

Shipley and Canal Road Corridor Area Action Plan: Schedule of Proposed Main Modifications

The following table sets out proposed main modifications to be made to the Shipley and Canal Road Corridor AAP.

The table includes a brief explanation of the reason for the modification. In terms of presentation, the deletion of text is denoted with a bold 'strike through' (~~strike through~~), with inserted new text as bold underlined (**new text**).

Page and paragraph numbers relate to the Shipley and Canal Road Corridor AAP as submitted on 29th April 2016: Submission Document reference SCRC-SD-000

Modification no.	Page no.	Policy/paragraph	Proposed Modification New text: <u>underlined</u> Deleted text strike through	Reasons for Modification
SCRCAAP MM001	11	2.11	<p>2.11 The development potential, which comes from the Corridor’s strategic location and the extensive areas of unused and underused land, are its defining qualities. As shown in Figure 3 the Corridor links to each of the Council’s priority urban regeneration areas, and as such has the potential to make a significant contribution to the regeneration of the District.</p> <p><u>There are a number of non-statutory regeneration plans and strategies which will support the delivery and implementation of the Area Action Plan. However it should be noted that the AAP shall form the statutory planning framework against which all planning applications within the area will be assessed.</u></p>	For effectiveness and clarity
SCRCAAP MM002	12	2.15	<p><u>The Council has identified the SCRC as an Urban Eco Settlement. The area provides the opportunity to deliver significant housing and economic growth supported by environmental and sustainable transport improvements and to secure direct investment and funding to support the delivery of innovative and sustainable development, climate change mitigation and green infrastructure enhancements.</u></p> <p><u>The SCRC has the potential to deliver new large scale sustainable neighbourhoods within the heart of one the Leeds City Region’s major urban areas and to become a popular place to live and work that is well connected and accessible to jobs, within a green and attractive setting. This ambition underpins the identification of the area as an ‘Urban Eco Settlement’ and a Leeds City Region Strategic Housing Growth Area.</u></p> <p><u>The Urban Eco Settlement will apply across the whole AAP area. The Council will seek to work with partners, landowners, developers and local communities to identify opportunities and additional funding to support the delivery of high quality and</u></p>	To be consistent with national policy.

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			<p><u>innovative development, enhanced green spaces and environmental improvements.</u></p> <p>The Shipley and Canal Road Corridor has the potential to provide significant numbers of new homes and jobs, within the City of Bradford. This area is therefore being promoted by the Council and its partners as an Urban Eco Settlement. The AAP will aim take forward the principles of the Urban Eco Settlement programme and deliver a new sustainable 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 and will act as an exemplar development.The Council has considered how Eco Settlement principles have been applied in the AAP, taking into account the unique nature of the area, current national planning policy and viability issues. <u>The Council will seek to work with partners, utilise funding sources and its own assets including land to support the delivery of high quality, innovative and sustainable development in the SCRC. The Council will support and encourage development to achieve high standards of sustainable design and construction. Nonetheless, the AAP does not set any local sustainable building standard requirement above national sustainability standards.</u> Appendix E sets out how these UES principles have been taken forward in the AAP.</p>	

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SCRCAAP MM003 (DPM001)	19	3.4 Strategic Objective- 11	Amendment to Objective 11 as follows: Protect and enhance the historic environment and setting of the Saltaire World Heritage Site by ensuring that development proposals avoid substantial harm and take account of the potential impact upon the character and setting of key heritage assets in the area, and where possible enhance the elements which contribute to their significance.	To be consistent with national planning policy.
SCRCAAP MM004	22	ShIPLEY Vision	Amendment to first paragraph of the ShIPLEY Vision, as follows: ShIPLEY will have strengthened its role as an attractive place to live, work and visit with a vibrant town centre, new high quality mixed use developments and excellent public transport links, <u>and will provide an attractive gateway to Airedale and the World Heritage Site of Saltaire</u>	To be consistent with national planning policy.
SCRCAAPMM005	25	ShIPLEY site Allocations	Insert the following new sub area policy and amend site allocations as follows: <u>Policy SCRC/SH1</u> <u>The sites put forward within the ShIPLEY sub area of the Area Action Plan are allocated for the following land uses:</u> ShIPLEY Proposed Site Allocations STC1 ShIPLEY Indoor Market Hall Mixed use re-development STC2 Market square Town centre redevelopment /public realm enhancement	To provide clarity and be effective and consistent with national planning policy.

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			STC3 Station Road Residential STC4 Shipley Gateway Site Mixed use re-development STC5 Atkinson Street Residential STC6 Buildings along Briggate Mixed use SE1 Shipley East Residential led mixed use SE2 Land around Crag Road Flats Residential infilling DF1 Dock Lane, Canalside Residential led mixed use DF2 Junction Bridge, Briggate Business/mixed use DF3 Land between Leeds Road and Dock Lane Residential/mixed use DF4/DF5 Dockfield Road North/ Dockfield Road South Residential mixed Use DF6 Regent House Residential redevelopment DF7 Junction of Dock Lane and Dockfield Road Residential re-development DF8 Dock Lane Residential DF9 Dockfield Road Residential redevelopment <u>STC1. Shipley Indoor Market Hall- Retail with supporting main town centre and residential uses</u>	

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

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			<u>The sites listed above and shown on the Policies Map will be developed in accordance with the accompanying development considerations set out in the applicable allocation statements, the Area Action Plan policies, and other relevant policies of the Local Plan.</u>	
SCRCAAP MM007	26	STC1: Shipley Indoor Market Hall	<p>Site allocation text to be amended as follows:</p> <p>Proposed Use Town-centre mixed-use re-development opportunity, <u>Retail with supporting main town centre and residential uses</u></p> <p>Site proposals The redevelopment/refurbishment of the Indoor Market Hall for retail-led mixed use development, <u>including main town centre and residential uses,</u> will be supported.</p> <p>Expected Development: 20 residential units/office/business commercial uses on upper floors with retail commercial <u>and supporting</u> leisure uses (A1<u>A2</u>-A4) on the ground/<u>lower</u> floors.</p>	To ensure the plan is effective and consistent with national planning policy.

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SCRCAAP MM008	27	STC2: Market Square	<p>Site allocation text to be amended as follows:</p> <p>Proposed Use: Town centre redevelopment opportunity <u>Retail with supporting main town centre and residential uses</u>/public realm enhancement</p> <p>Site proposals The redevelopment/refurbishment of buildings around market square for retail and new retail-led mixed use development, <u>including main town centre and residential uses</u>, will be supported. Development proposals should:</p> <p>Expected Development: 25 residential units, office and commercial <u>business uses on upper floors</u>, with retail <u>and supporting main town centre uses</u> and leisure uses (A1 A2-A4) on the ground/<u>lower</u> floors</p>	To ensure the plan is effective and consistent with national planning policy..
SCRCAAP MM009	29	STC4: Shipley Gateway Site	<p>Site allocation text to be amended as follows:</p> <p>Proposed Use: Town centre mixed use redevelopment opportunity Mixed use <u>retail and leisure with residential uses</u></p> <p>Site Proposals The comprehensive redevelopment of land or buildings for retail and /leisure/<u>residential</u> led mixed use development, <u>including main town centre uses</u>, to create an enhanced gateway to the town centre will be supported. Hotel <u>and</u> business and residential uses will also be encouraged as part of the mix.</p> <p>Expected Development: 50 residential units, <u>retail</u>/business/hotel and commercial /<u>leisure</u> uses, with <u>supporting</u></p>	To ensure the plan is effective and consistent with national planning policy..

