

Local Plan for the Bradford District

Shipley and Canal Road Corridor Area Action Plan Publication Draft

Background Paper

March 2016

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1. INTRODUCTION AND CONTEXT

- 1.1 This background paper aims to provide further information and explanation of the policies and proposals set out in the Shipley and Canal Road Corridor Area Action Plan (AAP) relating to the proposed site allocations, the policy framework and the implementation and delivery of the AAP. It includes an overview of how the AAP approach has evolved from the early stages of plan preparation, the evidence which underpins the AAP and how the approach accords with national policy within the National Planning Policy Framework (NPPF).

Shipley and Canal Road Corridor: Context

- 1.2 The Shipley and Canal Road Corridor is located within the main urban area of the Regional City of Bradford, stretching from Bradford City Centre to Shipley town centre. The AAP boundary covers approximately 263ha and forms one of priority regeneration areas in the Bradford District. This area has also been identified as one of four Urban Eco Settlement locations within the wider Leeds City Region. The Corridor is a traditional employment corridor as well as being a key transport route northwards into and out of the city of Bradford, forming a gateway to Airedale and beyond. The development potential, which comes from the Corridor's strategic location and the extensive areas of unused and underused land, are its defining qualities. 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.
- 1.3 The Shipley and Canal Road Corridor Area Action Plan (the AAP) is being produced as part of the new Local Plan for the Bradford District. It is one of two AAPs identified in the council's approved Local Development Scheme (LDS) alongside the City Centre AAP. The AAP will guide the transformation of the Shipley and Canal Road Corridor (the Corridor) and facilitate the delivery of this key growth area identified in the Bradford District Core Strategy. The purpose of the AAP is to provide a clear vision, strategy and planning framework for regeneration and future development in the Corridor area to 2030.

2.0 EVOLUTION OF THE PLAN

2.1 Following the introduction of the Planning and Compulsory Purchase Act 2004 the Shipley and Canal Road Corridor AAP has been in preparation since 2007. In this time significant changes have occurred at national, regional and local level, which have influenced the content and approach of the Local Plan. The key stages in the evolution of the Bradford District Local Plan, including the Shipley and Canal Road Corridor AAP are set out below.

Replacement Unitary Development Plan (RUDP) 2005

2.2 The current Development Plan is the Replacement Unitary Development Plan (RUDP). The RUDP was adopted by the Council in October 2005. The RUDP has a plan period to 2014. The Secretary of State issued a Direction in September 2008 saving the majority of RUDP policies beyond 31 October 2008. The RUDP as saved is the current statutory development plan for the District.

2.3 The Council is preparing a new Local Plan for the District. The Planning and Compulsory Purchase Act 2004, as amended by the Localism Act 2011 provides the statutory framework for preparing the Local Plan. The Local Plan for the Bradford District will be made up of a collection of planning documents that will guide future growth and development for the next 10-20 years. The RUDP 2005 will gradually be replaced by the policies and proposals in the Local Plan as Development Plan Documents (DPDs) are adopted by the council.

Local Development Scheme

2.4 The first Local Development Scheme (LDS) for Bradford was approved in 2005 and was adopted by the Council's Executive on 20 September 2005.

2.5 The LDS included the following elements:

- Core Strategy (DPD)
- Housing and Employment Sites and Safeguarded Land Allocations (DPD)
- Bradford Waste Management Plan (DPD)
- Bradford City Centre Area Action Plan (DPD)
- Proposals Map (DPD)

- 2.6 The Council reviewed the LDS in 2007. This took account of the following key issues:
- Slippage on milestones
 - Emerging work on Regional Spatial Strategy
 - Changes in national guidance
 - New local work in key regeneration priority areas including the Airedale Masterplan, and the Bradford Canal and the Canal Road Masterplan
- 2.7 The key changes to the LDS included:
- Amalgamating the two allocations DPDs into a single Allocations Development Plan Document (DPD) dealing with housing, employment, safeguarded land and additionally open space and recreation;
 - Addition of a new AAP to deal with the Canal Road Corridor priority regeneration area;
 - Revisions in the timetable to take account of slippage in Core Strategy and RSS, and to ensure better links to the other DPDs to ensure conformity;
- 2.8 A revised LDS was adopted in March 2007.
- 2.9 In light of the national planning reforms and also local circumstances and progress the Council reviewed and updated the LDS in 2014. The revised LDS was adopted in 2014 and will cover the period 2014 to 2017. The LDS sets out that the DPDs listed below are to be produced by Bradford Council in the next three years:
- Core Strategy (DPD)
 - Allocations (DPD)
 - Bradford City Centre Area Action Plan (DPD)
 - **Shipley and Canal Road Corridor Area Action Plan (DPD)**
 - Bradford Waste Management Plan (DPD)
 - Policies Map (DPD)

Shipley and Canal Road Corridor AAP: Key Milestones

Evidence Gathering and Options Development

- 2.10 Plans for the comprehensive regeneration of the Corridor were first identified in 2006, when the Council undertook studies into the feasibility and regeneration benefits of re-instating the Bradford Canal.

- 2.11 A masterplan aimed at maximising the regeneration potential of the Corridor, through the reinstated Bradford Canal was produced in 2006 collaboratively between the council and Arnold Lavers. 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. On the 19th September 2006 the council's Executive acknowledged the Canal Road Masterplan as a basis for the relevant DPDs in the area and the proposed route of the Bradford Canal was approved in principle.
- 2.12 Since the publication of the Canal Road Masterplan in 2006, further work has been undertaken into the feasibility of regenerating the Corridor. In early 2007, evidence gathering and initial scoping work began on the first stages of plan production for the AAP. 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.
- 2.13 In 2010 the Council commissioned consultants BDP to prepare a Strategic Development Framework (SDF) to provide a sound basis for the AAP. The purpose of this commission was to test the development capacity of the Corridor, test options for development and to produce a strategic masterplan in support of the AAP process. The SDF was subject to public consultation in 2012 with the Council, local community and key stakeholders.
- 2.14 Alongside the AAP preparation, the JVCo undertook a mastreplanning exercise for the New Bolton Woods scheme for the area covered by the JVco boundary in the Centre Section of the Corridor. A Masterplan for the comprehensive regeneration of New Bolton Woods in the Centre Section of the Corridor was 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 could be taken into account in decision making.

Developing the Issues and Options

- 2.15 The Council undertook formal consultation on the AAP Issues and Options in 2013. This followed on from consultation on key supporting work on the Sustainability Appraisal in 2012:
- Draft Sustainability Appraisal (SA) Scoping Report (2012)
- 2.16 In March 2013, the Council published the following documents for 6 weeks of public consultation:
- Shipley and Canal Road Corridor AAP: Issues and Options
 - Shipley and Canal Road Corridor AAP- Baseline Evidence Report
 - Shipley and Canal Road Corridor AAP- Initial Sustainability Appraisal
 - Shipley and Canal Road Corridor AAP- Engagement Plan
 - Shipley and Canal Road Corridor Emerging Strategic Development Framework Report (BDP)
 - Equalities Impact Assessment (EqIA)
- 2.17 The Council considered the comments received from the Issues and Options consultation in the formulation of the AAP Publication Draft. In addition further evidence base reports were commissioned to inform the AAP Publication Draft. These included the following studies:
- Shipley and Canal Road Corridor AAP Transport Study (2015)
 - Shipley and Canal Road Corridor AAP Green Infrastructure Study (2014)
 - Ecological Assessment for the Shipley and Canal Road Corridor & Bradford City Centre AAPs (2014)
 - Shipley and Canal Road Corridor AAP Infrastructure Delivery Plan (2015)
 - Shipley and Canal Road Corridor AAP Viability Assessment (2015)
 - Strategic Flood Risk Assessment Level 2 (2015)
 - Shipley and Canal Road Corridor AAP Heritage Impact Assessment (2015)

Publication Draft

- 2.18 Following consultation on the Issues and Options in 2013, a Publication Draft version of the AAP was prepared for submission to the government for independent examination. The Shipley and Canal Road Corridor AAP Publication Draft Report was approved for 8 weeks of public consultation on 13th October 2015 by Council's Executive Committee and granted final approval by Full Council on 20th October 2015. The AAP Publication Draft outlines the Vision and Strategic Objectives of the

Plan along with the key development proposals and policies which will be applied in planning decision making.

