, scale, appearance and landscaping of development;
- Pedestrian friendly neighbourhoods where the streets are designed as social spaces providing easy access for residents to the linear park, public transport, local facilities and centres.

6.78 It will be important that 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. However, the AAP will need to be flexible enough to address any issues which may arise on a site by site basis.

Promoting healthy, strong and inclusive communities along the Corridor

Key issues:

- Ensuring regeneration benefits communities
- Improving health, wellbeing and quality of life
- Creating a high quality open space network
- Community infrastructure



Photograph: Shipley Town Centre Management

Ensuring regeneration benefits communities

6.79 The Corridor is located within, and bordered by, some of the most deprived areas of the district. Improving access to jobs, housing, shops, leisure and community/health/education facilities, for existing and future members of the community will be important.

6.80 A key issue will be ensuring that the future regeneration benefits of the AAP will contribute to reducing social exclusion and deprivation within the Corridor and for the surrounding communities.

Improving health, wellbeing and quality of life

6.81 The AAP needs to ensure that any new development is appropriate for its location, supports healthier lifestyles and takes into account the effects of pollution on people's quality of life.

6.82 The Corridor has a complex industrial heritage, with a legacy of past manufacturing, engineering and industrial processes and has former land uses that could be classified as a potential risk. The evidence base indicates that no sites within the AAP area have been determined by the Council as being 'contaminated land'. However, some sites may require remediation before they can be developed for other uses. Provided the above issues are suitably

mitigated, ground related issues should not constrain development in the Corridor significantly.

6.83 The Corridor has two sites designated by the Health and Safety Executive (HSE) as notifiable hazardous installations. These are:

- British Gas Plc, Canal Road, Bradford
- Filtronic Comtek Uk Ltd, Woolcombers Shed, Salts Mill, Saltaire

The AAP will need to ensure that any future development in these locations does not cause an unacceptable risk to public health and safety.

6.84 There are 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.

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.

6.85 Any proposals that could potentially increase the level of traffic moving through these AQMAs would need specific consideration as to the potential impact on air quality in these areas, which are already highly sensitive. Introducing new residential development into areas of poor air quality could lead to more AQMAs being designated. Therefore, air quality will be key consideration for the AAP in locating and managing future development.

Creating a high quality open space network

6.86 Green Infrastructure and access to high quality open space can improve health and add to the quality of life for the district's residents, visitors and businesses. The Corridor is identified in Core Strategy Policy SC6 as a key opportunity area to improve green infrastructure. Through the regeneration of the Corridor there is the opportunity to provide an enhanced linked network of open spaces.

6.87 A key element for the AAP will be ensuring that green infrastructure is given a high status in the plan. It will be important to ensure that development in the Corridor contributes towards the enhancement of existing open spaces and creates high quality new open space.

6.88 Along the Corridor there is an opportunity to create a new linear park linked to the Canal Road Greenway and the Bradford Beck, stretching from Bradford to Shipley. This would provide enhanced opportunities for healthy lifestyle opportunities such as recreation, cycling and walking. The Corridor also has the potential to provide a wide range of sports and activities including pitch sports, BMX/skate parks, mountain biking and climbing.



6.89 The New Bolton Woods Masterplan site includes areas of land currently identified in the RUDP as urban greenspace, recreation open space and playing fields. Given the scale of development proposed it is likely that there will need to be some development on areas which are currently identified as open space. Policy EN1 in the Core Strategy seeks to protect existing open space, and playing fields should not be developed unless the loss of open space does not lead to a deficiency in the area same or equivalent or better provision can be provided.

6.90 Development in the Corridor provides an opportunity to create new areas of open space, playing pitches and enhance existing sports facilities and open space for the benefit of existing and future communities. There will also be the opportunity to rationalise land currently protected from development in the RUDP for new and improved facilities to benefit the wider community. However, any development proposals on land identified as open space will need to be clearly justified and lead to improved provision in the form and function of retained open space.

6.91 The AAP will need to develop acceptable solutions for dealing with the potential impact of any loss of existing playing pitches and open space. For example, this could include substitution of existing pitches by improved artificial pitches. The Council is currently preparing a Playing Pitch Strategy which will inform the emerging options.

6.92 Details of emerging development proposals are set out in Part B Emerging Development Options. Strategic green infrastructure options for the AAP are set out in the Part C of the report.

Community Infrastructure

6.93 There is currently limited provision of community facilities within the Corridor due to the relatively small population in the area. New development within the Corridor offers the potential to provide new and enhanced community facilities.

6.94 Given the scale of development planned it is likely that a site capable of sustaining a two form entry primary school will be required in close proximity to the New Bolton Woods Masterplan site within the Central Section. There is also scope for the AAP to consider whether a secondary school can be located on the fringes of the City Centre.

6.95 A new school would be a good asset to attract families to locate to the Corridor and in place making terms it would provide a community focus for any new development. The location of any new school will be important in terms of ease of accessibility from new developments and also other local neighbourhoods.

QUESTIONS:

- 7. Do you agree with the six strategic themes identified for action by the AAP?**
- 8. Are there any other key themes the AAP should look to address?**
- 9. Do you agree with the key issues identified under each theme?**
- 10. Are there any other key issues that the AAP should address?**



Issues and Options Report Part B: Emerging Development Options

The Core Strategy provides guidance on the broad quantum's of development that the AAP will need to plan for up to 2028. The AAP will need to establish detailed proposals for specific areas and allocate sites. This section seeks to identify emerging development options in the Corridor. The following section breaks down the Corridor into three areas of opportunity.

SECTION SEVEN

AREAS OF OPPORTUNITY



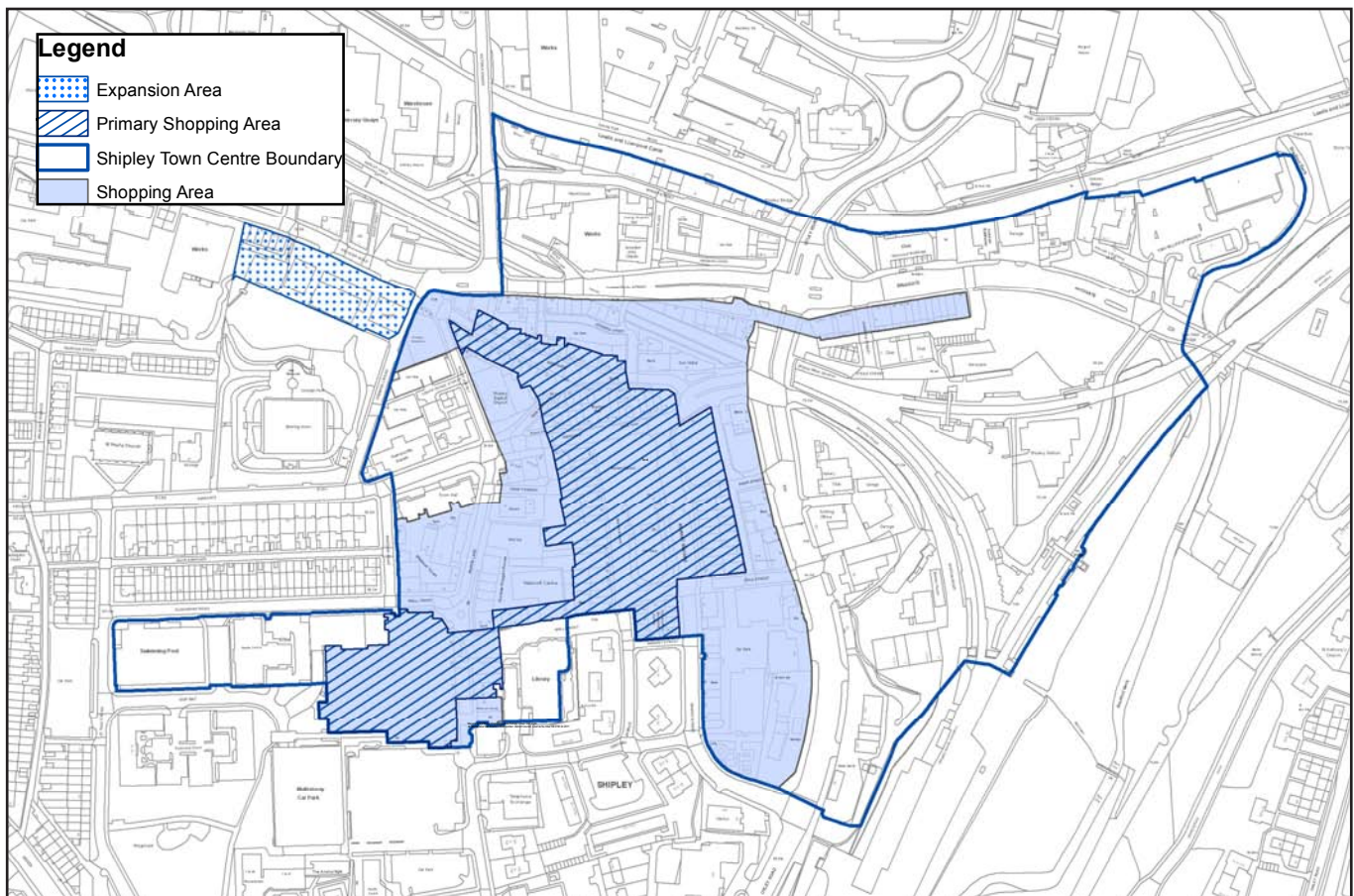
7.1 Future development within the AAP will be focussed in three Areas of Opportunity. These areas are:

- **Shipley**
- **The Centre Section**
- **The City Centre Fringe**

7.2 In order to inform the development of these areas a number of emerging development options have been identified. These have been identified from the evidence base including; the Strategic Development Framework, New Bolton Woods Masterplan, SHLAA, Baseline Study and other relevant masterplans and strategies.

7.3 At this stage the emerging development options are identified as broad areas of opportunity. Detailed site boundaries and proposed site allocations will be set out at the next stage of the AAP, the Preferred Approach.

Map 1: Shipley Town Centre Boundary



QUESTIONS:

11. Do you agree with the current Town Centre and Primary Shopping Area boundaries?
12. Do you think that the current Town Centre and Primary Shopping Area boundaries should be amended or extended in any way?

Shipley

Shipley town centre boundary and primary shopping area

7.4 As stated in Part A 'Future of Retail', the AAP will need to identify and determine the Shipley Town Centre Boundary, Primary Shopping Area, and sites to meet at least the first five years of identified need for town centre uses.