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			retail and leisure uses (A1-A5) on the ground floor	
SCRCAAP MM0010	31	STC6: Buildings along Briggate	<p>Site allocation text to be amended as follows:</p> <p>Proposed Use: <u>Residential with supporting main town centre uses</u> Mixed-use</p> <p>Site Proposal The redevelopment of the site for <u>residential led</u> mixed use development will be supported.</p> <p>Development should:</p> <ul style="list-style-type: none"> take opportunities to provide an improved gateway to Shipley and Saltaire and enhance the setting of the Leeds and Liverpool Canal Conservation Area. <u>Development will be expected to provide high quality architectural design to safeguard and enhance the setting of the World Heritage Site</u> <p>Expected Development: 20 residential units, with <u>supporting</u> ancillary retail and leisure uses (A1-A5) on ground/lower/floors</p>	To ensure the plan is effective and consistent with national planning policy.
SCRCAAP MM011	32	DF1 Dock Lane, Canalside	<p>Site allocation text to be amended as follows:</p> <p>Proposed Use: Residential led mixed use <u>Mixed use of residential and business (B1).</u></p>	To ensure the plan is effective and is consistent with national planning policy.

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SCRCAAP MM012	33	DF2, Junction Bridge Briggate	<p>Site allocation text to be amended as follows:</p> <p>Proposed use: Business/ mixed use <u>employment uses with supporting main town centre and residential uses</u></p> <p>Site Proposal The site has the potential for redevelopment as part of the regeneration of the Dockfield Road area. The site is suitable for <u>employment led mixed use development including business, and ancillary main town centre commercial and residential uses.</u> Redevelopment of the site will be expected to:</p> <ul style="list-style-type: none"> • enhance green infrastructure and ecological assets along the Bradford Beck and Leeds and Liverpool Canal • safeguard and enhance the setting of Leeds and Liverpool Canal conservation area and key heritage assets including, grade 2 listed Junction Bridge and key unlisted building Junction House • create positive frontages to the canal including the canal basin area and consider the elevation to the railway, which passes by at an elevated level <p><u>Site Constraints</u></p> <p><u>The site will need evaluation with regard to the potential presence of archaeological features associated with the operation of the 18th/ early 19th century Bradford Canal.</u></p> <p><u>Flood Risk</u></p> <p><u>Parts of the site are located within flood zone 2 and 3a. As part of any redevelopment of</u></p>	To ensure the plan is consistent with national planning policy..

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			<p><u>this site, no built development should take place in those parts of the site which fall within flood zone 3a. Development will be expected to be supported by a site specific flood risk assessment. A site specific FRA will need to demonstrate any proposed development will be safe for its lifetime</u></p> <p>Expected Development Business/commercial mixed use <u>employment</u> uses with <u>residential and ancillary small scale retail/leisure uses.</u></p>	
SCRCAAP MM013	34	DF3 Land between Leeds Road and Dock Lane	<p>Amend site proposal statement as follows:</p> <p>Proposed use: Residential/mixed use <u>of residential and employment and commercial uses</u></p> <p><u>Site Constraints</u></p> <p><u>The site will need evaluation with regard to the potential presence of archaeological features associated with the operation of the 18th/ early19th century Bradford Canal</u></p> <p>Expected Development</p> <p>60 residential units, business, commercial uses</p>	To ensure the plan is consistent with national planning policy..
SCRCAAP MM014	35	DF4/DF5	<p>Amend site proposal statement as follows:</p> <p>DF4: Dockfield Road North /DF5:-Dockfield Road South</p> <p>Address: Land to north and south of Dockfield Road</p>	To ensure the plan is consistent with national planning policy with regard to

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			<p>Existing Use: Vacant</p> <p>Proposed Use: Residential mixed use <u>development of residential and employment uses (B1) with open space and water compatible uses</u></p> <p>Site size: 1.26ha</p> <p>Flood Zone: DF4 North of Dockfield Road zone 3a and functional floodplain along River Aire (majority). <u>South of Dockfield Road</u> DF5 zone 2 (parts) and zone 3 (limited) to west of site along Bradford Beck</p> <p>Site Proposal</p> <p>The comprehensive redevelopment of land north and south of Dockfield Road <u>the site</u> will be supported. The Dockfield Road South site (DF5) <u>land to the south of Dockfield Road</u> is suitable for residential led <u>mixed use</u> development. <u>The land to the north should be considered for water compatible uses including green infrastructure, open space and flood risk management as part of any comprehensive redevelopment of the site.</u></p> <p>Flood Risk</p> <p>Dockfield Road North (DF4) is identified as being at significant risk from the River Aire with the majority of the site located in the functional flood plain (flood zone 3b). <u>Development will not be considered appropriate in zone 3b (with the exception of essential infrastructure (subject to passing the Exception Test) and water compatible uses).</u> As part of any comprehensive redevelopment of these sites, <u>development proposals will be expected consider flood risk mitigation or resilience measures, which could include a further assessment of the Dockfield Road North for open space/flood</u></p>	flood risk.

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			<p><u>control infrastructure</u>. More vulnerable uses including residential uses should be directed to Dockfield Road South (DF5) and areas of lower flood risk. Any business or other less vulnerable uses should be located on the Dockfield Road North, safeguard the functional floodplain.</p> <p>Development will be expected to:</p> <ul style="list-style-type: none"> • be supported by a site specific flood risk assessment. • result in no net loss of the functional floodplain (zone 3b) and not increase flood risk elsewhere • safeguard land in the functional floodplain for green infrastructure, <u>open space</u> and flood risk management. <p><u>Any detailed site specific flood risk assessment, should consider a review and update of the 2005 Upper Aire model, to assess the outputs and risks to the site based on more up to-date hydrological conditions and model components, in line with the recommendations of the SFRA Level 2.</u></p> <p><u>A site specific FRA will need to demonstrate any proposed development will be safe for its lifetime and consider mitigation or resilience measures which could include further assessment of DF4 for open space/ flood control infrastructure, including details of type of development, design, layout depth of flooding and velocities (including the new climate change allowances). Depending on the type of development and risk of flooding, a flood warning and evacuation plan may also be required.</u></p> <p>Expected Development 90 <u>50</u> residential units/ with supporting business uses.</p>	

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SCRCAAP MM015	38	DF7	Amend site proposal statement as follows: Expected Development <u>4</u> 6 residential units	Factual update to reflect extant planning permission for clarity and effectiveness

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SCRCAAP MM016	39	DF9	<p>Amend site proposal statement as follows:</p> <p>DF9<u>8</u>: Dockfield Road <u>Place</u></p> <p>Site Address: Land between Dockfield Place and Dockfield Road, Shipley Existing use: Vacant industrial</p> <p>Proposed Use: Residential redevelopment</p> <p>Site size: 0.13ha Flood zone: Zone 2 (north part of the site)</p> <p>Site Proposal The site is suitable residential redevelopment. Development should provide medium/high density townhouse or terrace type housing, reflecting surrounding housing types.</p> <p><u>Flood Risk</u> <u>Part of the site falls in flood zone 2. Development will be expected to be supported by a site specific flood risk assessment.</u></p>	To ensure the plan is consistent with national planning policy with regards to flood risk .