2.19 The Publication Draft was also extensively supported by a range of technical evidence base studies and supporting documents, which will also be considered during the independent examination. The council consulted on the SCRC AAP Publication Draft for 12 weeks from 14th December 2015 to 8th February 2016. The following documents were made available for the consultation period:

- Shipley and Canal Road Corridor AAP Publication Draft
- Habitats Regulations Assessment Screening Report
- Equalities Impact Assessment
- Saltaire World Heritage Site Heritage Assessment
- Duty to co-operate statement
- Flood Risk Supporting Paper
- Heath Impact Assessment Report
- Statement of Consultation
- Sustainability Appraisal Report
- Sustainability Appraisal Non Technical Summary
- Statement of Representations Procedure
- Engagement Plan
- Evidence base

2.20 Following the consultation on the AAP Publication Draft the Council considered the comments received as well as publishing all comments in Statement of Consultation – Publication Draft on the Council's website

3.0 Strategic Planning and Duty to Co-operate

3.1 With the revocation of Regional Spatial Strategy (RSS) under the Localism Act, local planning authorities as well as other prescribed bodies, have a 'Duty to Cooperate' on strategic matters that affect more than one local authority. Guidance on this is contained in the NPPF paragraphs 178 and 179. The Leeds City Region (LCR) Leaders agreed the approach to be adopted to facilitate this at their meeting on 6 December 2012.

- 3.2 The Leaders Board agreed a common methodology to capture the 'beyond the plan area', implications for the strategic priorities set out in paragraph 156 of the NPPF and any additional matters that are identified and shown to have such implications. This approach enables the common tracking of the development of understanding of the 'beyond the plan area' implications of the relevant plan and the evolving response to addressing these matters as the plan passes through each stage of preparation.
- 3.3 In support of the LCR approach Local Plan lead officers meet bi monthly on Duty to Cooperate matters together with other key bodies including Environment Agency, and the Highways Agency. This informs operational alignment and coordination of strategic matters across the LCR Local plans.
- 3.4 Outside the LCR arrangements the council has worked directly with neighbouring Local Planning Authorities and other bodies where relevant and appropriate on strategic planning matters on an on-going basis. This has included sharing of data and information as well as discussions on strategy and policy content.
- 3.5 In line with the LCR agreed approach a table which documents the key strategic issues for the AAP has been prepared. A Duty to Co-operate statement paper has been produced setting out how the Council has met the duty to cooperate in preparation of the AAP.

4.0 Style, content and structure of the Plan

- 4.1 The structure and approach of the AAP has evolved through the Plan preparation process in response to local evidence, representations received and changes in national legislation, policy and guidance.
- 4.2 The AAP as proposed seeks to provide clarity and certainty on key strategic priorities as set out in paragraph 156 of NPPF. In particular the scale and distribution of housing and economic growth, the provision of retail, infrastructure, community facilities, climate change mitigation and adaptation and enhancement of the natural and historic environment.
- 4.3 In line with NPPF paragraph 157, the AAP seeks to establish a development strategy for the period 15 years from adoption. In setting an approach through to 2030 the Council recognises the need to boost the supply of land for development, in particular

land for housing. The AAP identifies land use designations on a policies map, allocates development sites, identifies areas for employment zones, open space, environmental and historic significance and contains a clear strategy for enhancing the natural, built and historic environment.

4.4 The document is made up of 4 chapters with sub sections as follows:

Introduction

1) Background and Strategic Context

2) Vision, Objectives and Development Proposals

- Shipley
- Centre Section
- City Centre Fringe

3) Policy Framework:

- Delivering a wide choice of high quality homes in the Corridor
- Achieving sustainable economic growth in the Corridor
- Maximising sustainable transport options and connecting the Corridor
- Mitigating and adapting to climate change along the Corridor
- Protecting and enhancing the natural and built environment of the Corridor

4) Implementation and Delivery

4.5 The introduction section to the AAP sets out the purpose of the Plan and links to other parts of the Local Plan. The section also establishes why the AAP is needed and the compliance with statutory requirements of the Sustainability Appraisal, Habitats Regulations Assessment (Screening), Health Impact Assessment, Equalities Impact Assessment and Duty to Cooperate.

4.5 Section 1 sets out the background and strategic context of the AAP. This section sets out the area context, strategic linkages and the spatial portrait of the key issues, and the key drivers for change and challenges that have shaped the plan's approach and which the AAP will seek to address. The section also establishes the policy context at the national, sub-regional and local levels in which the AAP complies and operates within.

- 4.7 Section 2 sets out the AAP Vision to 2030 and Strategic Objectives for delivering the AAP vision. The spatial vision is founded upon the Council's Community Strategy, Core Strategy and the key issues, challenges and opportunities facing the area and District. The Strategic Objectives which follow on from the Vision establish the key means of how the AAP Vision will be achieved.
- 4.8 The site allocations put forward in the AAP are split into 3 sub areas for the following areas within the AAP boundary:
- Shipley
 - Centre Section
 - City Centre Fringe
- 4.9 The sub areas reflect areas with particular characteristics and different potential for development and change in the AAP area. A sub-area vision and development proposals for each sub area, including proposed site allocations and expected development totals are set out in this section. Each sub area includes a spatial framework detailing character and built form of the area and key development sites. Following the neighbourhood spatial frameworks are the site allocations, which are contained within a proposal statements, detailing a map of the site with a red line boundary, existing and proposed uses, estimated delivery timescales, guidance on design, transport, highways, flood risk and heritage, and a minimum development threshold expected to be delivered on site. The development frameworks and site allocations in this section provide a planning framework for each sub area. The sites proposed have been identified from a range of evidence including the District's Strategic Housing Land availability Assessment (SHLAA), Employment Land Review, sites with approved planning permission, supporting masterplans including the Canal Road Corridor SDF and New Bolton Woods Masterplan and the Retail and Leisure Study.
- 4.10 Section 3 sets out the detailed policy framework to guide proposals in the AAP. The policies are grouped by six 'Strategic Themes', which cover the main aspects of development, growth and change that the AAP will plan for and which align with the NPPF. The six policy themes are:
- Delivering a wide choice of high quality homes in the Corridor
 - Achieving sustainable economic growth in the Corridor
 - Maximising Sustainable Transport Options and Connecting the Corridor

- Mitigating and adapting to climate change along the Corridor
- Protecting and Enhancing the Natural and Built Environment of the Corridor
- Promoting Healthy, Strong and Inclusive Communities along the Corridor

4.11 Each thematic policy section contains a brief introduction and context setting, lists the AAP objectives that the policies in each section are satisfying, and detailed planning policies covering various issues related to the themes and policy linkages to the Core Strategy.

4.12 Section 4 sets out how the plan will be implemented and delivered. This section details delivery mechanisms and covers key issues such as infrastructure, developer contributions, viability and land ownership. The section also covers the estimated delivery timescales of the proposed land use allocations put forward in the plan and a detailed monitoring framework to ensure the plan is deliverable.

5.0 Relationship with other DPDs

5.1 The Bradford District Core Strategy is a key DPD that sets out the parameters for the more detailed site specific DPDs, including the Shipley and Canal Road Corridor AAP. The AAP has been progressed at similar timeframes to the Core Strategy.

5.2 The Allocations DPD will cover the rest of the District in terms of more detailed allocations and designations required to meet the approach set out in the Core Strategy. Initial consultation on the Issues and Options for the Allocations DPD is planned to commence early 2016.