7.5 The current Town Centre Boundary and Primary Shopping Area (PSA) are identified in the RUDP 2005 (shown on Map 1). The PSA of Shipley is concentrated on the Market Square, Kirkgate, Westgate, Manor Lane and Wellcroft. Outside of this area, there are a number of retail, service and leisure units. An area of land to the south of Saltaire Road is currently identified in the RUDP as a town centre expansion site. This site is currently occupied by a range of uses, with no redevelopment of the site having taken place to date.

7.6 The Retail and Leisure Study 2008 identified that there is significant scope for Shipley to enhance its current position as a comparison and convenience retail destination, through the redevelopment of the existing town centre. The study also identified capacity for a supermarket to provide new comparison goods retailing in the town centre. A new Retail and Leisure Study is currently being produced, which will inform the emerging options for Shipley Town Centre.

Shipley emerging development options

7.7 Development opportunities for Shipley are concentrated in three areas:

- Shipley Town Centre
- Shipley East
- Dockfield Road

7.8 The emerging development options for Shipley include a wide range of land uses and development settings to encourage investment as well as enhanced physical linkages to support the vision of Shipley as a 21st century retail, leisure and service hub.

Shipley Town Centre

7.9 The primary focus for Shipley Town Centre is to enhance the main retail area of Market Square and Wellcroft to improve the customer experience and create new economic development opportunities. This will be supported by improving links between the town centre and key areas to help recapture expenditure. The options include:

Enhanced retail core:

- Improve and enhance Market Square as a key focus for the town centre, including potential new mixed use development.
- Refurbishment/redevelopment of existing retail buildings around Market Square to make them more attractive to existing and potential tenants.



- Refurbishment/redevelopment of the Market Hall for mixed used development, which could provide ground floor retail units with residential and commercial office floorspace on upper floors.
- Comprehensive redevelopment of land between Market Street and Otley Road to create an enhanced gateway to the Town Centre and opportunities for retail/leisure uses.

Greater diversity of town centre uses:

- Encourage new retail development along Wellcroft to create more retail activity between Asda and Market Square.
- Potential longer term redevelopment opportunity of land to the east of the library and south of Market Square to create new high quality mixed use development.
- Encourage new town centre uses within redeveloped sites such as a hotel, shops, restaurants, cafes, offices and residential.

Better quality public spaces:

- Creation of a more attractive and engaging market place and a new public square.
- Improvement of public realm on Wellcroft, Market Street and Kirkgate.



Improved links between Shipley Station and Shipley Town Centre:

- A new 'Toucan' crossing at the junction of Kirkgate and Station Road to improve walking and cycling links to the station.
- Enhanced paving, lighting and signage on Station Road and creation of a new walking / cycle bridge link from Station Road to the train station.

Improved links between the Town Centre, Saltaire, Leeds Liverpool Canal and Canal Road Greenway:

- An enhanced pedestrian crossing at Foxes Corner to improve pedestrian and cycle linkages to Wharf Street and the Leeds Liverpool Canal towpath.
- Improved pedestrian linkages to Westgate and beyond to Saltaire through the redevelopment of the market hall.

Shipley Town Centre Development Potential

Retail:	Increase in comparison and convenience retail floorspace.
Leisure:	Increase in town centre uses including leisure, food and drink and hotels.
Business:	Increase in business uses including offices as part of mixed use redvelopments.
Residential:	50 - 100 units as part of mixed use redvelopments / living over the shop.

Shipley East

7.10 The area of land east of Shipley station offers potential as a sustainable location for residential led mixed use development linked to the station. The options include:

New residential led mixed use area:

- Residential led mixed use development on land east of the station. The site could include a mix of family housing and apartments, with supporting business and retail uses linked to Shipley station and town centre.
- Re-develop land around Crag Road.

Better quality public spaces:

- Retention and enhancement of areas of greenspace alongside the Bradford Beck and creation of new open space as part of the Linear Park.

Shipley station improvements and enhanced links between Shipley East the station and Shipley Town Centre:

- Incorporate pedestrian/cycle routes through the site, linked to Dock Lane and Leeds Road, as part of the Canal Road Greenway. New and improved links to Shipley station through the existing subway.
- Enhancement of Shipley station as part of the proposals to develop a transport 'Hub', including

improved cycle and car parking facilities with the potential to include a new multi-storey car park.

Shipley East Development Potential

Retail:	Supporting uses including retail.
Business:	Supporting uses including business and commercial uses.
Residential:	250 - 300 units.

Dockfield Road

7.11 The Dockfield Road area is a popular low cost business location but also a potentially attractive waterside residential location on the Leeds-Liverpool Canal. The options include:

Attractive mixed use residential and business area:

- Redevelopment of Regent House for residential use.
- Redevelopment of vacant Dockfield Road sites for a mix of residential, business and live/work units.
- Redevelopment of land between Dock Lane and Leeds Road for residential/business use.
- Redevelopment of land at Junction Bridge for residential/business use.
- Redevelopment of former cinema and vacant buildings along Briggate.
- Residential and business mixed use redevelopment of the former Lexicon Bankside site on Dock Lane.

Better quality public spaces:

- Improvements to the setting of the Leeds-Liverpool Canal, through adjacent new build and refurbishment.
- Establish Canal Road Greenway link to Leeds Liverpool Canal along route of Canal/Dock Lane.

Dockfield Road Development Potential

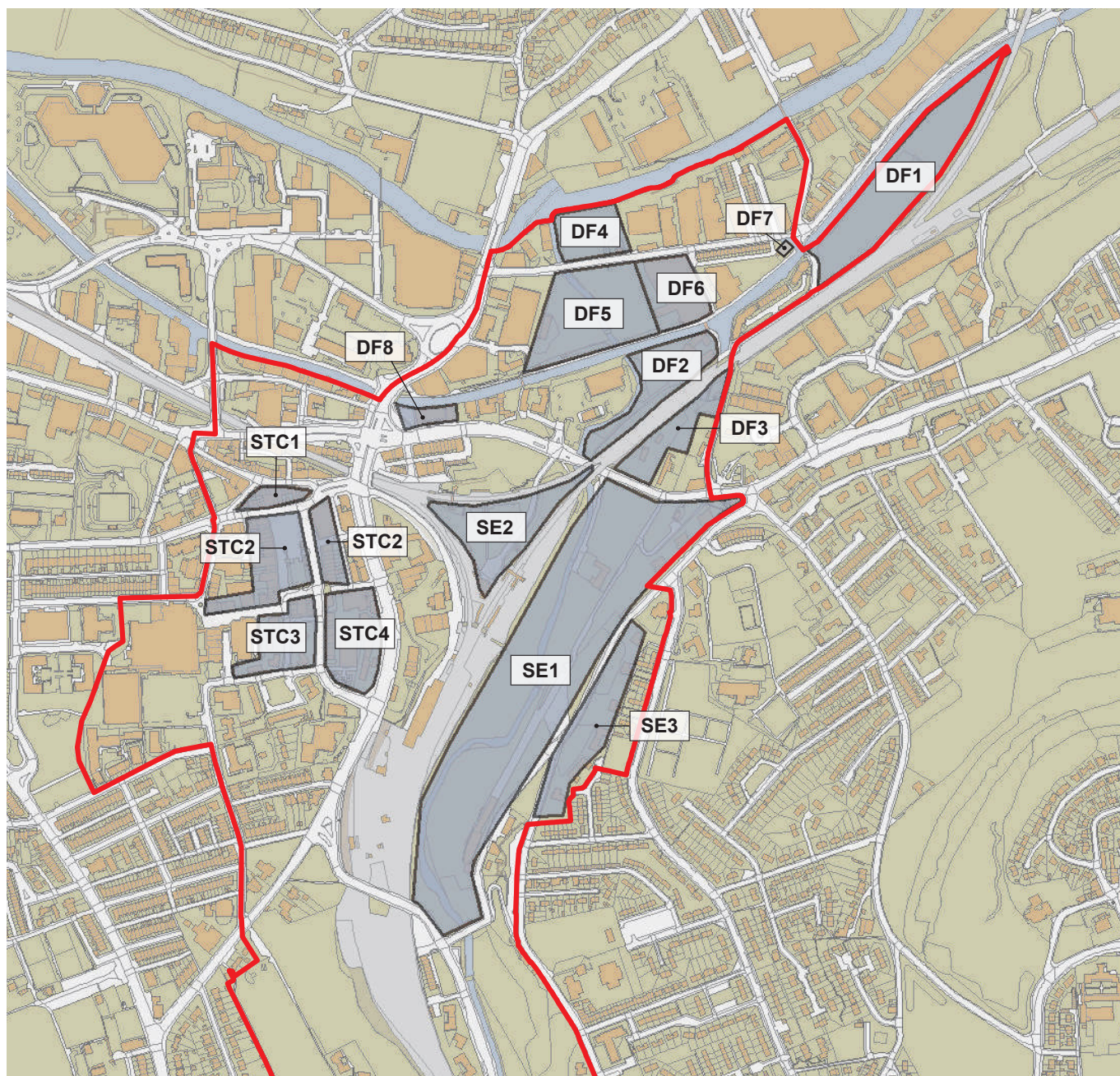
Business:	Office / light industrial / live work as part of mixed use developments.
Residential:	300 - 400 units as part of mixed use developments.



Table 1: Shipley Emerging Development Options

Area	Ref.	Name	Emerging Proposal
Shipley Town Centre	STC1	Shipley Indoor Market Hall	Mixed use redevelopment
Shipley Town Centre	SCT2	Shipley Town Centre	Retail led redevelopment
Shipley Town Centre	SCT3	South of Market Square	Mixed use redevelopment
Shipley Town Centre	SCT4	Shipley Gateway Site	Retail and leisure mixed use
Shipley East	SE1	Crag Road	Residential led mixed use development
Shipley East	SE2	Shipley Station	Enhancement of station facilities
Shipley East	SE3	Land around Crag Road Flats	Residential redevelopment
Dockfield Road	DF1	Lexicon Bankside Dock Lane	Business and residential mixed use
Dockfield Road	DF2	Junction Bridge, Briggate,	Business and residential mixed use
Dockfield Road	DF3	Land between Leeds Road and Dock Lane	Business and residential mixed use
Dockfield Road	DF4	Dockfield Road North	Business and residential mixed use
Dockfield Road	DF5	Dockfield Road South	Business and residential mixed use
Dockfield Road	DF6	Regent House	Residential redevelopment
Dockfield Road	DF7	Junction of Dock Lane and Dockfield Road	Business and residential mixed use
Dockfield Road	DF8	Buildings along Briggate	Mixed use redevelopment

Figure 5: Shipley Emerging Development Options



QUESTIONS:

13. Do you agree with the emerging development options for Shipley?
14. Are there any sites that you wish to propose for development in the Shipley area?
15. What other improvements do you think are needed to enhance Shipley?