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SCRCAAP MM017	41	SE1	<p>Amend site proposal statement as follows:</p> <p>Site Constraints</p> <ul style="list-style-type: none"> • Intersects the Northern Gas Networks High Pressure Pipeline (Policy SCRC/HSC1) • Intersects the National Grid Electricity Transmission • <u>Development proposals will need to consider the potential presence of unstable land and any planning applications are expected to be accompanied by a Mining Risk Assessment as required under Core Strategy Policy EN8</u> <p>Expected Development</p>	To be consistent with national and local planning policy.

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SCRCAAP MM018	45	Centre Section Proposed Site Allocations	<p>Insert the following new sub area policy and amend proposed site allocations as follows:</p> <p><u>Policy SCRC/CS1</u></p> <p><u>The sites put forward within the Shipley sub area of the Area Action Plan are allocated for the following land uses</u></p> <p>Centre Section-Proposed-Site Allocations</p> <p>NBW1. New Bolton Woods- Residential led mixed use redevelopment <u>to include ancillary retail, employment uses (B1), education provision, sports facilities, and open space</u></p> <p>NBW2. Frizinghall Road- Residential</p> <p>NBW3. Thornhill Avenue- Residential</p> <p>NBW4. North Bolton Hall Road- Residential</p> <p>NBW5. Flats East Valley Road- Residential redevelopment</p> <p>NBW6. North Queens Road- Residential</p> <p>NBW7. New Bolton Woods Flats- Residential</p> <p>BWQ1. Bolton Woods Quarry Residential redevelopment <u>with small scale retail and community uses</u></p> <p><u>The sites listed above and shown on the Policies Map will be developed in accordance with the accompanying development considerations set out in the applicable allocation statements, the Area Action Plan policies, and other relevant policies of the Local Plan.</u></p>	To provide clarity and be effective and consistent with national planning policy
SCRCAAP MM019	46	NBW1	<p>Amend site proposal statement as follows:</p> <p>Proposed Use: Comprehensive residential led mixed use redevelopment, including ancillary retail, education, employment, <u>sports facilities</u> and open space</p>	To provide clarity and be effective and consistent with national

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			<p>Transport and Movement</p> <ul style="list-style-type: none"> • Development will be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks. • Any development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network <u>including local primary roads and the strategic road network. A Travel Plan will also be required to ensure the site is sustainable and to minimise traffic impacts within and beyond the Plan area.</u> <p>The development will be expected to:</p> <ul style="list-style-type: none"> • minimise traffic impacts on existing communities and provide mitigation measures, where required • provide safe and satisfactory access from Stanley Road • protect the function of Canal Road as a key strategic route in the District and support and contribute to appropriate highway improvements through the site • protect an alignment for the proposed Bradford Canal to accommodate future aspirations to reinstate the Canal, in accordance with Policy SCRC/ST8 I • incorporate and facilitate high quality cycle links through the site and ensure that future development will link to and enhance the quality of the Canal Road Greenway route and retain its attractiveness in terms of gradient and directness • Minimise traffic impacts on existing communities and provide mitigation 	<p>planning policy.</p>

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			<p>measures <u>within and beyond the Plan boundary</u>, where required</p> <p>The site contains a variety of existing open spaces and playing fields. Development will be expected to:</p> <ul style="list-style-type: none"> • provide new and improved on-site open space and play areas to mitigate the loss of existing areas of open space • contribute to an appropriate off site provision for playing fields in a suitable location • provide new and improved sports facilities within the site, including a new sport provision on land north of Gaisby Lane • provide new changing facilities and cricket pavilion for any remaining playing pitch provision at King George V playing fields, to compensate for any loss of existing facilities. • ensure new and improved sports facilities include adequate provision for long term management and maintenance and appropriate access for community use 	
SCRCAAP MM020	52	NBW5	<p>Proposed Use: Residential redevelopment</p> <p>Expected Development 50<u>30</u> residential units</p>	To provide clarity.
SCRCAAP MM021	54	NBW7	<p>Amend site proposal statement as follows:</p> <p><u>Development Constraints</u></p> <p><u>Development proposals will need to consider the potential presence of unstable land and any planning applications are expected to be accompanied by a Mining Risk Assessment as required under Core Strategy Policy EN8.</u></p>	To be consistent with national and local planning policy's

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SCRCAAP MM022	55	BWQ1: Bolton Woods Quarry	<p>Site allocation text to be amended as follows:</p> <p>Proposed Use: Residential redevelopment <u>with small scale retail and community uses</u></p> <p>Heritage and Design Considerations</p> <p>Development should ensure elements which contribute to the character or setting of Grade II* Listed Bolton Old Hall and Bolton Old Hall Cottage are preserved. <u>Any new development should seek to avoid harm to the significance of these heritage assets and take opportunities within their setting to enhance or better reveal their significance. Any Scheme will be expected to include a well-designed and managed open landscaped setting that positively responds to the listed buildings, and provides effective separation between any new development and these heritage assets.</u></p> <p><u>In order to safeguard the setting of the Grade II* listed buildings Bolton Old Hall and Bolton Old Hall Cottage, an area of land to the immediate south-west of these buildings and northwest between Cheltenham Road and Brookwater Drive, should be kept free from any from any new residential development, roads or other buildings. The extent of these areas shall be determined by a detailed and comprehensive analysis in the form of a Heritage Impact Assessment, to be submitted in support of any planning application for development of the site. The Heritage Impact Assessment shall evaluate the contribution made by the setting of the identified heritage assets, including important views and other attributes that are important to the significance of the properties and their protection, and provide an open and landscaped setting that is required to sustain and enhance the significance of these assets.</u></p>	To provide clarity and to ensure the plan is effective and consistent with national planning policy.