Core Strategy

5.3 At the time of writing the Core Strategy is currently the subject of examination by the Planning Inspectorate. Despite not currently being formally adopted, the Core Strategy is at an advanced stage of preparation and is a key consideration for the AAP. The Core Strategy contains a number of strategic policies which directly relate to the SCRC AAP, which have been taken account of in the preparation of the AAP. These include the following:

Core Strategy Strategic Core Policies:

- Strategic Core Policy 1 (SC1): Overall Approach and Key Spatial Priorities

- Strategic Core Policy 2 (SC2): Climate Change and Resource Use
- Strategic Core Policy 3 (SC3): Working Together
- Strategic Core Policy 4 (SC4): Hierarchy of Settlements
- Strategic Core Policy 5 (SC5): Location of Development
- Strategic Core Policy 6 (SC6): Green Infrastructure
- Strategic Core Policy (SC8): Protecting the South Pennine Moors and their zone of influence

5.4 These strategic policies inform the more detailed approach and policies in subsequent sections of the Core Strategy. All other DPDs including the SCRC AAP also need to conform to these policies. Core Strategy Policies SC1, SC5 and SC6 directly refer to the Shipley and Canal Road Corridor in relation to the area being identified in the Core Strategy as a key spatial priority area to transform economic, environmental and social conditions the District (SC1) and a key opportunity to improve green infrastructure linked to key areas of change (SC6). Strategic Core Policy 5 (SC5): Location of Development sets out that the council will allocate sites in the Allocations DPD and Area Action Plan DPDs and provides the policy link in the Local Plan to the proposed site allocations in the AAP.

5.5 The Shipley and Canal Road Corridor is identified in the Core Strategy as a growth area on the Key Diagram. The Sub-Area Section for the City of Bradford including Shipley and Lower Baildon contains a number of sub area policies which relate directly to the Shipley and Canal Road Corridor area. These cover various issues including a spatial vision, strategic patterns of development and investment priorities. Area specific policies include:

- Sub Area Policy BD1: The Regional City of Bradford including Shipley and Lower Baildon or AAP.
- Sub Area Policy BD2: Investment Priorities for the Regional City of Bradford including Shipley and Lower Baildon

5.6 These sub area policies provide the strategic policy context for the Shipley and Canal Road Corridor AAP. The AAP has been produced in line with the strategic priorities identified in Policy BD1 including; urban regeneration and renewal priorities (BD1/B.2), economic development priorities (BD1/D.4) and environment priorities (ND1/E.4), and the investment and infrastructure priorities identified in Policy BD2 (BD2/C). In line with the sub area policies in the Core Strategy, the AAP sets out

planning policies to guide development proposals in the area, along with details of how these proposals will be delivered.

5.7 The Core Strategy also contains a range of thematic policies that either directly relate to the AAP or are used in determining planning applications for different uses. Where an AAP policy directly relates to, or refers to, a Core Strategy Policy this is set out in the policy links under each AAP Policy. Appendix 1 of this Background Paper sets out the links between the AAP policies and the Core Strategy policies. Key relevant Core Strategy thematic policies include:

- Policy EC1: Creating a successful and competitive Bradford District economy within the Leeds City Region
- Policy EC3: Employment Land Requirement
- Policy EC5: City, Town, District and Local Centres
- Policy HO2: Strategic Sources of Housing Supply
- Policy HO3: Distribution of Housing Development
- Policy HO4: Phasing the Release of Housing Sites
- Policy HO5: Density of Housing Schemes
- Policy HO6: Maximising the Use of Previously Developed Land
- Policy EN4: Landscape
- Policy EN6: Energy
- Policy EN7: Flood Risk
- Policy ID1: Development Plan Documents and Annual Monitoring Report
- Policy ID4: Working with Partners

Waste Management DPD

5.8 The Waste Management DPD has been progressed at similar timeframes to the AAP. The Waste Management DPD aims to support the sustainable management of waste, in accordance with the waste hierarchy. The AAP will support the objectives of the Waste Management DPD and includes links to the relevant policies in the Waste Management DPD.

City Centre AAP

5.9 The Council are preparing two AAPs for the District, the Shipley and Canal Road Corridor AAP and the Bradford City Centre AAP. The two AAPs are directly related

and have a close interrelationship. The two AAPs have been jointly prepared to ensure both plans are fully aligned.

6.0 Evidence Base

6.1 The NPPF and the National Planning Practice Guidance (NPPG) set out clear requirements in relation to the need to base the chosen approach of the Local Plan on the most up to date evidence. In the preparation of the AAP a range of evidence has been used to inform the approach at each key stage reflecting the relative stage and content of the document. This includes District wide evidence and AAP specific evidence. An overview of each of the key pieces of evidence and how it has informed the content of the AAP is set out in Appendix 2.

6.2 The production of the AAP has been supported by comprehensive evidence base covering a number of essential areas. The key evidence base documents are as follows:

- Ecological Assessment
- Infrastructure Delivery Plan
- Green Infrastructure Study
- Strategic Flood Risk Assessment Level 1
- Strategic Flood Risk Assessment Level 2
- Transport Study
- Habitats Regulations Assessment Screening
- Health Impact Assessment

Ecological Assessment

5.2 In 2014 West Yorkshire Ecology were commissioned to produce an ecological assessment of the City Centre and Shipley and Canal Road Corridor to “provide up-to-date information about the natural environment and other characteristics of the area” (NPPF 165). The aim of the assessment was to provide guidance on how future re-development of the AAP areas can meet the NPPF biodiversity requirements and incorporate habitat networks, which benefit wildlife and provide an attractive setting for local residents and businesses. The Assessment is based on a robust understanding of the ecology and biodiversity of the AAP areas. This was achieved by:

- Carrying out an ecological assessment of the existing biodiversity resource
- Identifying key habitats, species and wildlife corridors and promoting them through targeted ecological recommendations
- Providing potential target locations, standard prescriptions and species lists to guide quality design, habitat creation and ongoing ecological management

5.3 A number of ecological interventions / projects have proposed by the assessment and these have been incorporated into the AAP's through proposal statements and planning policy (SCRC/NBE4).

Green Infrastructure Study

5.4 In 2014 Gillespies were commissioned to produce a green infrastructure study for the City Centre and Shipley and Canal Road Corridor. The aim of the study was to identify and categorise existing Green Infrastructure (GI) in order to assess the impact of development, the likely needs arising from proposed development and the potential opportunities within the AAP area. Based on the analysis the Study developed a vision and GI Framework to support a realistic and deliverable AAP wide Green Infrastructure strategy, which builds upon current and future initiatives and identifies key areas and opportunities to enhance Green Infrastructure appropriate to the AAP area. The recommendations of the study have been taken forward in the AAP and assisted in the creating green infrastructure policy (SCRC/NBE1) and influencing proposal statements.

Strategic Flood Risk Assessment

5.5 JBA Consulting was commissioned in November 2008 by the council to undertake a review of the existing Strategic Flood Risk Assessment (SFRA) and update it, in accordance with the current requirements of NPPF. Building on information already available, a Level 1 SFRA study was undertaken to identify and analyse current and future flooding issues for key locations in the Bradford MDC area to support its assessment of development allocation sites. Key areas of work include:

- Taking account of advances in risk information from data collection and process;

- Identification of functional floodplain;
- Consideration of flooding from “other sources”; and
- A greater focus on the application of the NPPF Sequential and Exception Test.

As part of the SFRA process the council used the strategic flood risk information to assess the proportion of each of the sites at risk of flooding. This information was used to inform the strategic sequential testing process.

5.6 JBA Consulting was commissioned in October 2014 by the council to undertake a Level 2 Strategic Flood Risk Assessment for Bradford City Centre and Shipley and Canal Road Corridor. The Level 2 SFRA was prepared in accordance with current best practice as set out in the National Planning Policy Framework (NPPF) and the accompanying Flood Risk and Coastal Change Planning Practice Guidance (FRCC-PPG).

5.7 The study was required to deliver a more detailed assessment of flood risk and to provide the evidence required to facilitate the application of the Exception Test whilst also informing the sequential approach to site selection and layout, in terms of avoiding and reducing flood risk, and the design of possible mitigation measures. The study has supported the production of the AAP. The findings of the assessment have been taken forward in the AAP and assisted in the developing the flood risk policy (SCRC/CC1) and identifying site specific flood risk constraints in proposal statements.