The Centre Section

The Centre Section emerging development options

7.12 Development opportunities for the Centre Section are concentrated in two areas:

- **New Bolton Woods Masterplan site**
- **Bolton Woods Quarry**

7.13 The New Bolton Woods Masterplan has been approved by the Council as a material consideration for decision making. The Masterplan broke down the site into 30 defined areas and identified proposed changes within these areas.

7.14 The development proposals for the Centre Section are focused on the vision of creating an Urban Eco Settlement within the Corridor, with a diverse and unique housing offer, supported by the necessary infrastructure and facilities required to deliver a sustainable development.

7.15 The majority of land to be developed is brownfield including land that is currently industrial or part of the quarry. Self contained remodelling of quarry soil heaps and cuttings presents the opportunity to transform what is currently a physical scar on the local landscape and create a much improved environmental setting. Some of the emerging development options are located on



greenspace or undeveloped green areas but it is envisaged that overall the amount of greenspace will increase through the creation of new open spaces.

7.16 The quality of open space will also be improved. This could include the provision of an all weather sports pitch and new allotments, as well as a range of spaces that respond to existing mature landscaping and the topography of the area. This could include walking trails, off road cycling routes, forestry and lookouts, as well as formal and informal play areas. A natural wetland area is also proposed to the north of Gaisby Lane, which will incorporate surface water drainage from the development and areas further south of the Corridor.

7.17 The key emerging proposals for New Bolton Woods and other development opportunities within the Centre Section are set out below.

New Bolton Woods Masterplan Site

Creation of a new sustainable neighbourhood:

- Redevelopment of Arnold Lavers, other industrial uses and Council owned land to the east of Canal Road, for a mix of new housing and open space.
- Supporting uses including; retail, employment and community uses as part of a neighbourhood centre to meet local need.
- Compatible employment uses along Canal Road.
- High density housing around Frizinghall Road.
- Short term residential development of new housing to south of Poplars Park Road (RUDP Phase 1 Housing Site).

Enhanced employment areas to the west of Canal Road:

- Enhancement of properties within the Hillam Road industrial area.
- Redevelopment and new infill development for employment uses.
- Environmental improvements such as landscape and boundary works.

Good integration between new and existing development:

- Retention of areas of open space that contribute to the setting of existing development (Lichfield Mount, Brow wood).
- Redevelopment of the flats in Bolton Woods to create new housing that links well into the new residential community.
- Creation of permeable walking and cycle routes through new developments.

Enhanced green and blue infrastructure:

- Retention and enhancement of Brow Wood and other key areas of existing open space.
- Creation of new public open spaces in new housing developments including; natural environments, allotments, forest trails and informal / formal play areas.
- Provision of an all weather playing pitch on part of the existing playing fields north of Gaisby Lane.
- Enhance the quality of the Canal Road Greenway route and retain its attractiveness in terms of gradient and directness.
- Provide new and attractive water features as part of an overall strategic approach to flood risk and blue infrastructure.
- Establish new and protected areas of green space, recreation opportunities and wildlife areas as part of the Linear Park concept.

Improved physical routes across the valley:

- Incorporation of the Canal Road Greenway and Linear Park within new and existing open space and new development.
- Enhanced pedestrian and cycle links and accessibility to Frizinghall station.

New Bolton Woods Masterplan Site Development Potential

Retail:	Convenience retail and food and drink uses as part of a neighbourhood centre to meet local need.
Community:	A new primary school, new and improved playing pitches and other supporting uses.
Business:	Increase in employment uses within existing employment areas. Light industrial / office / live work as part of a neighbourhood centre and mixed use development.
Residential:	1000 - 1500 units

Bolton Woods Quarry

Creation of a new sustainable neighbourhood:

- Longer term redevelopment of the quarry for new housing, open space and community facilities.

Good integration between new and existing development.

- Retention of areas of open space that contribute to the setting of existing development.
- Creation of permeable walking and cycle routes through new developments.

Enhanced landform and setting and green infrastructure:

- Remodelling of the quarry site to create new development platforms and open space.
- Creation of new public open spaces including natural environments, allotments, forest trails and informal / formal play areas.

Bolton Woods Quarry Development Potential

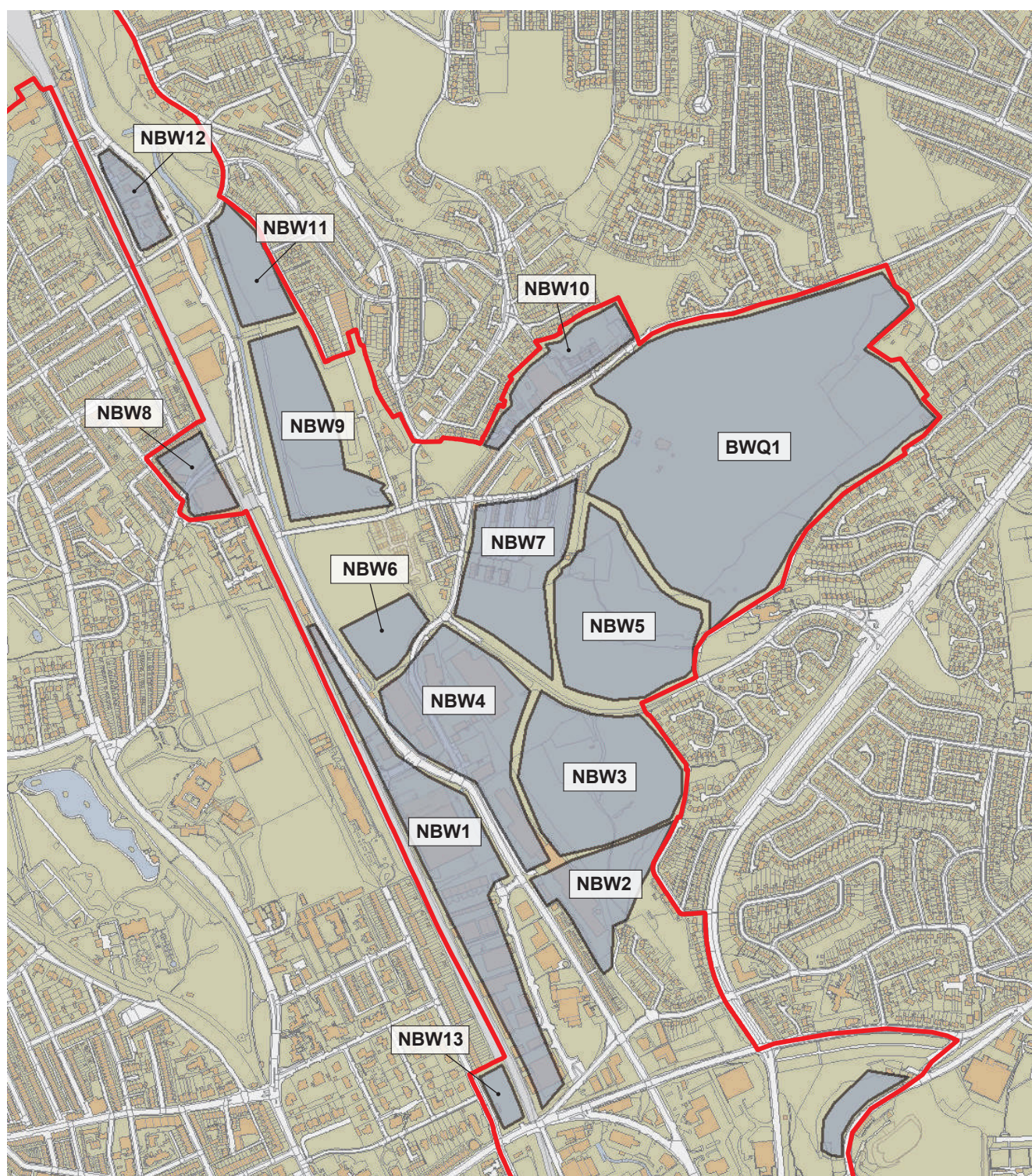
Residential: 1000 - 1300 units

Other uses: Supporting uses to meet local needs

Table 2: The Centre Section: Emerging Development Options

Area	Ref.	Name	Emerging Proposal
New Bolton Woods	NBW1	Hillam Road Industrial estate	Employment area
New Bolton Woods	NBW2	Employment area/Poplars Farm	Residential and open space (Bradford Wildlife Area)
New Bolton Woods	NBW3	South Poplars Park Road	Residential and open space (Bradford Wildlife Area)
New Bolton Woods	NBW4	Employment area Stanley Road	Residential/employment and neighbourhood centre including; retail/community/health/ business/ to meet local need
New Bolton Woods	NBW5	Land north Poplars Park Road	Residential and open space
New Bolton Woods	NBW6	King George V Playing Fields	Playing pitch and primary school/ residential
New Bolton Woods	NBW7	Livingstone Road Flats	Residential redevelopment
New Bolton Woods	NBW8	Frizinghall Road	Residential
New Bolton Woods	NBW9	Playing fields north Gaisby Lane	Playing fields/all weather pitch and open space
New Bolton Woods	NBW10	North Bolton Hall Road	Residential infill
New Bolton Woods	NBW11	Poplar Crescent	Residential and open space
New Bolton Woods	NBW12	Flats East Valley Road	Residential redevelopment
New Bolton Woods	NBW13	North Queens Road	Residential
Bolton Woods Quarry	BWQ1	Bolton Woods Quarry	Residential redevelopment and open space

Figure 6: Centre Section Emerging Development Options



QUESTIONS:

16. Do you agree with the emerging development options for the Centre Section?
17. Are there any sites that you wish to propose for development in the Centre Section?
18. What are the key issues associated with delivering comprehensive regeneration, which includes significant numbers of new homes and supporting uses, in the Centre Section?

The City Centre Fringe

The City Centre Fringe emerging development options

7.18 Development opportunities for the City Centre Fringe are divided in three areas.

- **Boars Well Green Corridor (along Bolton Road)**
- **Canal Road Employment Area**
- **Forster Square and Valley Road Retail Area**

7.19 The proposed approach to each area is specific to the geography and character of each area and together supports the vision of a sustainable edge of centre location, which is well linked to the city centre. The strategy for the area is based around a continuation of its present function.

Boars Well Green Corridor

7.20 Locations for new housing are identified on housing sites and derelict brownfield sites along Bolton Road. Existing natural assets, such as the Boars Well Nature Reserve and the green corridor running alongside Bolton Road, will be retained and enhanced.

Sensitive development and repair of the built fabric:

- Development of RUDP housing site and derelict land on Bolton Road for residential (principally family housing).