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			<p>Transport and Movement</p> <ul style="list-style-type: none"> • Any development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network <u>including local primary roads and the strategic road network.</u> • A number of access points may be required to minimise impact on the strategic highway corridor along Canal Road. Appropriate access would be considered from Bolton Hall Road and Livingstone Road to the north and through the adjacent New Bolton Woods site to the south. • The development should take account of the adjacent New Bolton Woods Masterplan proposals. • A Travel Plan would also be required to ensure the site is sustainable and to minimise traffic impacts <u>within and beyond the Plan area.</u> <p>The development will be expected to:</p> <ul style="list-style-type: none"> • Provide new/alternative sustainable transport solutions, to ensure the site is sustainable and to minimise traffic impacts <u>within and beyond the Plan area boundary.</u> 	

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SCRCAAP MM023	60	City centre fringe proposed site allocations	<p>Insert the following new sub area policy and amend proposed site allocations as follows:</p> <p><u>Policy SCRC/CCF1</u></p> <p><u>The sites put forward within the Shipley sub area of the Area Action Plan are allocated for the following land uses:</u></p> <p>City Centre Fringe-Proposed-Site Allocations</p> <p>CCF1*. Bolton Road Wapping- Residential</p> <p>CCF2. Bolton Road- Residential</p> <p>CCF3. Wapping Road, Bolton Road- Residential</p> <p>CCF4*. Singleton Street - Residential redevelopment</p> <p>*Sites under construction <u>completed</u> (post April 2013)</p> <p><u>The sites listed above and shown on the Policies Map will be developed in accordance with the accompanying development considerations set out in the applicable allocation statements, the Area Action Plan policies, and other relevant policies of the Local Plan.</u></p>	To provide clarity and be effective and consistent with national planning policy
SCRCAAP MM024	71	Policy SCRC/H2 Delivering New Homes and Sustainable Neighbourhoods	<p>Amend policy H2 as follows:</p> <p>E. Larger scale housing sites should provide specialist housing products, including housing for older people, accessible homes and custom build/self build plots and the required <u>identified site specific</u> supporting infrastructure necessary to meet local needs and create sustainable neighbourhoods.</p>	To ensure the plan is consistent with national planning policy.

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SCRCAAP MM025	77	Policy SCRC/SE3: Valley Road Retail Area	<p>Amend policy SE3 as follows:</p> <p>The Valley Road Retail Area is identified on the Policies Map <u>as an edge of centre expansion area for large scale bulky goods retail warehousing.</u></p> <p>Within the Valley Road Retail Area proposals for main town centre uses will be assessed in accordance with Core Strategy Policy EC5.</p>	To ensure the plan is effective and consistent with local and national planning policy
SCRCAAP MM026	79	Policy SCRC/SE5: ShIPLEY Town Centre and Primary Shopping Area	<p>Amend policy SE5 as follows:</p> <p>The role of ShIPLEY Town Centre as the focus for accommodating main town centre uses and the function of the Primary Shopping Area as the focus of retail activity will be maintained and enhanced</p> <p>The ShIPLEY Town Centre Boundary and Primary Shopping Area are identified on the Policies Map.</p> <p>A. <u>Retail development located</u> within the <u>Primary Shopping Area</u> ShIPLEY town centre, main town centre uses of an appropriate scale and function will be supported. <u>All other retail development proposed within the ShIPLEY Town Centre boundary but outside the Primary Shopping Area will be assessed against Core Strategy Policy EC5.</u> The development of retail or other related uses will be acceptable where they would add to the vitality of the town centre, in accordance with Core Strategy Policy EC5. <u>The Council will support all other main town centre uses proposed within the ShIPLEY Town Centre boundary in accordance with Core Strategy Policy EC5.</u></p>	To ensure the plan is effective and consistent with local and national planning policy

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SCRCAAP MM027	88	Policy SCRC/ST1: Transport Improvements	Amend policy ST1 as follows: New development will be required to support the implementation of these measures and local transport improvements <u>Development proposals within the Shipley and Canal Road Corridor will be expected to contribute to, and aid in the delivery of identified site specific transport improvement measures</u> through design and access considerations and/or developer contributions, where appropriate.	To ensure the plan is consistent with national planning policy.
SCRCAAP MM028	89	Policy SCRC/ST2:	Amend policy ST2 as follows: Safeguarded Transport Links Development proposals which impact the route of the Shipley Eastern Relief Road will be expected to protect an alignment, which enables the future implementation of the scheme. <u>A. The route of the Shipley Eastern Relief road is identified on the Policies Map.</u>	To provide clarity and to ensure the plan is effective and consistent with local planning policy.

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SCRCAAP MM029	90	Policy SCRC/ST3: Maximising Sustainable Transport Options	<p>Amend policy as follows:</p> <p>A. Development will be required to make best use of the existing public transport links in the Corridor and contribute to and maximise the delivery of <u>site specific</u> public transport improvements where necessary.</p> <p>1. The Crossley Evans Site is identified as a freight accessible site on the policies map in accordance with Core Strategy TR6.</p> <p>B. All <u>major</u> developments <u>proposals</u> that generate significant amounts of movement <u>including:</u></p> <ul style="list-style-type: none"> • <u>provision of 10 or more residential units ;or</u> • <u>any development of 1000 sq metres and over; or</u> • <u>development involving a site of 0.5ha and over</u> <p>should be supported by a Transport Assessment and provide a Travel Plan, in line with Core Strategy Policy TR1 <u>and will be assessed against policy TR1 of the Core Strategy and the provisions of the NPPF. Any transport assessment must consider any potential impacts of the scheme upon the Strategic Road Network including planned capacity enhancements.</u></p> <p><u>Developments of a smaller scale, which fall below the above thresholds, will be required to submit a transport statement with the planning application. This will be assessed against policy TR1 of the Core Strategy and the NPPF.</u></p>	To ensure the plan is effective and consistent with the local and national planning policy

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SCRCAAP MM030	93	Policy SCRC/ST5: Pedestrian and Cycle Movements	<p>Amend policy ST5 as follows:</p> <p>A. The Council will actively promote new and enhanced pedestrian and cycle routes within the Corridor. Key strategic pedestrian and cycle routes are:</p> <ol style="list-style-type: none"> 1. Canal Road Greenway 2. Airedale Greenway 3. Dales Way Link <p>The Canal Road Greenway and Airedale Greenway are identified as strategic cycle and walking routes on the Policies Map.</p> <p>All development proposals adjacent to, or impacting on, key strategic routes will be expected to aid in the delivery of and contribute to an appropriate and proportionate level of public realm improvements to these routes.</p> <p><u>Where directly related to the development , and consistent with the provisions of the CIL Regulations, development proposals adjacent to, or impacting on, key strategic routes will be expected to aid in the delivery of improvements to these routes.</u></p>	To ensure the plan is consistent with national planning policy.
SCRCAAP MM031	95	Policy SCRC/ST8:	<p>Amend policy ST8 as follows</p> <p><u>A.</u> Bradford Canal: An alignment for proposed re-introduction of the Bradford Canal will be protected to enable its future provision.</p> <p><u>1.</u> Development proposals impacting the proposed route will be expected to</p>	To ensure the plan is effective and consistent with national and