Transport Study

5.8 In 2014 Steer Davies Gleave were commissioned to carry out a robust transport study of the City Centre and Shipley and Canal Road Corridor, in line with the NPPF, to determine ‘an adequate and up to date evidence base’ (NPPF 158) and to ‘assess the ability of infrastructure to meet forecast demands’ (NPPF 162).

5.9 The report presents an analysis of the impact of forecast demands on existing networks and identifies a package of potential interventions, both physical and non-physical, that could be delivered to support growth and accommodate additional demand. The report should be read in conjunction with the Baseline Evidence Report and Infrastructure Delivery Plan. The study has informed the transport policy

approach in the Promoting Sustainable Transport Options and Connecting the Corridor section of the AAP (SCRC/ST1, STC2, STC4, STC 5, STC6 and STC7).

Habitats Regulations Assessment Screening

- 5.10 In 2015 Amec Forster Wheeler were commissioned to produce a Habitats Regulations Assessment Screening for Bradford City Centre and Shipley and Canal Road Corridor. Regulation 102 of the Conservation of Habitats and Species Regulations 2010 (as amended) requires land-use plans to assess whether they are likely to have a significant effect on any European site and its conservation objectives.
- 5.11 The AAP screening process has reviewed the available data and the draft AAP's, and it is concluded the City Centre and Shipley and Canal Road Corridor AAP's will have no likely significant effects (alone or in combination) on the North Pennine Moors SAC / SPA or the South Pennine Moors SAC / SPA. This is due to an absence of impact pathways, policy controls within the plan that can be relied on to ensure significant effects are avoided, or external controls that account for growth aspects of the plan and with which the plan is consistent.

District Wide Evidence

- 5.12 In addition to area specific evidence the AAP is also supported by an area wide evidence base. The key District wide evidence base documents that have informed the AAP include the following:
- Strategic Flood Risk Assessment (SFRA) Level 1
 - Strategic Housing Land availability Assessment (SHLAA 2013 and 2015)
 - Strategic Housing Market Assessment (SHMA 2010 and 2013)
 - Bradford District Retail & Leisure Study (2008 and 2013)
 - Local Plan Viability Assessment (2013)
 - Bradford Open Space and Recreation Study (2006)
 - Playing Pitch Strategy (2014)
 - Minerals Evidence Base Report (2014)
 - Bradford District Employment Land Review (2008 and 2011)
 - Habitat Regulation Assessment (2013)

Other Supporting Evidence

5.13 In addition to the Local Plan evidence base a number of key supporting documents have informed the AAP. These include the following:

- Leeds and Liverpool Conservation Area Assessment (2006)
- Saltaire World Heritage Site Management Plan (2014)
- Bradford Becks A New Lease of Life. Catchment Management Plan (2012)
- New Bolton Woods Masterplan (2013)
- Leeds City Region: Urban Eco Sentiments Deliverability Assessment (2009)
- Leeds City Region: Delivery Programme (2009)

7.0 Sustainability Appraisal (including Strategic Environmental Assessment)

7.1 As required by Section 19(5) of the Planning and Compulsory Purchase Act 2004, Sustainability Appraisal (SA) has been an integral to the evolution of the AAP. In meeting the requirement the work has also addressed the requirements of the European Union Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment, referred to as the Strategic Environmental Assessment (SEA) Directive. The SA seeks to assess the likely impacts of the policies and proposals of the relevant plan. Early stages of SA were undertaken internally by the Council. The later stages of the SA have been undertaken by independent consultants AMEC (formerly Entec). Key stages prior to Publication Draft include:

- SA Scoping Report (CBMDC) 2012
- Initial SA Report (CBMDC)- SCRC AAP Issues and Options (March to May 2013)
- SA Report (Amec)- SCRC AAP Publication Draft- (December 2015 to February 2016)

7.2 The SA of the AAP Publication Draft was issued as required as part of the Regulation 19 engagement.

8.0 Habitat Regulations Assessment

8.1 Under 'the Habitats Regulations', the Council is required to undertake an Assessment of the policies and proposals in the plan, to ensure that these would not

lead to adverse effects on the ecological integrity of internationally important habitats or species within or close to the District; particularly in relation to the South Pennine Moors. The Core Strategy is supported by a full HRA.

- 8.2 The council commissioned Amec Foster Wheeler to undertake a screening assessment of the emerging AAPs. The screening process reviewed the draft AAPs and concluded that the AAPs will have no likely significant effects (alone or in combination) on the North Pennine Moors SAC or the North Pennine Moors SPA due to either an absence of impact pathways, policy controls within the plan that can be relied on to ensure significant effects are avoided or external controls that account for growth aspects of the plan. It is therefore considered that a full assessment does not need to be undertaken.

9.0 Equalities Impact Assessment

- 9.1 The Core Strategy has been the subject of an Equality Impact Assessment (EqIA) at key stages of its development in order to assess the potential impacts on key protected groups. An initial EqIA was undertaken to assess the AAP Issues and Options
- 9.2 An update to the EqIA was undertaken in support of the AAP Publication Draft which is available as part of the consultation background papers.

10.0 Health Impact Assessment

- 10.1 As part of on-going liaison and joint working on the Local Plan, the council commissioned Amec to produce a Health Impact Assessment (HIA) of the AAP Publication Draft.
- 10.2 The document examines the likely health impacts that the implementation of the proposed AAP would bring.

11.0 Self Assessment of Soundness

- 11.1 The Council has produced a self-assessment of the soundness of the AAP using the latest version issued by the Planning Advisory Service (PAS). This sets out at a high level how the AAP meets the key tests of soundness and sets out evidence to

support this. This will be submitted as a supporting document as part of the AAP submission.

12.0 Self Assessment of Legal Compliance

- 12.1 The Council has produced a self-assessment of the legal compliance of the AAP using the latest version issued by the PAS. This sets out at a high level how the core strategy meets the key legal tests of soundness and sets out evidence to support this. This will be submitted as a supporting document as part of the AAP submission.

APPENDIX 1: SCRC AAP Policy Links

SCRC AAP Policy	AAP Strategic Objective	NPPF Theme	Bradford District Community Strategy 2011-2014 Strategic Aims	Core Strategy Strategic Objective	Core Strategy Policy
H1 Housing Requirement	<p>1. Deliver an Urban Eco Settlement of over 3100 new homes</p> <p>3. Deliver a range of well designed high quality dwellings</p>	6. Delivering a wide choice of high quality homes	<p>To regenerate city centre and drive economic growth across the district</p> <p>To increase in the quality, quantity and affordability of sustainable housing across the district</p>	1 2 4	<p>BD1: The Regional City of Bradford including Shipley and Lower Baildon</p> <p>HO1: Scale of Housing Required</p> <p>HO3: Distribution of Housing Requirement</p>
H2 Delivering new homes and sustainable neighbourhoods	<p>2. Promote the effective use of land</p> <p>3. Deliver a range of well-designed high quality dwellings</p> <p>10. Enhance resident's health and education outcomes</p>	<p>6. Delivering a wide choice of high quality homes</p> <p>7. Requiring good design</p> <p>8. Promoting healthy communities</p>	<p>To regenerate city centre and drive economic growth across the district</p> <p>To foster safe, self-reliant, and resilient communities and neighbourhoods, that people take pride in</p> <p>To increase in the quality, quantity and affordability of sustainable housing across the district</p>	1 2 4 5	<p>HO4: Phasing and Release of Housing Sites</p> <p>HO5: Density of Housing Schemes</p> <p>HO6: Maximising use of Previously Developed Land</p> <p>HO8: Housing Mix</p> <p>HO9: Housing Quality</p> <p>HO11: Affordable Housing</p> <p>ID3: Developer Contributions</p> <p>ID4: Working with Partners</p>