Enhanced green infrastructure:

- Enhancement of Boars Well and Bolton Road green corridor.

Canal Road Employment Area

7.21 Existing land uses such as warehousing, industrial units and car showrooms are retained and employment uses are supported within this area.

Enhancement of the City Centre Fringe employment areas:

- Redevelopment and enhancement of existing employment zone for employment uses.
- Development of the vacant site on Valley Road for employment uses.





Development of green and blue infrastructure:

- Incorporation of the Canal Road Greenway alongside enhancements to Valley Road and the Bradford Beck.

Forster Square and Valley Road Retail Area

7.22 Existing land uses are proposed to be retained. Forster Square and Valley Road Retail Area are identified as an edge of centre bulky goods retail location.

Enhancement of the City Centre Fringe:

- Development of new and enhanced supermarket on the site of the existing supermarket, with scope for additional bulky goods retail.
- Edge of centre retail area extended to include Forster Square Retail Park.

Development of green and blue infrastructure:

- Opening up of the Bradford Beck, alongside the proposed supermarket redevelopment.
- Connect the Canal Road Greenway to Forster Square station and the City Centre.

City Centre Fringe Development Potential

Residential: 100 - 150 units

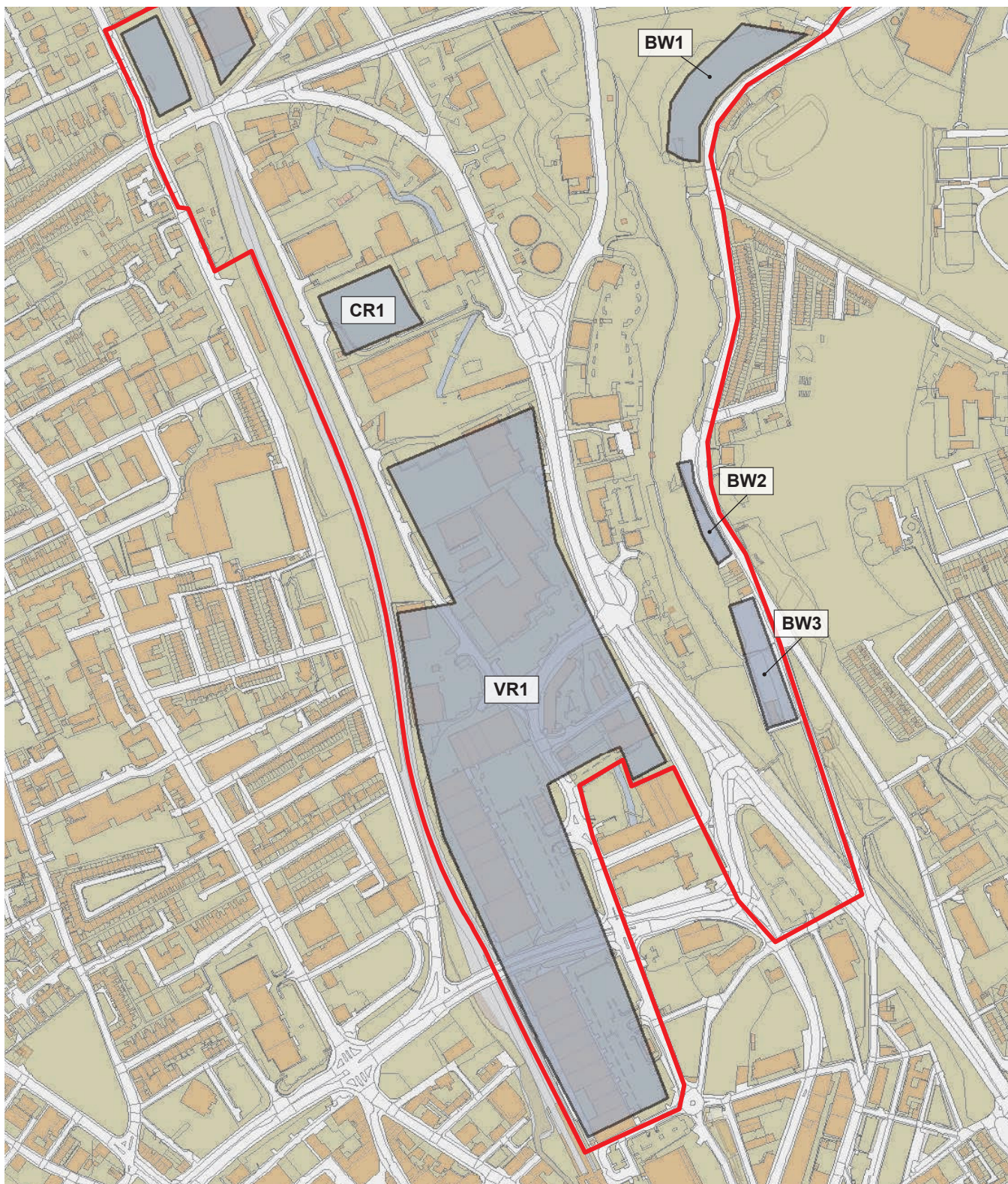
Business: Increase in employment uses within employment areas

Table 3: The City Centre Fringe Emerging Development Options

Area	Ref.	Name	Emerging Proposal
Boars Well green corridor	BW1	Bolton Road Wapping	Residential and Open Space
Boars Well green corridor	BW2	Bolton Road 1	Residential
Boars Well green corridor	BW3	Bolton Road 2	Residential
Canal Road Employment Area	CR1	East of Valley Road	Employment
Forster Square and Valley Road Retail Area	VR1	Valley Road/ Forster Square	Edge of centre bulky goods

(please refer to Figure 7: City Centre Emerging Development Proposals on page 54)

Figure 7: City Centre Fringe Emerging Development Proposals



QUESTIONS:

19. Do you agree with the emerging development options for the City Centre Fringe?
20. Are there any sites that you wish to propose for development in the City Centre Fringe?
21. How can future change in the City Centre Fringe be managed to support development and growth in the Corridor and the city centre?

Issues and Options Report Part C: Infrastructure and Delivery

The AAP proposals must 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.

This section sets out the emerging approach to strategic infrastructure for transport and green infrastructure and key viability and delivery issues, which the AAP will need to consider.

SECTION EIGHT

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS

8.1 The AAP will establish what infrastructure is needed to support development in the Corridor and how it will be provided.

8.2 The Core Strategy has been supported by district wide Transport and Infrastructure Studies. These identify broad infrastructure and transport requirements to support development. Further detailed work will need to be undertaken to inform the emerging proposals for the AAP. This will include an Infrastructure Delivery Plan and Transport Assessment for the AAP. These will inform the overall approach to infrastructure delivery and development for the next stage of the AAP the Preferred Approach.

8.3 For the Issues and Options Report emerging strategic infrastructure options for transport and green infrastructure have been identified. These have been informed by the Strategic Development Framework, Baseline Study and evidence base for the Corridor.

The Bradford Canal

8.4 Evidence from the baseline suggests that the re-opening of the Bradford Canal may not be viable in the short to medium term. Therefore, the proposed option for the AAP is to explore alternative approaches with less cost and risk, which will provide similar benefits to the proposed canal.

8.5 The original concept behind the proposed re-opening of the Canal was to redefine the role and function of the Corridor and provide a catalyst for regeneration. The proposed approach seeks to achieve this by optimising the topography, landscapes and natural environments of the Corridor to create a Linear Park. The Linear Park will form a unified spine and high quality environment of linked green spaces along the Corridor. This will include the enhancement and creation of new and existing green spaces and water features linked to the Canal Road Greenway and Bradford Beck.

8.6 The Linear Park and Canal Road Greenway will be aligned as far as possible to the proposed

route for the reopened canal. 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 if feasible and viable.

QUESTION:

22. Do you agree with the proposed approach of achieving the aims of re-opening the canal through establishing a Linear Park and Canal Road Greenway, which acknowledge the canal's alignment?

Strategic transport infrastructure

8.7 Given the Corridor's current and future role as a key transport corridor, directing future investment for supporting transport infrastructure will be a fundamental component of the AAP.

8.8 The current approach for transport infrastructure within the Corridor is to maximise existing highways and public transport infrastructure in the short to medium term through small lower cost improvements. The Council is also pursuing opportunities for funding, which may facilitate larger scale improvements in the medium term.

8.9 It will be critical for the AAP to retain enough flexibility to create additional highway capacity over the long term as new developments within the Corridor come forward. Future development will need to provide a catalyst for improvements to highways and local public transport services.

8.10 The emerging strategic transport approach for mitigating traffic impacts is related to the location of land uses proposed in the Areas of Opportunity, which aim to reduce the need to travel in the first place (through complementary mixed use development) and maximising the use of sustainable transport options (walking, cycling and public transport) over private car usage.

8.11 An overall Transport Assessment of the Corridor will need to be undertaken to ensure new development can be accommodated while ensuring Canal Road maintains its function as a strategic transport corridor. The emerging approach for transport infrastructure in the Corridor is set out opposite.

QUESTIONS:

- 23.** What are the key strategic transport issues associated with the quantum's of proposed development in the Corridor?
- 24.** Do you agree with the proposed approach for considering strategic transport infrastructure issues in the AAP?

The Canal Road Greenway

8.12 The proposed route for a Greenway along the Corridor, linking the Leeds Liverpool Canal towpath (Airedale Greenway) and the city centre, was prepared by Sustrans in March 2009. It was based on defining the best route available for popularising walking and cycling and followed the proposed line of the canal wherever the opportunity arose.

8.13 A planning application is being prepared to deliver the Canal Road Greenway in the short term. 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.

8.14 The Canal Road Greenway route is being finalised. Linkages from the Greenway to adjacent neighbourhoods will form a wider network of connecting routes.