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			<p>accommodate future ambitions to reinstate the Bradford Canal.</p> <p><u>2.</u> Proposals should seek to integrate the route as a key part of the site’s design.</p> <p><u>B. The route of the proposed Bradford Canal is shown on the Policies Map</u></p>	local policy.
SCRCAAP MM032	99	Policy SCRC/CC1 – Flood Risk and Water Management	<p>Amend policy CC1 as follows</p> <p>Policy SCRC/CC1: Flood Risk and Water Management</p> <p>A. Within the AAP area proposals for housing and other vulnerable uses on sites that are at risk of flooding and are not already allocated for those uses should be supported by a flood risk sequential test undertaken within the relevant AAP sub area.</p> <p>B. Development will not be permitted in areas identified as functional floodplain in the SFRA Level 2, with the exception of water compatible uses and essential infrastructure. In other areas at risk of flooding or for sites of 1 hectare or more, a site-specific flood risk assessment must be undertaken <u>and if necessary the Exception Test</u>. Proposals must demonstrate the development scheme will not increase flood risk elsewhere. Sites located in areas at risk of flooding will be expected to include flood risk mitigation measures to ensure that the development is made safe for its lifetime, <u>taking into account the site specific recommendations in the SFRA Level 2 and the latest climate change allowances.</u></p>	To ensure that the plan is effective and consistent with national planning policy with regard to flood risk.
SCRCAAP MM033	99	4.6.12	The Site Allocations in the Sub Area Development Frameworks identify the relevant level of flood risk. On sites within higher risk flood zones (flood zones 2 and 3) or on sites of 1 hectare or more developers will be expected to undertake a site specific flood risk assessment. Flood risk assessments should be proportionate to the risk and appropriate	To ensure the plan is effective and that the plan is

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			to the scale, nature and locations of the development taking into account flooding from all sources identified in the SFRA Level 2. <u>As part of any site specific FRA for allocated and unallocated sites, the developer will be expected to demonstrate how any proposal will pass PART B of the Exceptions Test. The latest climate change allowances are set out in the government’s guidance on flood risk assessments and climate change allowances.</u>	consistent with national planning policy with regard to flood risk.
SCRCAAP MM034	103	Policy SCRC/NBE1: Green Infrastructure	<p>Amend policy NBE1 as follows:</p> <p>Within the Shipley and Canal Road Corridor all development proposals will be expected to protect and enhance key green infrastructure and ecological networks <u>directly related to the site.</u></p> <p>A. Major developments will be expected to demonstrate that they will positively contribute to enhancing <u>identified site specific</u> green infrastructure and ecological networks, and include green infrastructure as an integral part of the design.</p> <p>Policy Links</p> <p>Strategic Core Policy 6 (SC6): Green Infrastructure</p> <p>Sub Area Policy BD1: The Regional City of Bradford including Shipley and Lower Baildon</p> <p><u>Strategic Core Policy 8 (SC8) Protecting the South Pennine Moors SPA and the South Pennine Moors SAC and their zone of influence.</u></p>	To ensure the plan is consistent with national planning policy

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SCRCAAP MM035	106	Policy NBE2: Waterway Environments	<p>Amend policy NBE2 as follows</p> <p>B. Where appropriate and feasible, development proposals that impact on waterways will be expected to:</p> <ol style="list-style-type: none"> 1. Protect and improve the water quality, drainage and flood resilience capacity of the waterway 2. Take identified site specific opportunities to create environmental and ecological enhancements along waterways and adjoining green spaces; 3. Create identified site specific opportunities for recreation and maintain and improve access to, and along, the waterways 4. Conserve and enhance the character and setting of the waterway, achieve high standards of design and sensitively integrate any important water side features 	To ensure the plan is consistent with national planning policy.
SCRCAAP MM036	107	Policy NBE3: The Bradford Beck	<p>Amend policy NBE3 as follows</p> <p>B. Development of sites directly adjacent to the Bradford Beck will be expected to support its enhancement as an accessible, clean and visible waterway and habitat highway. This will include maintaining and providing site specific pedestrian and cycle links to and alongside the Beck.</p>	To ensure the plan is consistent with national planning policy.

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SCRCAAP MM037	108	Policy SCRC/NBE4: Biodiversity and Ecology	<p>Amend policy NBE4 as follows</p> <p>Development will be expected to minimise adverse impacts on biodiversity and wildlife and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.</p> <p>A. Development proposals likely to have an adverse effect on biodiversity, important habitats and areas designated as a Local Wildlife Site, Site of Ecological/Geological Importance (SEGI) or Bradford Wildlife Area (BWA) will be assessed in accordance with Core Strategy Policy EN2. The following locally designated wildlife sites are identified in the Corridor: 1. Boars Well Urban Wildlife Reserve 2. Poplars Farm Bradford Wildlife Area 3. Shipley Station Butterfly Garden - Local Wildlife Site 4. Leeds and Liverpool Canal - Site of Ecological and Geological Importance (SEGI)</p> <p>B. To secure a net gain in biodiversity through the AAP, the council will support the delivery of ecological enhancement projects, in line with the Ecological Assessment.</p> <p><u>C. For any residential developments within the South Pennine Moors zone of influence zone C that result in a net increase of 1 or more dwellings , it will be considered how recreational pressure on the SPA or SAC, that such development might cause, will be effectively mitigated in accordance with Core Strategy Policy SC8.</u></p>	To ensure the plan is consistent with national and local planning policy.
SCRCAAP MM038	113	NBE6	<p>Amend Policy NBE7 as follows:</p> <p>4. Deliver high quality public realm which prioritises the needs of pedestrians and</p>	To ensure the plan is effective and

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			<p>cyclists, enhances the quality of the built <u>and natural</u> environment and is resilient to climate change</p> <p>7. Preserve and enhance the setting and key views of important heritage assets, in particular the <u>especially those elements which contribute to the</u> Outstanding Universal Value of Saltaire.</p>	consistent with national planning policy.
SCRCAAP MM039	118	Policy SCRC/HSC2 Open Space, Sport and Recreation	<p>Policy Links</p> <p>Core Strategy Policy EN1: Protection and improvements in provision of Open Space and Recreation Facilities</p> <p>Policy SCRC/NBE1: Green Infrastructure</p> <p><u>Strategic Core Policy 8 (SC8) Protecting the South Pennine Moors SPA and the South Pennine Moors SAC and their zone of influence</u></p>	To ensure the plan is consistent with local and national planning policy.
SCRCAAP MM040	118	Policy HSC2 Open Space, Sport and Recreation	<p>C. Major residential developments will be required to provide for new or improved open space and recreation facilities, in accordance with Core Strategy Policy EN1 <u>where directly linked to the development and consistent with the provisions of the CIL regulations.</u></p> <p>Larger scale housing sites will be expected to provide new and enhanced areas of on-site open space, including recreation facilities and natural green space.</p>	To ensure the plan is consistent with national planning policy
SCRCAAP MM041	120	Policy SCRC/HSC3 Community	<p>A. The Council will require the provision of new community infrastructure as part of new large scale residential development in the Corridor in accordance with Core Strategy Policy ID3, <u>where directly linked to the development and consistent with the provisions</u></p>	To ensure the plan is consistent with