SE1 Sustainable Economic Growth	<p>4. Support sustainable economic growth and the transition to a low carbon economy</p> <p>5. Support and enhance the vitality and viability of the city and town centres</p>	<p>1. Building a strong, competitive economy</p> <p>2. Ensuring the vitality of town centres</p>	<p>To regenerate our city centre and drive economic growth across the district</p> <p>To deliver economic development, without compromising the quality of life of future generations.</p> <p>To improve the economic wellbeing of the people across the district.</p> <p>To ensure our built heritage, natural resources, economic and infrastructure requirements are well balanced to promote sustainable wellbeing.</p>	1 2 5 6 7	<p>BD1: The Regional City of Bradford including Shipley and Lower Baildon</p> <p>EC1: Creating a successful and competitive Bradford District economy within the Leeds City Region</p> <p>EC2: Supporting Business and Job Creation</p> <p>EC4: Sustainable Economic Growth</p> <p>EC5: City, Town, District and Local Centres</p>
SE2: Canal Road Employment Zone	<p>4. Support sustainable economic growth and the transition to a low carbon economy</p> <p>5. Support and enhance the vitality and viability of the city and town centres</p>	<p>1. Building a strong, competitive economy</p>	<p>To regenerate our city centre and drive economic growth across the district</p> <p>To deliver economic development, without compromising the quality of life of future generations.</p> <p>To improve the economic wellbeing of the people across the district.</p>	1 2 5 6	<p>EC4: Sustainable Economic Growth</p> <p>WM1/WM2: Waste Management</p>

SE3: Valley Road Retail Area	4. Support sustainable economic growth and the transition to a low carbon economy	1. Building a strong, competitive economy 2. Ensuring the vitality of town centres	To regenerate our city centre and drive economic growth across the district To deliver economic development, without compromising the quality of life of future generations. To improve the economic wellbeing of the people across the district.	1 2 5 6 7	EC5: City, Town, District and Local Centres
SE4: Strategy for Retail Development	4. Support sustainable economic growth and the transition to a low carbon economy 5. Support and enhance the vitality and viability of the city and town centres	1. Building a strong, competitive economy 2. Ensuring the vitality of town centres	To regenerate our city centre and drive economic growth across the district To deliver economic development, without compromising the quality of life of future generations. To improve the economic wellbeing of the people across the district.	1 2 5 6 7	BD1: The Regional City of Bradford including Shipley and Lower Baildon EC5: City, Town, District and Local Centres
SE5: Shipley Town Centre and Primary Shopping Area	4. Support sustainable economic growth and the transition to a low carbon economy 5. Support and enhance the vitality and viability of the city and town centres	1. Building a strong, competitive economy 2. Ensuring the vitality of town centres	To regenerate our city centre and drive economic growth across the district To deliver economic development, without compromising the quality of life of future generations. To improve the economic wellbeing of the people across the district.	1 2 5 6	BD1: The Regional City of Bradford including Shipley and Lower Baildon EC5: City, Town, District and Local Centres

SE6: Market Provision	5. Support and enhance the vitality and viability of the city and town centres	2. Ensuring the vitality of town centres	<p>To regenerate our city centre and drive economic growth across the district</p> <p>To deliver economic development, without compromising the quality of life of future generations.</p> <p>To improve the economic wellbeing of the people across the district.</p>	1 2	<p>BD1: The Regional City of Bradford including Shipley and Lower Baildon</p> <p>EC5: City, Town, District and Local Centres</p>
SE7: Minerals Safeguarding	4. Support sustainable economic growth	13. Facilitating the sustainable use of minerals	<p>To deliver economic development, without compromising the quality of life of future generations.</p> <p>To ensure our built heritage, natural resources, economic and infrastructure requirements are well balanced to promote sustainable wellbeing.</p> <p>To create a greener, cleaner and more sustainable environment which makes best use of our resources and positively affects climate change.</p>	16	Policy EN12: Minerals Safeguarding

SE8: Existing Waste Management Facilities	4. Support sustainable economic growth	Waste Management Plan for England	<p>To deliver economic development, without compromising the quality of life of future generations.</p> <p>To ensure our built heritage, natural resources, economic and infrastructure requirements are well balanced to promote sustainable wellbeing.</p> <p>To create a greener, cleaner and more sustainable environment which makes best use of our resources and positively affects climate change.</p>	13 16	<p>WM1: Waste Management Core Strategy</p> <p>TR6: Freight</p>
ST1: Transport Improvements	<p>6. Enhance Shipley and improve links between the town centre, Saltaire, Shipley Station and the Leeds and Liverpool Canal</p> <p>9. Maintain and improve Canal Road as a key strategic transport route and maximise sustainable transport options</p> <p>10. Enhance resident's health and education outcomes</p>	<p>1. Building a strong, competitive economy</p> <p>4. Promoting sustainable transport</p>	<p>To deliver economic development, without compromising the quality of life of future generations.</p> <p>To close the health inequalities gap, while raising wellbeing levels across the whole district</p> <p>To enhance transport and connectivity across the district while protecting our biodiversity and natural environment.</p> <p>To ensure our built heritage, natural resources, economic and infrastructure requirements are well balanced to promote sustainable wellbeing.</p>	3 5 9	TR1: Travel Reduction and Modal Shift

ST2: Safeguarded Transport Links	<p>6. Enhance Shipley and improve links between the town centre, Saltaire, Shipley Station and the Leeds and Liverpool Canal</p> <p>9. Maintain and improve Canal Road as a key strategic transport route and maximise sustainable transport options</p>	<p>1. Building a strong, competitive economy</p> <p>4. Promoting sustainable transport</p>	<p>To regenerate our city centre and drive economic growth across the district</p> <p>To enhance transport and connectivity across the district while protecting our biodiversity and natural environment.</p>	3 5 9	<p>BD2: Investment Priorities for the Regional City of Bradford including Shipley and Lower Baildon</p> <p>TR7: Transport Investment and Management Priorities</p>
ST3: Maximising Sustainable Transport Options	<p>6. Enhance Shipley and improve links between the town centre, Saltaire, Shipley Station and the Leeds and Liverpool Canal</p> <p>9. Maintain and improve Canal Road as a key strategic transport route and maximise sustainable transport options</p> <p>10. Enhance resident's health and education outcomes</p>	<p>4. Promoting sustainable transport</p> <p>8. Promoting healthy communities</p>	<p>To create a greener, cleaner and more sustainable environment which makes best use of our resources and positively affects climate change.</p> <p>To enhance transport and connectivity across the district while protecting our biodiversity and natural environment.</p> <p>To close the health inequalities gap, while raising wellbeing levels across the whole district</p>	3 9 10 11 14	<p>TR3: Public Transport, Cycling and Walking</p> <p>TR6: Freight</p>

<p>SCRC/ST4: Station Improvements</p>	<p>6. Enhance Shipley and improve links between the town centre, Saltaire, Shipley Station and the Leeds and Liverpool Canal</p> <p>9. Maintain and improve Canal Road as a key strategic transport route and maximise sustainable transport options</p>	<p>4. Promoting sustainable transport</p>	<p>To create a greener, cleaner and more sustainable environment which makes best use of our resources and positively affects climate change.</p> <p>To enhance transport and connectivity across the district while protecting our biodiversity and natural environment.</p>	<p>3 9 13</p>	<p>TR2: Parking Policy</p> <p>TR3: Public Transport, Cycling and Walking</p>
<p>ST5: Pedestrian and Cycle Movements</p>	<p>6. Enhance Shipley and improve links between the town centre, Saltaire, Shipley Station and the Leeds and Liverpool Canal</p> <p>9. Maintain and improve Canal Road as a key strategic transport route and maximise sustainable transport options</p> <p>10. Enhance resident's health and education outcomes</p>	<p>4. Promoting sustainable transport</p> <p>8. Promoting healthy communities</p>	<p>To create a greener, cleaner and more sustainable environment which makes best use of our resources and positively affects climate change.</p> <p>To enhance transport and connectivity across the district while protecting our biodiversity and natural environment.</p> <p>To close the health inequalities gap, while raising wellbeing levels across the whole district</p>	<p>3 9 10 11 13 14</p>	<p>TR1: Travel Reduction and Model Shift</p> <p>TR3: Public Transport, Cycling and Walking</p> <p>DS4: Streets and Movement</p> <p>DS5: Safe and Inclusive Places</p>