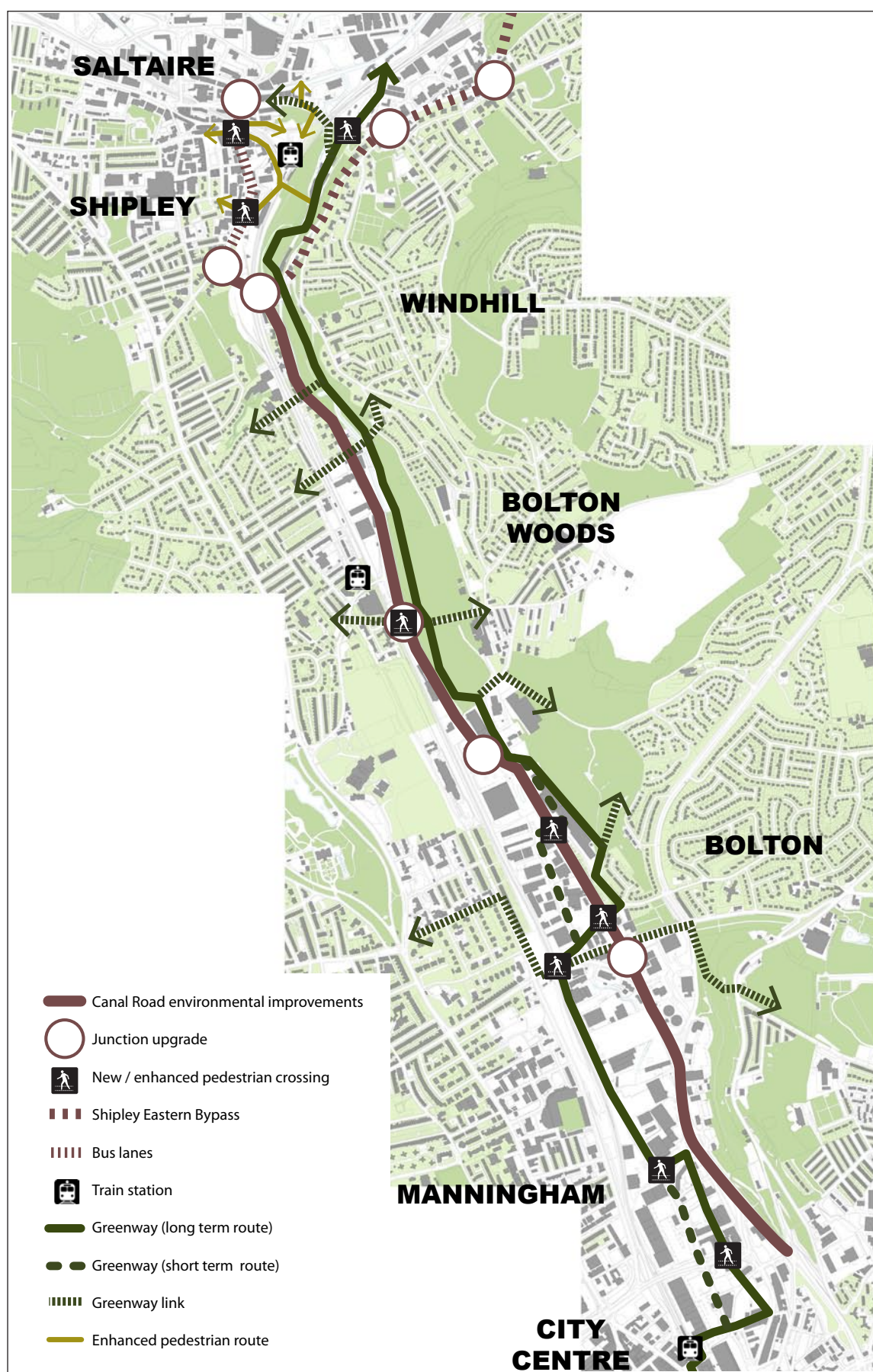
8.15 As future development is delivered along the Corridor over the medium to long term, the route of the Greenway may have to be redefined to link in and fully connect to new development. The route may need to be further redefined in the long term as developments of the Centre Section come forward and the restoration of the Bradford Beck is progressed. Future developments will need 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.

QUESTION:

- 25.** Do you agree with the proposed approach of the AAP for the Canal Road Greenway?



Figure 8: Emerging Strategic Transport Approach



Source: Shipley and Canal Road Emerging Strategic Development Framework BDP

Canal Road improvements

8.16 Canal Road is a key strategic transport route in the district. The ability of Canal Road to function as a strategic transport route must be maintained through the AAP, as any impacts on the performance and function of Canal Road could have implications for the district's wider economy. Given the scale of development planned any increase in traffic flows resulting from future development along the Corridor will need to be carefully modelled.

8.17 There is a perception of congestion on Canal Road, but the highway network at present does operate with spare capacity at off peak periods and at peak periods only experiences congestion at certain points on the network. At peak periods bottlenecks, queuing and delays generally occur at the junctions near Queens Road and Hamm Strasse. Modelling is being carried out to assess and quantify existing problems and test options for improvements along the Corridor.

8.18 Stage 3 of Connecting Airedale proposes a package of measures to increase the capacity of Canal Road and reduce congestion along the Corridor including the duelling of Canal Road from Station Road to Gaisby Lane. This would significantly increase capacity but it would also serve to reinforce the dominance of traffic and severance of communities. The Connecting Airedale measures and other proposals to improve Canal Road will be tested through the AAP as part of the overall Transport Assessment of the Corridor.

8.19 In addition to purely functional improvements to Canal Road, the environmental quality of this route should be enhanced for the benefit of existing and new communities and to improve the overall image of the Corridor. This could be achieved through hard and soft landscape improvements, including the introduction of boulevard tree planting and pedestrian crossing islands.

QUESTION:

26. How should the function of Canal Road be protected and improved through the AAP?

Bus services and infrastructure

8.20 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.

8.21 Shipley Town Centre is currently very well served by buses from a wide range of destinations in recognition of its role as a transport hub. Bus infrastructure improvements are currently being developed for implementation in 2013.

Shipley transport proposals

8.22 A package of transport improvements aimed at reducing congestion during peak periods, enhancing the pedestrian and cyclist experience and improving the environment of the World Heritage Site at Saltaire have been identified within Stages 1 and 4 of the Connecting Airedale Strategy. These will need to be reviewed through the AAP process as part of an overall Transport Assessment of the Corridor.

8.23 In stage 1, highway measures proposed within Shipley include:

- **Fox Corner** - pedestrian/cycling safety and capacity improvements.
- **Otley Road/Valley Road** - pedestrian/cycling safety and capacity improvements.
- **Otley Road and Bradford Road (The Branch)** - pedestrian, cycling, safety and capacity improvements.

8.24 The improvements to road junctions will not necessarily speed up traffic but are necessary to better manage traffic, reduce congestion and queuing and improve safety through the town centre and the Saltaire World Heritage Site.

8.25 In order to increase highway capacity, the construction of the Shipley Eastern Relief Road along with a high occupancy vehicle lane on Leeds Road and bus lanes on Otley Road are proposed in Stage 4 of Connecting Airedale. The Council has determined a preferred alignment for the scheme but it is not yet protected for development control purposes. The alignment and funding estimates will be reviewed through the AAP.

8.26 The proposed relief road would help to ease congestion and reduce severance in Shipley town centre for the benefit of residents and businesses. It would also help attract development interests to Shipley, Shipley East and Dockfield Road. However, it is unlikely that it could generate enough private sector



investment to fund the construction cost of the road. Funding options will need to be explored, however it is unlikely that the road will be funded in the first ten years of the AAP due to the complexity of the scheme and competing priorities for major scheme funding.

8.27 In the absence of the relief road, an interim scheme to improve Crag Road / Briggate, in particular the junction with Leeds Road and Valley Road is likely to be required over the short term to facilitate the development of Shipley East.

Shipley Station

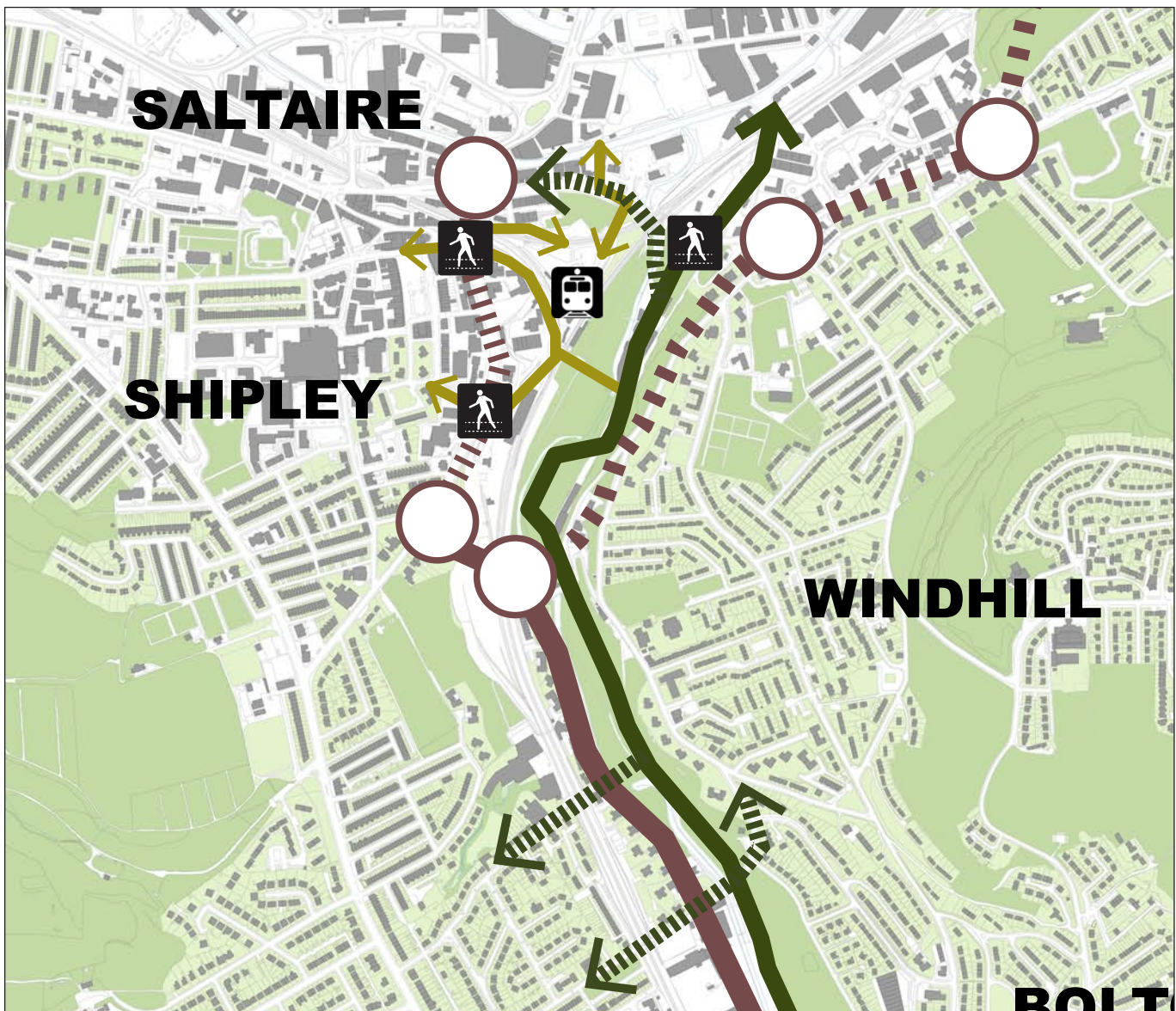
8.28 Shipley Station is one of the town's key assets but it is cut off from the town centre and the station environment is not very welcoming. The desire to enhance pedestrian linkages to the station is identified in the Connecting Airedale Strategy and a number of routes were identified for enhancement. Further work on improving the station along with links to the town centre and development areas is being progressed through the Local Transport Plan (LTP) hubs

programme. Improving linkages from the station to the town centre should be a priority in the short term.