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		Infrastructure	<u>of the CIL regulations.</u>					national planning policy.																
SCRCAAP MM042	125	Table 4: AAP Sites Delivery	<table border="1"> <thead> <tr> <th data-bbox="748 533 938 730">Site allocation</th> <th data-bbox="938 533 1227 730">Proposal</th> <th data-bbox="1227 533 1464 730">Expected development</th> <th data-bbox="1464 533 1624 730">Estimate delivery timescale</th> <th data-bbox="1624 533 1848 730">Delivery</th> </tr> </thead> <tbody> <tr> <td data-bbox="748 730 938 798">Shipley</td> <td data-bbox="938 730 1227 798"></td> <td data-bbox="1227 730 1464 798"></td> <td data-bbox="1464 730 1624 798"></td> <td data-bbox="1624 730 1848 798"></td> </tr> <tr> <td data-bbox="748 798 938 1038">STC1: Shipley Indoor Market Hall</td> <td data-bbox="938 798 1227 1038"><u>Retail with supporting main town centre and residential uses</u> mixed use redevelopment</td> <td data-bbox="1227 798 1464 1038">A1 - A4 uses with office and commercial <u>main town centre</u> uses, 20 residential units</td> <td data-bbox="1464 798 1624 1038">2020-2025 <u>2021-2025</u></td> <td data-bbox="1624 798 1848 1038">CBMDC/ Private Sector</td> </tr> <tr> <td data-bbox="748 1038 938 1398">STC2: Market square</td> <td data-bbox="938 1038 1227 1398"><u>Retail with supporting main town centre and residential uses/public realm enhancement</u> Town centre redevelopment opportunity</td> <td data-bbox="1227 1038 1464 1398">A1 - A4 uses <u>with main town centre uses</u> and 25 residential units office and commercial uses</td> <td data-bbox="1464 1038 1624 1398">2020-2025 <u>2021-2025</u></td> <td data-bbox="1624 1038 1848 1398">CBMDC/ Private Sector</td> </tr> </tbody> </table>	Site allocation	Proposal	Expected development	Estimate delivery timescale	Delivery	Shipley					STC1: Shipley Indoor Market Hall	<u>Retail with supporting main town centre and residential uses</u> mixed use redevelopment	A1 - A4 uses with office and commercial <u>main town centre</u> uses, 20 residential units	2020-2025 <u>2021-2025</u>	CBMDC/ Private Sector	STC2: Market square	<u>Retail with supporting main town centre and residential uses/public realm enhancement</u> Town centre redevelopment opportunity	A1 - A4 uses <u>with main town centre uses</u> and 25 residential units office and commercial uses	2020-2025 <u>2021-2025</u>	CBMDC/ Private Sector	To ensure the plan is positively prepared, effective and consistent with national planning policy.
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Modification no.	Page no.	Policy/paragraph	Proposed Modification					Reasons for Modification
			New text: <u>underlined</u> Deleted text strike through					
			STC3: Station Road	Residential	50 residential units	2015–2020 <u>2021-2025</u>	Private Sector	
			SCT4: Shipley Gateway Site	<u>Mixed use retail and leisure with residential uses</u> Town centre redevelopment opportunity	A1 - A4 uses with <u>main town centre uses</u> business and commercial uses 50 residential units	2020–2025 <u>2026-2030</u>	CBMDC/ Private Sector	
			SCT5: Atkinson Street	Residential	8 residential units	2015–2020 <u>2016-2020</u>	Private Sector	
			STC6: Buildings along Briggate	<u>Residential with supporting main town centre uses</u> Mixed use	A1 - A5 uses, business, 20 residential units	2020–2025 <u>2021-2025</u>	Private Sector	
			SE1: Shipley East	Residential led mixed use <u>with supporting retail and business uses</u>	100–150- <u>151</u> residential units, supporting retail and business uses	2015–2025 <u>2016-2025</u>	Private Sector/ CBMDC	
			SE2: Land	Residential infilling	30 residential units	2020–	Incommunities	

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			around Crag Road Flats			2025 <u>2021-2025</u>		
			DF1: Dock Lane, Canalside	Residential-led mixed use <u>of residential and business uses (B1).</u>	114 residential units with supporting business uses	2015-2025 <u>2016-2025</u>	Private Sector	
			DF2: Junction Bridge, Briggate	<u>Business/ mixed use of employment uses with supporting main town centre and residential uses</u>	<u>Employment uses</u> Business, commercial and <u>with supporting retail, leisure and residential uses</u>	2020-2025 <u>2021-2025</u>	Private Sector	
			DF3: Land between Leeds Road and Dock Lane	Residential / <u>mixed use of residential and employment and commercial uses</u>	60 residential units, supporting business uses	2020-2025 <u>2021-2025</u>	Private Sector/ CBMDC	

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			DF4: Dockfield Road North/ DF5- Dockfield Road South	<u>Mixed use development of residential and employment uses (B1) with open space and water compatible uses</u> Residential mixed Use	90 <u>50</u> residential units, supporting business uses	2020— 2025 <u>2021-2025</u>	Private Sector	
			DF 5 <u>6</u> : Regent House	Residential redevelopment	93 residential units	2020— 2025 <u>2021-2025</u>	Private Sector	
			DF 6 <u>7</u> : Junction of Dock Lane and Dockfield Road	Residential redevelopment	6 <u>4</u> residential units	2020—2025 <u>2016-2020</u>	Private Sector	
			DF 7 <u>8</u> : Dock Lane	Residential	15 residential units	2020—2025 <u>2021-2025</u>	Private Sector	
			DF 8 <u>9</u> : Dockfield Road- <u>Place</u>	Residential redevelopment	10 residential units	2015— 2020	Private Sector	

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			New text: <u>underlined</u> Deleted text strike through					
						<u>2016-2020</u>		
			Centre Section					
			NBW1: New Bolton Woods	Residential led mixed use redevelopment to <u>include ancillary retail, employment uses (B1), education provision, sports facilities, and open space</u>	1100 new residential units, supporting retail/leisure uses, new primary school, community facilities and employment uses	2015–2030 <u>2016-2030</u>	JVCO/ CBMDC/Private Sector	
			<u>New Bolton Woods (phase1)*</u>	<u>Residential</u>	<u>50 residential units</u>	<u>Completed post 2013</u>	<u>JVCO/CBMDC</u>	
			NBW2: Frizinghall Road	Residential	42 residential units	2015–2020 <u>2021-2025</u>	Private Sector	
			NBW3: Thornhill Avenue	Residential	21 residential units	2015–2020 <u>2016-2020</u>	Private Sector	
			NBW4: North Bolton Hall	Residential	35 residential units	2020–	Private Sector	

Modification no.	Page no.	Policy/paragraph	Proposed Modification					Reasons for Modification
			New text: <u>underlined</u> Deleted text strike through					
			Road			2025 <u>2021-2025</u>		
			NBW5: Flats East Valley Road	Residential redevelopment	50 30 -residential units	2020-2025 <u>2021-2025</u>	Incommunities	
			NBW6: North Queens Road	Residential	30 residential units	2020-2025 <u>2021-2025</u>	Private Sector	
			NBW7: Bolton Woods Flats	Residential	70 residential units	2015-2020 <u>2016-2020</u>	Incommunities/ Private Sector	
			BWQ1: Bolton Woods Quarry	Residential redevelopment <u>with small scale retail and community uses</u>	1000 residential units, local retail and community uses to meet day to day needs	2015-2030 <u>2016-2030</u>	Private Sector/ CBMDC	
			City Centre Fringe					
			CCF1: Bolton Road	Residential	46 residential units	2015-	Private Sector	