ST6: Canal Road Greenway	<p>6. Enhance Shipley and improve links between the town centre, Saltaire, Shipley Station and the Leeds and Liverpool Canal</p> <p>9. Maintain and improve Canal Road as a key strategic transport route and maximise sustainable transport options</p> <p>10. Enhance resident's health and education outcomes</p>	<p>4. Promoting sustainable transport</p> <p>8. Promoting healthy communities</p>	<p>To create a greener, cleaner and more sustainable environment which makes best use of our resources and positively affects climate change.</p> <p>To enhance transport and connectivity across the district while protecting our biodiversity and natural environment.</p> <p>To close the health inequalities gap, while raising wellbeing levels across the whole district</p>	<p>3 9 10 11 13 14</p>	TR3: Public Transport, Cycling and Walking
ST7: Parking	<p>6. Enhance Shipley and improve links between the town centre, Saltaire, Shipley Station and the Leeds and Liverpool Canal</p> <p>9. Maintain and improve Canal Road as a key strategic transport route and maximise sustainable transport options</p>	4. Promoting sustainable transport	To enhance transport and connectivity across the district while protecting our biodiversity and natural environment.	<p>2 3 9</p>	TR2: Parking Policy

ST8: Bradford Canal	<p>4. Support sustainable economic growth</p> <p>9. Maintain and improve Canal Road as a key strategic transport route and maximise sustainable transport options</p>	4. Promoting sustainable transport	<p>To regenerate our city centre and drive economic growth across the district</p> <p>To enhance transport and connectivity across the district while protecting our biodiversity and natural environment.</p> <p>To ensure our built heritage, natural resources, economic and infrastructure requirements are well balanced to promote sustainable wellbeing.</p>	1 3 5 12	BD1: Regional City of Bradford
CC1: Flood Risk and Water Management	<p>7. Protect and enhance biodiversity and green infrastructure</p> <p>8. Reduce the impact of climate change through mitigation and adaptation</p>	<p>10. Meeting the challenge of climate change, flooding and coastal change</p> <p>11. Conserving and enhancing the natural environment</p>	<p>To create a greener, cleaner and more sustainable environment which makes best use of our resources and positively affects climate change.</p> <p>To ensure our built heritage, natural resources, economic and infrastructure requirements are well balanced to promote sustainable wellbeing.</p>	11 12 13 14 15 16	EN7: Flood Risk

CC2: Sustainable Design and Construction	<p>1. Deliver an Urban Eco Settlement of over 3100 new homes</p> <p>3. Deliver a range of well designed high quality dwellings</p> <p>7. Protect and enhance biodiversity and green infrastructure</p> <p>8. Reduce the impact of climate change through mitigation and adaptation</p>	<p>6. Delivering a wide choice of high quality homes</p> <p>7. Requiring good design</p> <p>10. Meeting the challenge of climate change, flooding and coastal change</p> <p>11. Conserving and enhancing the natural environment</p>	<p>To create a greener, cleaner and more sustainable environment which makes best use of our resources and positively affects climate change.</p> <p>To deliver economic development, without compromising the quality of life of future generations.</p> <p>To increase in the quality, quantity and affordability of sustainable housing across the district</p>	11 12 13 16	<p>SC2: Climate Change and Resource Use</p> <p>HO9: Housing Quality</p> <p>EN6: Energy Core Strategy</p> <p>EC4: Sustainable Economic Growth</p> <p>DS2: Working with the Landscape</p>
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<p>NBE1: Green Infrastructure</p>	<p>7. Protect and enhance biodiversity and green infrastructure</p> <p>8. Reduce the impact of climate change through mitigation and adaptation</p> <p>9. Maintain and improve Canal Road as a key strategic transport route and maximise sustainable transport options</p> <p>10. Enhance resident's health and education</p>	<p>10. Meeting the challenge of climate change, flooding and coastal change</p> <p>11. Conserving and enhancing the natural environment</p>	<p>To create a greener, cleaner and more sustainable environment which makes best use of our resources and positively affects climate change.</p> <p>To enhance transport and connectivity across the district while protecting our biodiversity and natural environment.</p> <p>To close the health inequalities gap, while raising wellbeing levels across the whole district</p> <p>To ensure our built heritage, natural resources, economic and infrastructure requirements are well balanced to promote sustainable wellbeing.</p>	<p>11 13 14 15 16</p>	<p>SC6: Green Infrastructure</p> <p>EN7: Flood Risk</p>
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<p>NBE2: Waterway Environments</p>	<p>7. Protect and enhance biodiversity and green infrastructure</p> <p>8. Reduce the impact of climate change through mitigation and adaptation</p> <p>10. Enhance resident's health and education</p>	<p>10. Meeting the challenge of climate change, flooding and coastal change</p> <p>11. Conserving and enhancing the natural environment</p>	<p>To create a greener, cleaner and more sustainable environment which makes best use of our resources and positively affects climate change.</p> <p>To enhance transport and connectivity across the district while protecting our biodiversity and natural environment.</p> <p>To close the health inequalities gap, while raising wellbeing levels across the whole district</p> <p>To ensure our built heritage, natural resources, economic and infrastructure requirements are well balanced to promote sustainable wellbeing.</p>	<p>11 12 13 14 15 16</p>	<p>SC2: Climate Change and Resource Use</p> <p>SC6: Green Infrastructure</p> <p>EN2: Biodiversity and Geodiversity</p> <p>EN3: Historic Environment</p> <p>EN7: Flood Risk Core Strategy</p> <p>EN8: Environmental Protection</p>
<p>NBE3: The Bradford Beck</p>	<p>7. Protect and enhance biodiversity and green infrastructure</p> <p>8. Reduce the impact of climate change through mitigation and adaptation</p>	<p>10. Meeting the challenge of climate change, flooding and coastal change</p> <p>11. Conserving and enhancing the natural environment</p>	<p>To create a greener, cleaner and more sustainable environment which makes best use of our resources and positively affects climate change.</p> <p>To ensure our built heritage, natural resources, economic and infrastructure requirements are well balanced to promote sustainable wellbeing.</p>	<p>11 12 13 14 15 16</p>	<p>SC6: Green Infrastructure</p> <p>EN2: Biodiversity and Geodiversity</p> <p>EN7: Flood Risk</p> <p>EN8: Environmental Protection</p>

<p>NBE4: Biodiversity and Ecology</p>	<p>7. Protect and enhance biodiversity and green infrastructure</p> <p>8. Reduce the impact of climate change through mitigation and adaptation</p>	<p>11. Conserving and enhancing the natural environment</p>	<p>To create a greener, cleaner and more sustainable environment which makes best use of our resources and positively affects climate change.</p> <p>To ensure our built heritage, natural resources, economic and infrastructure requirements are well balanced to promote sustainable wellbeing.</p>	<p>11 12 15 16</p>	<p>SC8: Protecting the South Pennine Moors and their zone of influence</p> <p>SC6: Green Infrastructure</p> <p>BD1: City of Bradford including Shipley and Lower Baildon</p> <p>EN2: Biodiversity and Geodiveristy</p>
<p>NBE5: Heritage and Conservation</p>	<p>6. Enhance Shipley and improve links between the town centre, Saltaire, Shipley Station and the Leeds and Liverpool Canal</p> <p>11. Protect and enhance the historic environment and setting of the Saltaire World Heritage Site</p>	<p>12. Conserving and enhancing the historic environment</p>	<p>To ensure our built heritage, natural resources, economic and infrastructure requirements are well balanced to promote sustainable wellbeing.</p>	<p>12</p>	<p>EN3: Historic Environment</p>
<p>NBE6: Ensuring high quality design</p>	<p>3. Deliver a range of well designed high quality dwellings</p> <p>10. Enhance resident's health and education outcomes</p> <p>11. Protect and enhance the historic environment and setting of the Saltaire World Heritage Site</p>	<p>7. Requiring good design</p>	<p>To foster safe, self-reliant, and resilient communities and neighbourhoods, that people take pride in</p> <p>To ensure our built heritage, natural resources, economic and infrastructure requirements are well balanced to promote sustainable wellbeing.</p>	<p>11 12</p>	<p>DS1: Achieving Good Design</p> <p>Policy DS2: Working with the Landscape</p> <p>DS3: Urban</p> <p>DS4: Streets and Movement</p> <p>DS5: Safe and Inclusive Places</p> <p>HO9: Housing Quality</p>