8.29 Localised improvements at the Kirkgate junction may also be necessary to provide appropriate highway capacity and to facilitate pedestrian and cyclist movements across Otley Road. Other routes that should be improved include the station access road from Leeds Road along with other proposals outlined in the LTP Hubs strategy.

8.30 Future development in the Shipley East area could also provide the opportunity for an enhanced east - west route via the subway under the Leeds to Bradford branch line. In the long term, it would also be desirable to create a more direct linkage from the town centre to the station. This will help to link Station and the development of Shipley East with the town centre and is considered essential in positioning the town centre as the hub of the area. A possible solution could be to build a pedestrian bridge over the Skipton - Bradford branch line.

Figure 9: Shipley Emerging Transport Options



Source: Shipley and Canal Road Corridor Emerging Strategic Development Framework BDP

The Centre Section transport proposals

8.31 In relation to the development of the Centre Section, work is being undertaken through the New Bolton Woods Masterplan to consider transport impacts and how to provide access to the new development from Canal Road and connections to surrounding areas.

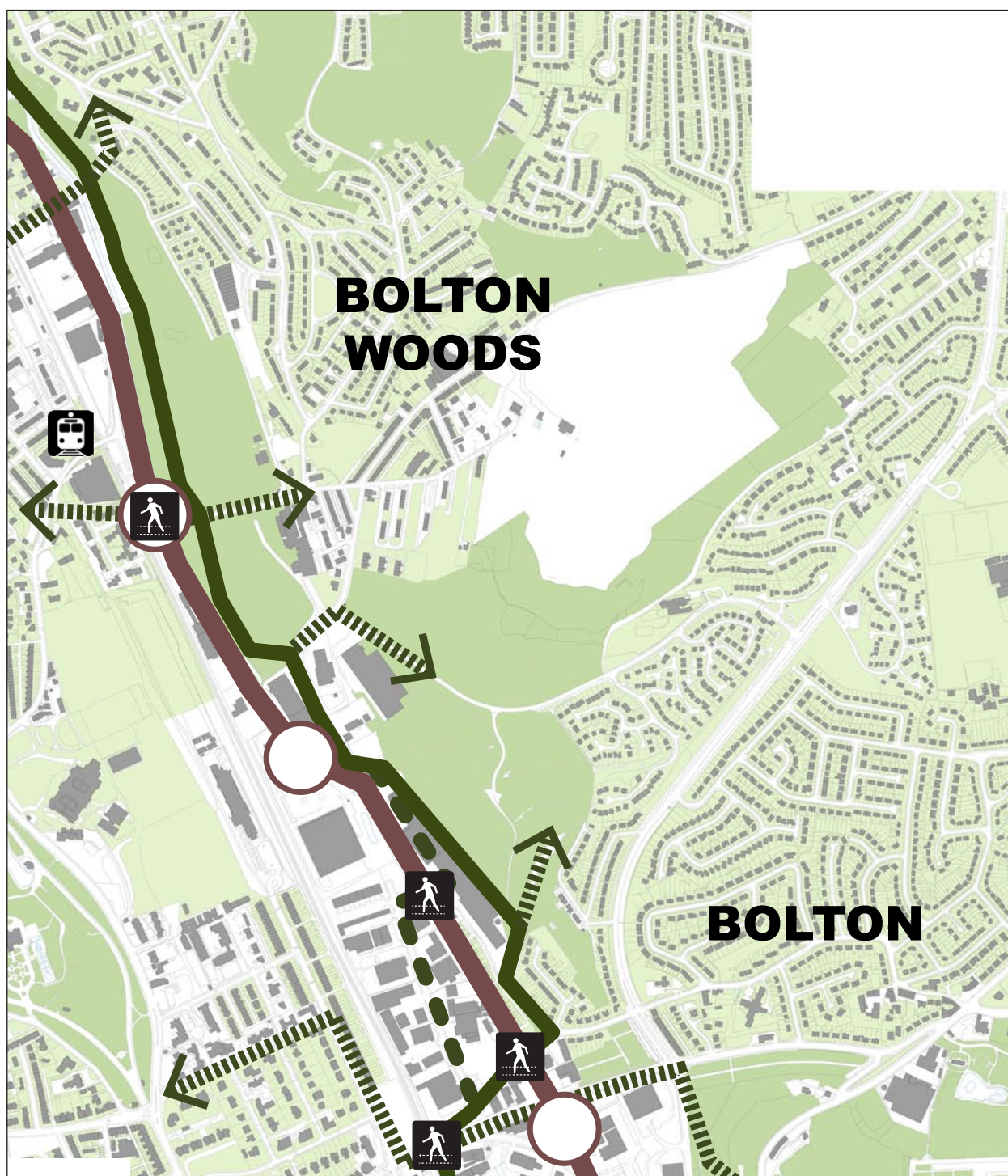
8.32 One of the proposals is to create three sets of traffic lights at Gaisby Lane, Stanley Road and Hillam Road to provide access to the site. Improvements to the Gaisby Road junction will also need to aid pedestrian and cycle movement across Canal Road and provide better access to Frizinghall station.

8.33 These proposals will be tested along with the other emerging proposals, including the possible redevelopment of Bolton Woods Quarry for residential use, as part of the Transport Assessment for the Corridor in order to inform the development of a preferred option for highways improvements that will be required.

Frizinghall Station

8.34 The station is seen as a key but currently underperforming transport asset for the corridor and it will be important to work closely with Metro, Network Rail and the current franchise operators, Northern Rail, to develop transformational improvements.

Figure 10: Centre Section Emerging Transport Options



Source: Shipley and Canal Road Corridor Emerging Strategic Development Framework BDP

8.35 There is an aspiration to improve the accessibility, environment and facilities around Frizinghall Station. Improvements could include signage, cycle and car parking, security features, enhanced waiting facilities, interchange opportunities and access improvements.

8.36 A large area of the Centre Section is within walking distance of Frizinghall. 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.

City Centre Fringe transport proposals

8.37 Impacts from proposed development along the Corridor on key junctions and highways within the City Centre Fringe area will need to be modelled as part of the overall Transport Assessment for the Corridor.

8.38 Future development in this area will need to provide improved pedestrian and cycle links between the Corridor, Forster Square station and the City Centre.

QUESTION:

27. Do you agree with the emerging transport proposals for Shipley, the Centre Section and the City Centre Fringe?

Strategic green infrastructure

8.39 An integrated approach to flood risk and green infrastructure along the whole Corridor will be required. A green infrastructure strategy which enables the delivery of enhanced linked green spaces along the Corridor is a key element of the strategy for delivering sustainable development.

8.40 The emerging approach in respect of green infrastructure and flood risk is based on the creation of a Linear Park, restoring the natural character of the

Bradford Beck, retaining areas of natural floodplain, introducing new areas and enhancing existing areas of greenspace and incorporating sustainable drainage within new development.

8.41 The strategy aims to reduce downstream flood risk and create an attractive green and natural setting, forming a Linear Park along the Corridor, stretching from Bradford City Centre to Shipley Town Centre. The aim is to introduce walking and cycling routes along the Linear Park as part of the Canal Road Greenway and to improve the environment of the Bradford Beck as much as possible, so that the Beck sits within an inter-connected chain of green environments.

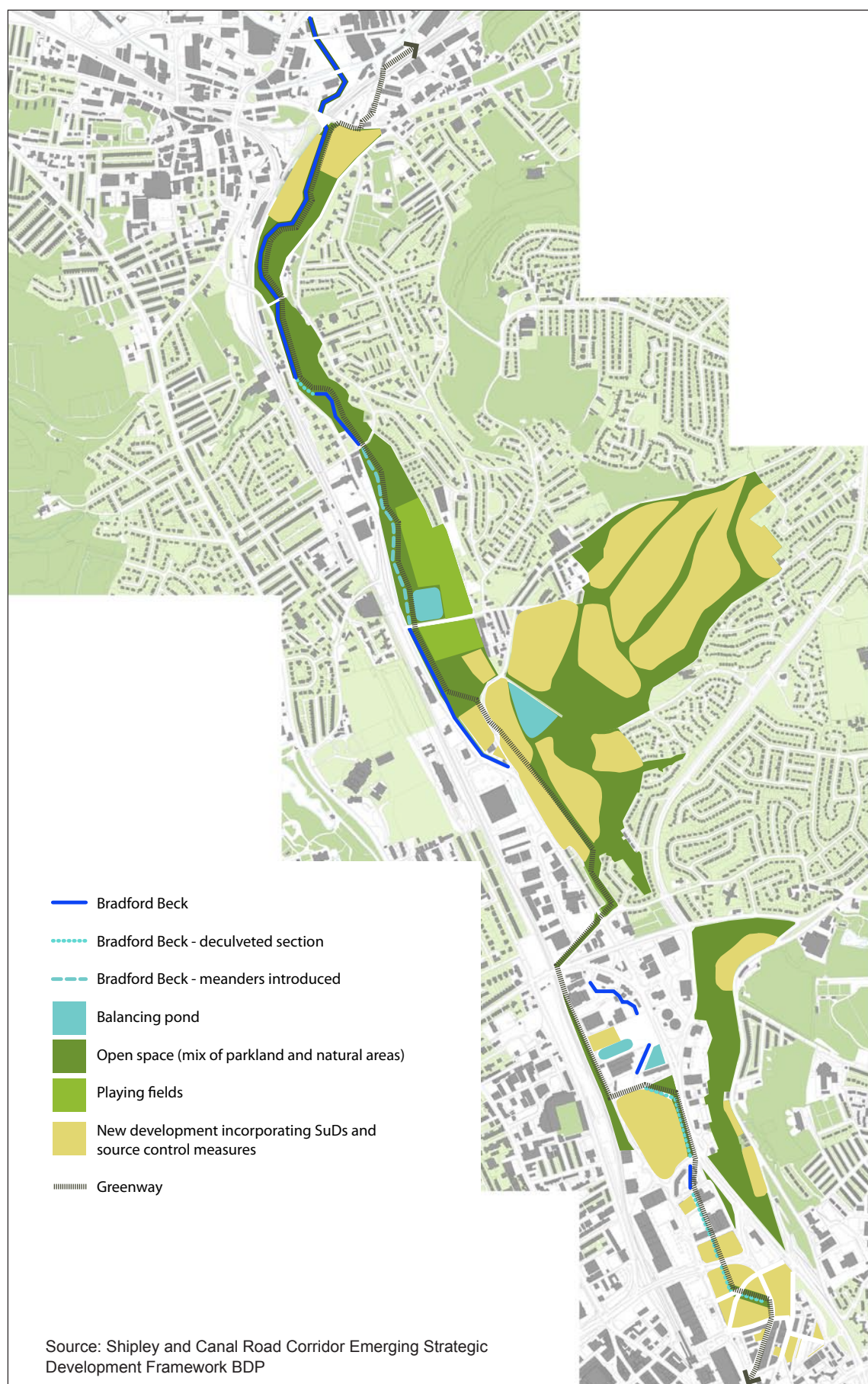
8.42 The proximity of the Corridor to other significant green spaces, including Lister Park, Boars Well Nature Reserve, Peel Park and the Leeds-Liverpool Canal, also creates the opportunity to link these spaces together, forming a more cohesive open space network for the District.