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			Wapping			2020 <u>Completed post 2013</u>		
			CCF2: Bolton Road	Residential	16 residential units	2020—2025 <u>2021-2025</u>	Private Sector	
			CCF3: Wapping Road, Bolton Road	Residential	23 residential units	2015—2020 <u>2016-2020</u>	Private Sector/ CBMDC	
			CCF4: Singleton Street	Residential redevelopment	60 residential units	2015—2020 <u>Completed post 2013</u>	Private Sector	

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SCRCAAP MM043	127	5.27	<p><u>Annual Monitoring Report</u></p> <p><u>5.28 The Monitoring framework (Table 5) of the AAP will be the primary mechanism for monitoring the effectiveness of the policies contained within this AAP and will form part of the Annual Monitoring Report (AMR). The AMR will monitor the targets set out within the monitoring framework to ensure the plan is being delivered effectively.</u></p> <p><u>Should the targets of the monitoring framework not be met, this will prompt a review of the AAP where necessary.</u></p> <p><u>The AMR shall also monitor the delivery of the allocated sites as set out in the Table 4. Should the targets of table 1 not be met, this will prompt a review of the AAP where necessary.</u></p>										To ensure the plan is consistent with national planning policy.																																
SCRCAAP MM044	145	Table 6: Shipley and Canal Road Corridor AAP: Residential Sites	<table border="1"> <thead> <tr> <th data-bbox="757 962 862 1098"><u>Sub</u> Area</th> <th data-bbox="862 962 1064 1098">Site</th> <th data-bbox="1064 962 1167 1098">Ref</th> <th data-bbox="1167 962 1245 1098">Area (ha)</th> <th data-bbox="1245 962 1350 1098"><u>Units</u></th> <th data-bbox="1350 962 1429 1098">Site type</th> <th data-bbox="1429 962 1547 1098"><u>Completed Post 2013</u></th> <th colspan="3" data-bbox="1547 962 1841 1098">Estimated delivery</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td data-bbox="1556 1098 1659 1171">2015-2021</td> <td data-bbox="1659 1098 1762 1171">2020-2025</td> <td data-bbox="1762 1098 1841 1171">2025-2030</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td data-bbox="1556 1171 1659 1307"><u>2016-2020</u></td> <td data-bbox="1659 1171 1762 1307"><u>2021-2025</u></td> <td data-bbox="1762 1171 1841 1307"><u>2026-2030</u></td> <td></td> </tr> </tbody> </table>										<u>Sub</u> Area	Site	Ref	Area (ha)	<u>Units</u>	Site type	<u>Completed Post 2013</u>	Estimated delivery										2015-2021	2020-2025	2025-2030									<u>2016-2020</u>	<u>2021-2025</u>	<u>2026-2030</u>		To ensure the plan is positively prepared and effective
<u>Sub</u> Area	Site	Ref	Area (ha)	<u>Units</u>	Site type	<u>Completed Post 2013</u>	Estimated delivery																																						
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			ShIPLEY	Canalside Dock Lane	DF1	2.01	114**	PDL		x	x		
				Land between Leeds Road and Dock Lane	DF3	0.6	60	<u>PDL</u>			x		
				Dockfield Road North/South	DF4/D F5	0.54 0.7	90 <u>50</u>	PDL			x		
				Regent House	DF6 <u>DF5</u>	0.69	93 **	PDL		*	<u>x</u>		
				Junction of Dock Lane and Dockfield Road	DF7 <u>DF6</u>	0.0 5	6 <u>4</u> **	PDL		x			
				Dock Lane	DF8 <u>DF7</u>	0.15	15	PDL			x		
				Dockfield Place Road	DF9 <u>DF8</u>	0.13	10	PDL		*	<u>x</u>		

Modification no.	Page no.	Policy/paragraph	Proposed Modification								Reasons for Modification
			New text: <u>underlined</u> Deleted text strike through								
			Shiple East	SE1	8.9	401 <u>151</u>	Mix		x	x	
			Land around Crag Road Flats	SE2	0.29	30	GF			x	
			Shiple Indoor Market Hall	STC1	0.25	20	PDL			x	
			Land and buildings around Market Sq	STC2	1.1	25	PDL			x	
			Station Road	STC3	0.4	50	PDL		*	<u>x</u>	
			Shiple Gateway Site	STC4	0.8	50	PDL			*	<u>x</u>
			Atkinson Street	STC5	00.2	8**	PDL		x		
			Buildings along Briggate	STC6	0.21	20	PDL			x	

Modification no.	Page no.	Policy/paragraph	Proposed Modification New text: <u>underlined</u> Deleted text strike through								Reasons for Modification		
			Shiplely total				692 <u>700</u>						
			Centre Section	New Bolton Woods	NBW1	50	1100* *	Mix		x	x	x	
				New Bolton Woods (phase1)*	NBW1	2.22	50 **	GF	<u>x</u>	*			
				Frizinghall Road	NBW2	0.8	42	PDL		*	<u>x</u>		
				Thornhill Avenue	NBW3	0.71	21 **	GF		x			
				North Bolton HallRoad	NBW4	0.83	35	PDL			x		
				Valley Road Flats	NBW5	1.29 <u>0.76</u>	50 <u>30</u>	PDL			x		

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			New text: <u>underlined</u> Deleted text strike through											
				North Queens Road	NBW6	0.8	30	PDL			x			
				Bolton Woods Flats	NBW7	1.4	70	PDL		x				
				Bolton Woods Quarry	BWQ	28.7	1000	PDL <u>Mix</u>		x	x	x		
			Centre Section Total					2398 <u>2378</u>						
			City Centre Fringe	Bolton Road Wapping*	CCF1	2.11	46 **	GF	<u>x</u>	*				
				Bolton Road	CCF2	0.31	16	GF				x		
				Wapping Road, Bolton Road	CCF3	0.46	23	mix			x			