HSC1: Hazardous Installations	10. Enhance resident's health and education outcomes	8. Promoting healthy communities	To foster safe, self-reliant, and resilient communities and neighbourhoods, that people take pride in To ensure our built heritage, natural resources, economic and infrastructure requirements are well balanced to promote sustainable wellbeing.	11	EN8: Environmental Protection
HSC2 Open Space, Sport and Recreation	7. Protect and enhance biodiversity and green infrastructure 10. Enhance resident's health and education outcomes	8. Promoting healthy communities	To create a greener, cleaner and more sustainable environment which makes best use of our resources and positively affects climate change. To close the health inequalities gap, while raising wellbeing levels across the whole district	3 10 14	EN1: Protection and improvements in provision of Open Space and Recreation Facilities
HSC3 Community Infrastructure	1. Deliver an Urban Eco Settlement of over 3100 new homes 10. Enhance resident's health and education outcomes	8. Promoting healthy communities	To foster safe, self-reliant, and resilient communities and neighbourhoods, that people take pride in	3 10 11	BD2: Investment Priorities for the Regional City of Bradford including Shipley and Lower Baildon Core Strategy Policy ID3: Developer Contributions

APPENDIX 2: SCRC AAP Evidence Base

Evidence	Author	Date	NPPF (Paragraph)	AAP Policies / Sites	Key elements
AAP Evidence					
Shipley and Canal Road Corridor: Strategic Development Framework Report	BDP	2013	158	Proposed site allocations: STC1, STC2, STC4, DF2, DF3, DF4, DF5, DF6 CCF1, CCF2, CCF3, NBW1, NBW6, BWQ1	<p>This report has provided an extensive baseline resource to inform the AAP. The report establishes options of different scales for growth in the Corridor, transport and infrastructure proposals and identifies potential development sites. The report provides an initial infrastructure and delivery appraisal of development options in the Corridor.</p> <p>The council has taken forward the emerging development framework into the identified in the report in the AAP Issues and Options and tested this through the AAP development plan process.</p>
Ecological Assessment for the Shipley – Canal Road Corridor & Bradford City Centre Area Action Plans	West Yorkshire Ecology	2014	165 166	<p>SCRC/NBE1: Green Infrastructure</p> <p>SCRC/NBE2: Waterway Environments</p> <p>SCRC/NBE3: The Bradford Beck</p> <p>SCRC/NBE4: Biodiversity and Ecology</p>	<p>This report provides guidance on how future re-development of the AAP areas can meet the NPPF biodiversity requirements and incorporate habitat networks, which benefit wildlife and provide an attractive setting for local residents and businesses. The recommendations are based on a robust understanding of the ecology and biodiversity of the AAP area including:</p> <ul style="list-style-type: none"> - an ecological assessment of the existing biodiversity resource - identification of key habitats, species and wildlife corridors and promoting them through targeted ecological recommendations - providing potential locations, standard prescriptions and species lists to guide quality design, habitat creation and on-going ecological management <p>The findings and recommendations of the report have informed the approach to biodiversity and ecology in policy NBE4 and identification of habitat highways which have been incorporated into the Green Infrastructure Framework in policies NBE1, NBE2 and NBE3.</p>

Evidence	Author	Date	NPPF (Paragraph)	AAP Policies / Sites	Key elements
Shipleigh and Canal Road Corridor: Green Infrastructure Study	Gillespies	2014	165, 166	SCRC/NBE1: Green Infrastructure SCRC/NBE2: Waterway Environments SCRC/NBE3: The Bradford Beck	<p>The study identifies and categorises existing Green Infrastructure assets to assess the impact of development, the likely needs arising from proposed development and the potential opportunities within the AAP area.</p> <p>The study develops a vision and GI framework to support a realistic and deliverable AAP wide Green Infrastructure strategy, and identifies key areas and opportunities to enhance Green Infrastructure. The recommendations and findings of the study have directly informed the Green Infrastructure Framework and approach in Policy NBE1.</p>
Shipleigh and Canal Road Corridor AAP Transport Study	Steer Davies Gleave	2015	162	SCRC/ST1: Transport Improvements	<p>The transport study presents an analysis of the impact of forecast demands on existing networks and identifies potential interventions that could be delivered to support growth and accommodate additional demand.</p> <p>The implications for growth and existing AAP proposals have been evaluated using a SATURN traffic model of Bradford district, which has been updated to reflect forecast increases in demand both at specific sites and across the district.</p> <p>The study identifies that the transport network will be able to accommodate demand levels associated with the sites and level of growth planned for in the AAP, as long as the required transport improvements and mitigation measures are delivered. The AAP transport policies set out the transport interventions necessary to accommodate planned growth and maximise existing highways and public transport infrastructure.</p>
				SCRC/ST2: Safeguarded Transport Links	
				SCRC/ST3: Maximising Sustainable Transport Options	
				SCRC/ST4: Station Improvements	
				SCRC/ST5: Pedestrian and Cycle Movements	
				SCRC/ST6: Canal Road Greenway	
				SCRC/ST7: Parking	

Evidence	Author	Date	NPPF (Paragraph)	AAP Policies / Sites	Key elements
Strategic Flood Risk Assessment Level 2	JBA	2015	166	SCRC/CC1: Flood Risk and Water Management	Scoping of the proposed AAP sites against the Level 1 SFRA identified that a SFRA L2 was required to provide more detail assessment of flood risk in the AAP area. The SFRA L2 supports the sequential approach to development advocated within the NPPF. The information and results of the SFRA L2, have informed the application of the exceptions test on sites in higher risk flood zones. The information within SFRA L2 shows that the proposed AAP housing target can only be met by allocating sites in higher risk flood zones. Where this is the case the SFRA L2 provides detailed site specific information to inform the Exceptions test and site specific flood risk assessment.
				SCRC/NBE1: Green Infrastructure	The SFRA L2 study identifies Green Infrastructure opportunities for flood risk management by referring to areas of proposed Green Infrastructure identified in the SCRC AAP Green Infrastructure study. The study supports the implementation of Sustainable Drainage Systems (SuDS), within proposed development sites, where practicable.
Shipleigh and Canal Road AAP Infrastructure Delivery Plan	ARUP	2015	162	SCRC/HSC3 Community Infrastructure Implementation and Delivery	Local Infrastructure Plan has been produced to establish what infrastructure is required to support development in the Corridor and how it will be provided. This includes an Infrastructure Delivery Schedule (IDS) to support the AAP. The IDS identifies the key projects for each infrastructure type to be delivered over the development plan period.
Shipleigh and Canal Road Corridor AAP Heritage Impact Assessment	CBMDC	2015	169	SCRC/NBE5: Heritage and Conservation	The assessment has ensured any impacts of the SCRC AAP on the Saltaire WHS and buffer zone are properly considered and mitigated in line with national planning policy and guidance.
Shipleigh and Canal Road Corridor AAP Viability and Delivery Strategy	Cushman and Wakefield	2015	173, 74	Implementation and Delivery	This strategy makes a number of recommendations around potential funding and delivery mechanisms to address the development viability issues and constraints identified.