QUESTIONS:

28. Do you agree with the proposed approach for strategic green infrastructure in the AAP?

29. How can the AAP ensure strategic green infrastructure supports and enhances proposed development in the Corridor?

Figure 11: Green Infrastructure and Flood Risk Strategic Approach



Flood risk

8.43 A strategic and site level approach to managing flood risk will be required for the AAP. In accordance with Policy ENV7 the AAP will need to adopt a holistic approach to flood risk and the Bradford Beck corridor.

8.44 Detailed work on understanding flood risk along the Corridor is currently being undertaken by the Council. At a strategic scale the AAP will need to take a sequential approach to the location of future development. More vulnerable development (e.g. residential) will be located in areas at lowest risk of flooding. The sequential approach will need to be informed by a Strategic Flood Risk Assessment.



8.45 The proposed approach of an enhanced green corridor and Linear Park along the Bradford Beck valley will look to preserve and enhance the existing floodplain. Open areas alongside the Beck to the north of the Corridor are proposed to be generally retained as open space and re-profiling of the Bradford Beck could make space for water, creating additional flood storage to help reduce flood risk downstream.

8.46 Initial surface water attenuation calculations based on the emerging development options have informed various options for draining surface water in the Central and City Centre Fringe Sections. Options range from draining all the water to one area or storing the required attenuation volumes within a series of smaller areas that work independently of each other.

8.47 The latter option generally results in smaller ponds per catchment and reduced pipe work required to convey the flow water to the ponds but the area of land available for built development is reduced due to

the number of plots requiring attenuation features. The potential attenuation volume for the Central Section is also very large, due to the requirement to restrict flows to the existing greenfield rate.

8.48 A more detailed check of levels will be required to confirm feasibility but the emerging option is to combine attenuation volumes required for the City Section in an area of land north of the Tesco redevelopment and to create a drainage pond north of Gaisby Lane and south of Poplars Park Road respectively to service the Centre Section. Ponds will need to be located to the north of each area (as ground levels fall to the north) to allow drainage by gravity.

Sustainable Urban Drainage (SuDs)

8.49 The approach to flood risk and green infrastructure will need to be integrated with the approach to SuDs for development along the Corridor.

8.50 The approach to SuDs should include additional ponds and swales within developments to reduce runoff rates and improve water quality, amenity and biodiversity. Streets would also incorporate non-standard (and permeable) materials and generous high quality landscaping (including street trees) to assist in such a strategy. Source control measures within the plots themselves such as green and brown roofs, permeable paving and rainwater harvesting would aim to reduce runoff at source.

8.51 At the plot level subtle changes would be made to ground levels in order to reduce flood risk areas within specific development plots. Flood defence or water entry strategies would also be employed in commercial buildings, through setting of finished floor levels and use of flood resistant or flood resilient construction techniques. In addition to these measures localised flood defence improvements would also be needed in certain areas, such as the land lying between Shipley Station and Crag Road, (Shipley East).

The Bradford Beck

8.52 An important element of the flood management and green infrastructure strategy for the Corridor is improving the environmental quality of the Bradford Beck. Options could include naturalising the Beck through de-culverting covered sections of the Beck, restoring the natural river bed, regrading river banks and introducing meanders where the Beck is canalised. The amount and quality of landscaping could also be substantially improved to enhance the potential for natural habitat formation, decreased flood risk and improve the setting of the Beck.

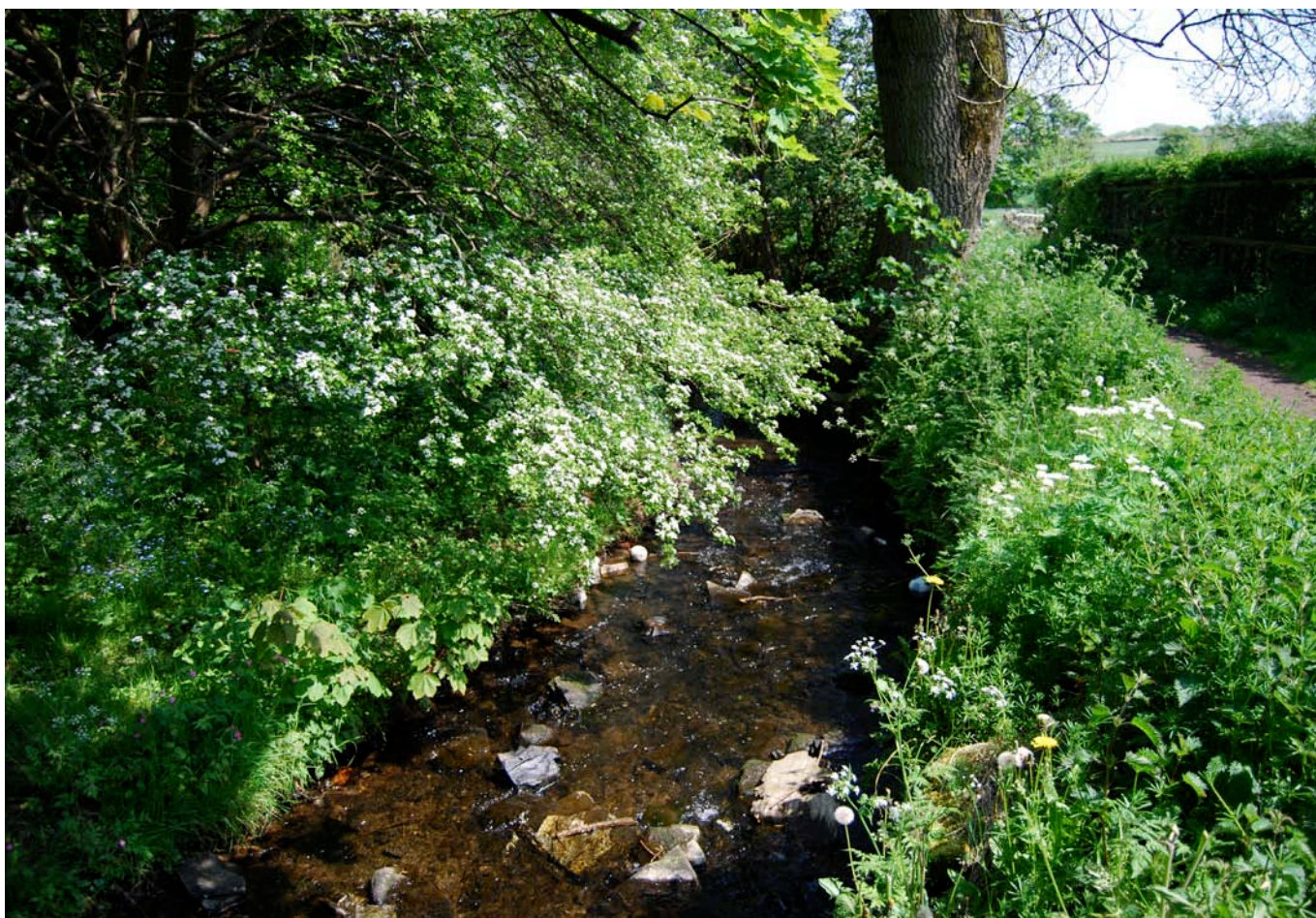
8.53 Linking walking and cycle routes, including the Canal Road Greenway, to the Bradford Beck will help increase its accessibility and visibility as one of the defining natural features of the Corridor and improve public access.

8.54 The extent to which the enhancement of the Bradford Beck can be achieved along its full length will be constrained by existing highways, buried infrastructure, land uses, land ownerships and topography. The emerging option aims to balance a level of aspiration against deliverability over the next 15 years.

8.55 Enhancements to the Beck should be concentrated where they will have the biggest regenerative effect (i.e. the Areas of Opportunity). Within the Shipley and Centre Sections of the Corridor the improvement works would be less intensive, essentially enhancing and improving access to existing public areas. The works to the City Centre Fringe could be more aspirational and set out to open up and create access to areas of the Beck that are presently in the private domain.