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			<p>New text: <u>underlined</u> Deleted text strike through</p> <table border="1"> <tr> <td></td> <td>Singleton Street*</td> <td>CCF4</td> <td>0.39</td> <td>60**</td> <td>PDL</td> <td>x</td> <td>*</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4">City Centre Fringe total</td> <td>145</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>AAP Totals</td> <td></td> <td></td> <td></td> <td>3235</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td><u>3223</u></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> <p>* Sites under construction <u>completed</u> (post April 2013)</p>		Singleton Street*	CCF4	0.39	60**	PDL	x	*				City Centre Fringe total				145							AAP Totals				3235											<u>3223</u>							
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SSCRC MM046	160	Appendix	<p><u>Appendix F: List of Policies to superseded by the SCRC AAP</u></p> <p><u>Superseded Replacement Unitary Development Plan (RUDP) 2005 Policies and Allocations upon adoption of the Shipley and Canal Road Centre Area Action Plan</u></p> <p><u>Note-this list only applies to the policy designations and sites within the boundary of the SCRC AAP</u></p> <table border="1"> <tr> <td><u>Superseded / Deleted</u> <u>RUDP 2005 Policies and Allocations</u></td> <td><u>Shipley and Canal Road Corridor Area Action Plan (SCRC AAP)</u></td> </tr> <tr> <td><u>Policy E1 Employment Sites</u></td> <td><u>Deleted and superseded by Site Allocation DF1</u></td> </tr> <tr> <td><u>Policy E6 Employment Zones</u></td> <td><u>Superseded by Core Strategy Policy EC4 and SCRC AAP Policy SE2: Canal Road Employment Zone as depicted on SCRC AAP</u></td> </tr> </table>	<u>Superseded / Deleted</u> <u>RUDP 2005 Policies and Allocations</u>	<u>Shipley and Canal Road Corridor Area Action Plan (SCRC AAP)</u>	<u>Policy E1 Employment Sites</u>	<u>Deleted and superseded by Site Allocation DF1</u>	<u>Policy E6 Employment Zones</u>	<u>Superseded by Core Strategy Policy EC4 and SCRC AAP Policy SE2: Canal Road Employment Zone as depicted on SCRC AAP</u>	To accord with Regulation 8(5) of the Town and Country Planning (Local Planning) (England) Regulations 2012)																																						
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				<u>Policies Map</u>	
			<u>Policy H1 Housing Sites</u>	Deleted and superseded by site allocations NBW1 and CCF1	
			<u>Policy H2 Housing Sites</u>	Superseded by site allocation NBW3	
			<u>Policy TM4 Rail Stations</u>	Superseded by Core Strategy Policy TR3 and SCRC AAP Policy ST4: Station Improvements as depicted on SCRCP AAP Policies Map	
			<u>Policy TM5 Railway Lines and Former Railway Network</u>	Deleted. No corresponding policy / Policies Map designation	
			<u>Policy TM7 Park and Ride Sites</u>	Superseded by Core Strategy Policy TR3 and SCRC AAP Policy ST4: Station Improvements as depicted on SCRCP AAP Policies Map	
			<u>Policy TM10 the national and local cycle network</u>	Superseded by Core Strategy Policy TR3 and SCRC AAP Policies ST5: Pedestrian and Cycle Movements and ST6: Canal Road Greenway as depicted on SCRCP AAP Policies Map	

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			<u>Policy TM14 Public Car Parks</u>	<u>Superseded by Core Strategy Policy TR2 and SCRC AAP Policy ST7: Parking . No corresponding Policies Map designation</u>	
			<u>Policy TM6 Bus Priority Network</u>	<u>Superseded by Core Strategy Policy TR1 and TR3 and SCRC AAP Policies ST1: Transport Improvements and ST3: Maximising Sustainable Transport Options. No corresponding Policies Map designation</u>	
			<u>Policy TM20 Cycle way improvements</u>	<u>Superseded by Core Strategy Policy TR3 and SCRC AAP Policies Pedestrian and Cycle Movements and ST6: Canal Road Greenway as depicted on SCRC AAP Policies Map</u>	
			<u>Policy TM20 Highway improvements</u>	<u>Superseded by Core Strategy Policy TR1 and TR7 and SCRC AAP Policy ST1: Transport Improvements as depicted on SCRC AAP Policies Map</u>	
			<u>Policy TM21 Freight Accessible sites</u>	<u>Superseded by Core Strategy Policy TR6 and SCRC AAP Policy ST3: Maximising Sustainable Transport Options as depicted on SCRC AAP Policies Map</u>	
			<u>Policy CR1A Central Shopping Area</u>	<u>Deleted. No corresponding policy / Policies</u>	

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			<u>in City and Town Centres</u>	<u>Map designation</u>	
			<u>Policy CL1 City Town and District Centre Boundaries</u>	<u>Superseded by Core Strategy Policy EC5 and SCRC AAP Policy SE5: Shipley Town Centre and Primary Shopping Area as depicted on SCRC AAP Policies Map</u>	
			<u>Policy CT5 Primary Shopping Areas</u>	<u>Superseded by Core Strategy Policy EC5 and SCRC AAP Policy SE5: Shipley Town Centre and Primary Shopping Area as depicted on SCRC AAP Policies Map</u>	
			<u>Policy BH7 Conservation Areas</u>	<u>Superseded by Core Strategy Policy EN3 and SCRC AAP Policy NBE5: Heritage and Conservation as depicted on SCRC AAP Policies Map</u>	
			<u>Policy BH14 Heritage Site Buffer zone</u>	<u>Superseded by Core Strategy Policy EN3 and SCRC AAP Policy NBE5: Heritage and Conservation as depicted on SCRC AAP Policies Map</u>	
			<u>NE9 Sites of Other Sites of Landscape or wildlife Interest</u>	<u>Superseded by Core Strategy Policy EN2 and SCRC AAP Policy NBE4: Biodiversity and Ecology as depicted on SCRC AAP Policies Map</u>	

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			<u>Policy NR1 Mineral Extraction</u>	Deleted and superseded by Core Strategy Policy EN12 and by site allocation NBW1 as depicted on SCRC AAP Policies Map	
			<u>Policy NR3 Mineral Extraction</u>	Deleted and superseded by Core Strategy Policy EN12 and by site allocation NBW1 as depicted on SCRC AAP Policies Map	
			<u>Policy NR4 Operational Criteria for Mineral Working</u>	Deleted and superseded by Core Strategy Policy EN12 and by site allocation NBW1 as depicted on SCRC AAP Policies Map	
			<u>Policy OS1 Urban Greenspace</u>	Superseded by Core Strategy Policy EN1 and by SCRC AAP Policy NBE1 Green Infrastructure and site allocations NBW1 and BWQ1 as depicted on SCRC AAP Policies Map	
			<u>OS2 Protection of Recreation Open Space</u>	Superseded by Core Strategy Policy EN1 and by SCRC AAP Policy HSC2: Open Space, Sport and Recreation as depicted on SCRC AAP Policies Map	
			<u>Policy OS3 Protection of Playing</u>	Superseded by Core Strategy Policy EN1 and	

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			<u>Fields</u>	by SCRC AAP Policy HSC2: <u>Open Space, Sport and Recreation as depicted on SCRC AAP Policies Map</u>	
			<u>Policy OS4 New Open Space Provision</u>	<u>Superseded by Core Strategy Policy EN1 and SCRC AAP Policies HSC2: Open Space, Sport and Recreation and NBE1: Green Infrastructure and as depicted on SCRC AAP Policies Map</u>	
			<u>Policy OS6 Allotments</u>	<u>Superseded by Core Strategy Policy EN1 SCRC AAP Policy HSC2: Open Space, Sport and Recreation as depicted on SCRC AAP Policies Map</u>	
			<u>Policy UR7 Mixed Use areas</u>	<u>Deleted. No corresponding policy / Policies Map designation</u>	
			<u>Policy D10 Environmental Improvement of Transport Corridors</u>	<u>Superseded by Core Strategy Policy TR1 and SCRC AAP Policy ST1: transport Improvements as depicted on SCRC AAP Policies Map</u>	
			<u>Policy P3 Hazardous Installations</u>	<u>Superseded by Core Strategy Policy EN8 and SCRC AAP Policy HSC1: Hazardous Installations as depicted on SCRC AAP</u>	

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