Evidence	Author	Date	NPPF (Paragraph)	AAP Policies / Sites	Key elements
District wide evidence					
Bradford District Retail & Leisure Study	White, Young Green	2008 & 2013	160, 161	SCRC/SE3: Valley Road Retail Area	<p>NPPF Compliant Retail & Leisure Study including:</p> <ul style="list-style-type: none"> - Objectively assessed retail needs and capacity assessment. - Town Centre Health Checks, including for Bradford City Centre and Shipley Town Centre <p>Provision of policy advice and recommendations for the Local Plan including:</p> <ul style="list-style-type: none"> - on the network and hierarchy of retail centres. - on locally set retail - impact assessment thresholds. - on town centre boundaries (including primary shopping areas and primary and secondary shopping frontages) <p>The results and recommendations of the study have been taken forward in Policies, SE3, SE4, SE5, and SE6. In particular the Shipley town centre and primary shopping area boundaries.</p>
				SCRC/SE4: Strategy for retail development	
				SCRC/SE5: Shipley Town Centre and Primary Shopping	
				SCRC/SE6: Market provision	
				Proposed site allocations: STC 1, STC3, STC4	Identification of an appropriate range of sites capable of accommodating any future retail need and consider their impact on existing centres
Strategic Housing Land Availability Assessment (SHLAA)	CBMDC	2013 & 2015	159	SCRC/H1: Housing Requirement	The results of the SHLAA together with the housing land register has provided a key overview of the nature of the potential land supply, most notably the split between planning commitments and new sites, between sites which have no strategic policy constraints and those which have such constraints and would therefore need a proactive change in status via allocation in the local plan

Evidence	Author	Date	NPPF (Paragraph)	AAP Policies / Sites	Key elements
				SCRC/H2: Delivering New Homes and Sustainable Neighbourhoods	The SHLAA provides an assessment of estimated site capacities and the application of density targets. Policy H2 sets out local density targets, which have been informed by the most up to date evidence in the SHLAA.
				Proposed site allocations: STC2, STC3, STC4, STC5, ST6, DF1, Df4, DF5, DF6, DF7, DF8, DF9, SE1, SE2, NBW1, NBW2, NBW3, NBW4, NBW5, NBW6, NBW7, BWQ1, CCF1, CCF2, CCF3, CCF4	The SHLAA identifies a list of potential development sites ranging from those which already have planning permission to those which have been proposed on a speculative basis by land owners, developers or the public for future consideration. Planning officers have also identified additional sites by survey work and through masterplans for the area.
Strategic Housing Market Assessment (SHMA)	Arc4	2010 & 2013	159	Policy SCRC/H2: Delivering New Homes and Sustainable Neighbourhoods	The SHMA provides an analysis of the key housing market drivers in Bradford and these in turn lead to a number of specific groups for which need and demand must be accommodated within the Local Plan. Policy H2 will plan for a mix of housing based on demographic and market trends and the needs of different groups in the district. Policy H2 has been informed by the most up to date evidence in the SHMA Update 2013. Evidence in the SHMA justifies the need for affordable housing. To meet the identified need for affordable housing Policy H2 will require up to 20% affordable housing on schemes over 15 units in accordance with Core Strategy Policy HO11
Local Plan Viability Assessment	DTZ	2013	173, 174	Policy SCRC/H2: Delivering New	NPPF and national Planning Guidance compliant Viability Assessment of the Local Plan Core Strategy which has informed the policies in the Core

Evidence	Author	Date	NPPF (Paragraph)	AAP Policies / Sites	Key elements
				Homes and Sustainable Neighbourhoods	Strategy, including those relating to affordable housing and building standards referenced in Policy H2
Strategic Flood Risk Assessment Level 1	JBA/CBM DC	2014	166	SCRC/CC1: Flood Risk and Water Management	The sequential approach to development advocated within the NPPF, the information and results of the SFRA L1, and the nature and distribution of the land supply have combined to inform the housing targets for each settlement including the Shipley and Canal Road Corridor AAP. The results also show those areas where there is some sensitivity to flood risk and where further work will be needed to test options and develop mitigation and infrastructure investment programmes.
Bradford Open Space and Recreation Study	KPP	2006	171	SCRC/HSC2 Open Space, Sport and Recreation	Assessment of current provision and deficiencies for range of open space typologies. Projected need for open space to meet future needs and possible local standards.
Playing Pitch Strategy	Knight Kavanagh & Page	2014	171	SCRC/HSC2 Open Space, Sport and Recreation	The report provides a clear, strategic framework for the maintenance and improvement of existing outdoor sports facilities and ancillary facilities between 2014 and 2021. including: <ul style="list-style-type: none"> - planning guidance to assess development proposals affecting playing fields; - inform land use decisions in respect of future use of existing outdoor sports areas and playing fields - provides a strategic framework for the provision and management of outdoor sports
Minerals Evidence Base Report	CBMDC	2014	163	Policy SCRC/SE7: Minerals Safeguarding	This report collates and appraises all available evidence relating to the location, type, quality and quantity of minerals resources within the District. The report also explores supply and demand issues relevant to the District and in particular the importance of the Local Building Stone Industry. The report is informed by evidence from various local, national and regional reports and surveys.
				Proposed site allocations: BWQ1	

Evidence	Author	Date	NPPF (Paragraph)	AAP Policies / Sites	Key elements
Bradford District Employment Land Review	ARUP / CBMDC	2008 / 2011	160, 161	SCRC/SE1: Sustainable Economic Growth	<p>Overview of the economic structure of the District. Assessment of:</p> <ul style="list-style-type: none"> - the employment land supply; - projected demand for employment land over the plan period; - market and property trends and data; and - a comparison of the supply of employment land against the likely market demand and property trends, assessing location and size in terms of the potential B Class Uses. <p>The policy approach to achieving sustainable economic growth in the AAP set out in policies SE1 and SE2 has been informed by the most up to date evidence in the ELR</p>
				SCRC/SE2: Canal Road Employment Zone	
Habitat Regulation Assessment	Urban Edge	2013	165	SCRC/NBE4: Biodiversity and Ecology	The evidence in the assessment has identified the South Pennine Moors zone of influence. The northern half of the AAP boundary falls within Zone Bii as identified within Core Strategy Core Strategy Policy SC8.
Leeds and Liverpool Conservation Area Assessment (2006)	CBMDC	2006	169	SCRC/NBE5 Heritage and Conservation	Contains a detailed analysis of the character of the conservation area and describes its special character and interest including revised conservation area boundaries, which have been reflected in Policy NBE5.
Saltaire World Heritage Site Management Plan	CBMDC	2014	169	SCRC/NBE5 Heritage and Conservation	<p>The plan sets out a strategic framework for management actions. The Plan links to the Council's Development Plan for the area which sets out planning policies to guide development. The Management Plan is a material consideration in the planning process.</p> <p>Policy NBE5 identifies the WHS buffer zone and sets out that proposals within the buffer zone should have regard to and be informed by the World Heritage Site Management Plan.</p>
Other Key Documents					
Bradford Becks A New Lease of Life. Catchment Management Plan	The Friends of Bradford's Becks /Aire Rivers	2012	165	SCRC/NBE3: The Bradford Beck	A catchment management plan (CMP) for Bradford Beck which has informed the approach to the Bradford Beck as set out in Policy NBE3. The CMP is underpinned by data about water quality and the ecology of the Beck system and led by six qualitative visions on how to improve the Beck.

Evidence	Author	Date	NPPF (Paragraph)	AAP Policies / Sites	Key elements
	Trust.				
New Bolton Woods Masterplan (2013)	Canal Road Urban Village Ltd	2013	158, 162	Proposed site Allocations: NBW1	Detailed Masterplan produced by the CRUVL Joint Venture Company between the Council and Urbo Regeneration Ltd, to support the transformational regeneration of the New Bolton Woods Site. The master plan is a material consideration in the planning process.
Leeds City Region: Urban Eco Sentiments Deliverability Assessment	GVA/ LCR	2009	173, 174, 178, 179	SCRC/H1: Housing Requirement SCRC/CC2: Sustainable Design and Construction	Delivery Assessment of the four areas proposed as Urban Eco Settlement locations in the Leeds City Region. These are: <ul style="list-style-type: none"> - Bradford-ShIPLEY Canal Corridor) - Aire Valley, Leeds - York Northwest - North Kirklees / South Dewsbury
Leeds City Region: Delivery Programme	ARUP/LCR	2009	162, 173, 174, 178, 179	SCRC/CC2: Sustainable Design and Construction SCRC/H1: Housing Requirement Proposed site allocations: SE1	This document focuses on the overall eco-offer being proposed in the four LCR urban eco settlement locations as well as specific eco development opportunities being progressed.