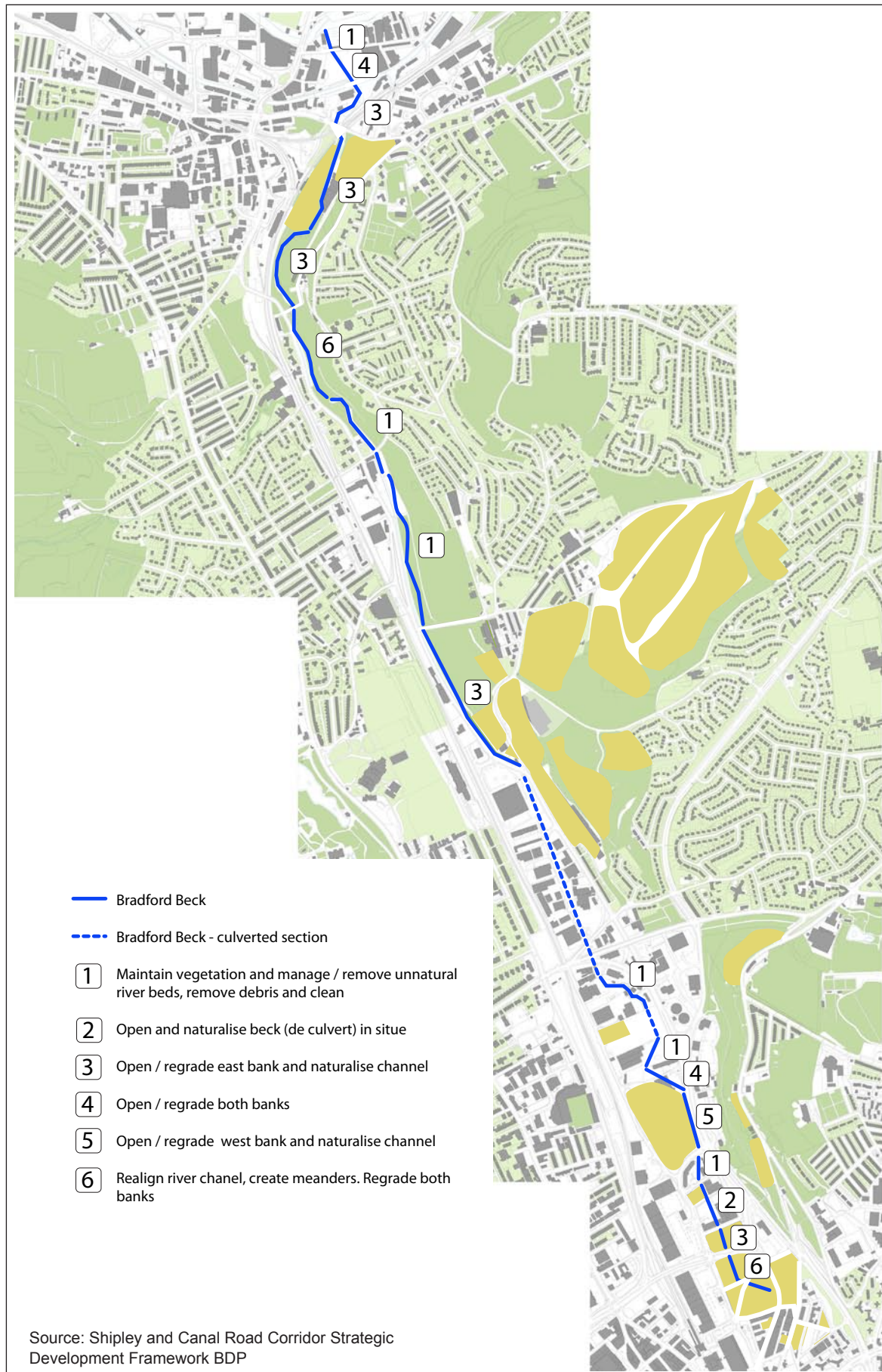
QUESTION:

- 30. Do you agree with the proposed approach to flood risk in the Corridor?**
- 31. How should the AAP ensure that flood risk is managed in the Corridor?**
- 32. Do you agree with the emerging option for improving the environment of the Bradford Beck?**



Photograph: Michael Canning Bradford Beck Project

Figure 12: Bradford Beck Improvements



SECTION NINE

VIABILITY AND DELIVERABILITY

9.1 The NPPF requires careful attention to viability and deliverability in plan-making. As the options for the AAP are refined, they will need to be tested against their financial viability and deliverability within a realistic timeframe. This will include a Viability Assessment of the AAP.

9.2 It is equally important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, it is important that infrastructure priorities and development costs are fully understood. The AAP will be supported by an Infrastructure Delivery Plan which will identify what infrastructure will be required to support future development, when it will be needed, who is responsible for its provision, and how it will be funded.

9.3 The AAP covers a large and diverse area stretching from Bradford to Shipley. The Corridor area has a range of constraints, multiple land ownerships and delivery partners. Therefore, delivery mechanisms will need to be identified in order to ensure that the AAP's chosen strategy is

deliverable. This will be especially important in a period of reduced public sector spending. The Council has already established a Joint Venture Company to facilitate regeneration of the Central Section of the Corridor. In accordance with Core Strategy policy ID8 the AAP will need to consider other innovative delivery tools to promote and incentivise economic growth in the Corridor.

Phasing

9.4 The AAP will need to set out the timetable for the implementation of the proposals and allocations. Phasing will need to be based on a number of key factors, such as constraints, site remediation requirements, and delivery of supporting infrastructure. The AAP will also need to be flexible enough to deal with external influences that could alter the phasing, such as changing economic conditions.

Developer contributions

9.5 Developer contributions are an important mechanism for funding the infrastructure required to serve new development, including open space and play facilities, transport improvements and affordable housing. Contributions are currently secured through Section 106 Agreements. The Council is exploring the potential for introducing a Community Infrastructure Levy (CIL) for the district. The AAP will need to have regard to any proposed CIL charge.

9.6 The AAP may need to identify specific developer contributions that will be applied to support infrastructure in the Corridor. For example, this could include contributions to the development of green infrastructure, including enhancing the Canal Road Greenway and Linear Park.

9.7 In the current economic climate development viability is generally more difficult. Therefore, developer contributions are unlikely to be able to support all the infrastructure requirements necessary to deliver high quality, sustainable development in the Corridor. This will mean difficult decisions will need to be made about priorities for both developer and public funding. For example, the AAP may need to prioritise developer contributions between affordable housing, open space and other community infrastructure.

QUESTIONS:

- 33. Do you agree with the proposed approach for considering viability and deliverability in the AAP?**
- 34. How should the AAP look to phase development in the Corridor?**
- 35. Are there any areas where infrastructure will need to be provided before development can take place e.g. transport improvements?**
- 36. What are the priorities for developer contribution in the Corridor?**
- 37. How should the AAP secure developer contributions to help deliver infrastructure in the Corridor?**



APPENDIX

Appendix 1: 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.

Affordable Housing Economic Viability

Assessment (AHEVA): This study provides assessment of the viability of the proportion of affordable housing, site thresholds and tenure splits in different locations and on a range of sites across the District. It provides robust evidence when determining appropriate and justifiable affordable housing targets within the Local Plan. This study forms part of the Local Plan evidence base.

Allocation: 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.

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
- Proposals Map DPD
- Waste Management DPD

District Wide Transport Assessment: This study makes reference to all modes of travel, setting its findings within a broader context of sustainability. It establishes any strategic impacts of the Core Strategy proposals on the strategic highway network and measures to mitigate against these impacts.

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 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 Policy Statement (PPS): These are a series of documents setting out guidance for planning authorities on implementing national government's planning policy. PPSs replaced PPGs under the Planning and Compulsory Purchase Act 2004

Preferred Approach: This term refers to a stage in the production of a Development Plan Document (DPD). This stage sets out the Council's 'preferred' option/approach for a DPD which has been prepared alongside public consultation and technical evidence

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.

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 existing 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.

Saved Policies: Under Government legislation relating to the transition between the old UDP system and the new Plan system, the RUDP policies were 'saved' for 3 years. The Council has received a Direction letter from

the Secretary of State which saved the vast majority of RUDP policies beyond this 3 year period and therefore still forms part of the statutory Development Plan for Bradford.

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 the 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.

Sustainable Community Strategy (SCS): A community plan prepared by Local Strategic Partnerships (LSP) which includes a set of local goals and actions which they wish to promote. Bradford's community strategy is known as the 'Big Plan'

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.

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 2: Evidence Base

It is important that the AAP is based on up to date and reliable information. The following studies, technical reports and sources of data have informed the Issues and Options report.

- Shipley and Canal Road Corridor Strategic Development Framework Baseline Reports:
 - Planning and Regeneration
 - Socio-economic Housing
 - Ecology
 - Urban Design Analysis
 - Transport and Movement Evidence
 - Flood Risk and Water Management
 - Infrastructure and Constraints
 - Community Consultation
 - Shipley and Canal Road Corridor Strategic Development Framework: Options Report
- Shipley and Canal Road Corridor Emerging Strategic Development Framework Report
- Shipley and Canal Road Corridor AAP: Baseline Analysis Report
- District Transport Study
- Employment Land Review
- Core Strategy Baseline Study
- Bradford District Retail & Leisure Study
- Strategic Housing Land Availability Assessment
- Bradford Open Space and Recreation Study
- Strategic Housing Market Assessment
- Affordable Housing Economic Viability Assessment
- Employment Land Review
- Local Infrastructure Plan

For a full evidence base review see the Shipley and Canal Road Corridor Baseline Analysis Report.

Appendix 3: Core Strategy Policies

Relevant Core Strategy policies are listed below:

Strategic Core Policies

- SC1 Overall Approach and Key Spatial Priorities
- SC2 Climate Change and Resource Use
- SC3 Working together to make Great Places
- SC4 Hierarchy of Settlements
- SC5 Location of Development
- SC6 Green Infrastructure

Sub Area Policies

- BD1 City of Bradford including Shipley and Lower Baildon
- BD2 Investment priorities for the City of Bradford including Shipley and lower Baildon

Economy

- EC1 Creating a successful and competitive Bradford District economy within the Leeds City Region
- EC2 Supporting Business and Creating Jobs
- EC3 Employment Land Requirement
- EC4 Sustainable Economic Growth
- EC5 City, Town, District and Local Centres

Transport

- TR1 Travel Reduction and Modal Shift
- TR2 Parking Policy
- TR3 Public Transport, Cycling and Walking
- TR4 Transport and Tourism
- TR7 Transport Investment and Management Priorities

Housing

- HO1 Scale of Housing Required
- HO2 Strategic Sources of Supply
- HO3 Distribution of Housing Requirement
- HO4 Phasing and Release of Housing Sites
- HO5 Density of Housing Schemes

- HO6 Maximising use of Previously Developed Land
- HO7 Housing Site Allocation Principles
- HO8 Housing Mix
- HO9 Housing Quality
- HO10 Overcrowding and Vacant Homes
- HO11 Affordable Housing
- HO12 Provision of Sites for Gypsies, Travellers and Travelling Showpeople

Environment

- EN1 Open Space, Sports and Recreational
- EN2 Biodiversity and Geodiversity
- EN3 Historic Environment
- EN4 Landscape
- EN5 Trees and woodlands
- EN6 Energy
- EN7 Development and Flood Risk
- EN8 Environmental Protection Policy
- EN9 New Minerals Extraction Sites
- EN12 Minerals Safeguarding
- EN13 Waste Management
- EN14 Waste Management

Implementation and Delivery Policies

- ID1 Development Plan Documents and Authority Monitoring Report
- ID2 Development Management
- ID3 Developer Contributions
- ID4 Working with Partners
- ID5 Facilitating Delivery
- ID6 Simplification of Planning Guidance to Encourage Sustainable Development
- ID7 Community Involvement
- ID8 Regeneration Funding and Delivery Bradford District Local Plan

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