

BRADFORD DISTRICT LOCAL PLAN

Shipley and Canal Road Corridor Area Action Plan

Issues and Options Report Supporting Paper

Contents

1. Introduction / Background
2. Policy Context Review
3. Baseline Emerging Issues
4. Emerging Key Themes and Issues
5. Strategic Objectives and Policy Links
6. Conclusion

Appendices

Appendix 1: Shipley and Canal Road Corridor Strategic Development
Framework Consultation Summary

1. Introduction /Background

- 1.1 The Shipley and Canal Road Corridor (the Corridor) has been identified by Council as a priority regeneration area, which offers the potential to accommodate future growth in a sustainable way.
- 1.2 This Supporting Paper has been prepared to provide an overview of the policy context, baseline analysis summary, key issues and policy linkages which have been identified for attention by the Shipley and Canal Road Corridor Area Action Plan (the AAP).
- 1.3 The Issues and Options Report has been guided by a number of existing reports, studies and strategies. This is called the 'evidence base'. Additional evidence will continue to be collected throughout the AAP production process. Two key elements of this evidence base are the Shipley and Canal Road Corridor Strategic Development Framework (SDF) and the Baseline Analysis Report.
- 1.4 In 2010, Bradford Metropolitan District Council (the Council) commissioned consultants BDP to prepare a Strategic Development Framework to provide the sound basis for the AAP. The purpose of this commission was to test the development capacity of the Corridor and to produce a strategic masterplan in support of the AAP process. The SDF has been subject to consultation with the Council, local community and key stakeholders. A summary of this consultation is provided in the Appendix. The Issues and Options Report has been informed by the emerging SDF.
- 1.5 The Baseline Analysis Report provides an understanding of what the area is like now and what the key issues are that need to be addressed in the AAP. The majority of the evidence base collected for the AAP to date is referenced in the Baseline Analysis Report and key implications from the baseline are summarised in this Supporting Paper.
- 1.6 A Sustainability Appraisal (SA) is being carried out in parallel with the preparation of the AAP. The Council consulted on a draft SA Scoping

Report for the AAP in October 2012. The report contains a SA Framework, which will be used to assess the options that will be developed for the AAP and assist in the identification of the Preferred Approach. Section 5 presents a table which shows the relationship between the emerging AAP objectives and the draft SA objectives.

2. Policy Context Review

National Policy

National Planning Policy Framework

- 2.1 The National Planning Policy Framework (NPPF) was published in March 2012, consolidating previous national planning guidance. The NPPF sets out the Government's planning policies for England and how these are expected to be applied.
- 2.2 At the heart of the NPPF is the presumption in favour of sustainable development which should be seen as a 'golden thread' running through both plan-making and decision taking.
- 2.3 A full review of NPPF policy requirements is set out in Section 2 of the Baseline Analysis Report. The Council must take account of the NPPF in the AAP's preparation to ensure that it is in accordance with national planning policies. In line with the Core Planning Principles of the NPPF the AAP will seek to:
- **set out a positive vision for the future for the area** based on delivering the Core Strategy vision for the City of Bradford, where the Corridor has truly become an area of extensive transformational change and provide a **framework within which decisions** on future developments in the Corridor can be made **with a high degree of predictability and efficiency.**
 - be a **creative exercise**, bringing together stakeholders and the community **in finding ways to enhance and improve** the Corridor.

- **drive and support sustainable economic development** by creating a setting where new and existing businesses can thrive and new homes are delivered to **meet the housing and development needs of the area**.
- **secure high quality design** by applying exemplar standards to deliver well designed homes, characterised by innovative and contemporary architecture, and ensure a **good standard of amenity for all existing and future occupants** as part of the Urban Eco Settlement Programme.
- **promote the vitality** of the urban area and the centres of Bradford and Shipley and **protect the greenbelt** by focussing development within the City of Bradford, in a location which is well linked to Bradford city centre and Shipley town centre.
- **support the transition to a low-carbon future** by setting high standards of sustainable design, developing opportunities for renewable energy, ensuring that **flood risk** is taken into account in locating new development and delivering sustainable urban drainage systems within a connected green corridor linking Bradford and Shipley.
- **contribute to conserving and enhancing the natural environment and reducing pollution** by protecting, enhancing and restoring open spaces, biodiversity and geological conservation interests along the Corridor, improving the Bradford Beck, and linking green spaces as part of a linear park.
- **reuse land that has been previously developed** through comprehensive re-development of brownfield and underused sites within the Corridor.
- **promote mixed use development** with the delivery of an Urban Eco Settlement supported by a range of facilities.
- **conserve heritage assets** along the Corridor, in particular the setting of the Saltaire World Heritage Site.
- **manage patterns of growth** in the district by focusing significant new development within the City of Bradford in a location that is sustainable and accessible by public transport, walking and cycling and delivering

significant improvements to connectivity and accessibility by road, rail and bus between Shipley and Bradford city centre.

- **improve health, social and cultural wellbeing** by creating an attractive urban environment within the Corridor of high quality public open spaces linked by a linear park, offering **green lungs** and giving people the opportunity to participate in **healthy lifestyles**. New development will **deliver community and cultural facilities and services to meet local needs** of the area.

The NPPF can be viewed in full at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

Regional Policy

Regional Spatial Strategy

- 2.4 The Yorkshire & Humber Plan (May 2008) previously formed part of Bradford district's statutory Development Plan and provided the regional policy context for the preparation of the Local Development Framework.
- 2.5 As part of the Government's programme of planning reform the Government intends to abolish Regional Strategies through the Localism Act and return decision making powers in planning to local authorities.
- 2.6 The Regional Spatial Strategy for Yorkshire and Humber has now been revoked and no longer forms part of the statutory Development Plan for the Bradford district.

The revoked Yorkshire and Humber Plan can be viewed in full at:-

http://webarchive.nationalarchives.gov.uk/20100528142817/http://www.gov.uk/497763/docs/199734/199799/689582/1_Y_H_Published_RSS_May_2008.pdf

Leeds City Region Urban Eco Settlement Programme

- 2.7 The Corridor is identified as one of four locations offering the potential for an Urban Eco Settlement in the Leeds City Region. The Urban Eco Settlements proposals complement the City Region's housing growth agenda whilst seeking to deliver Eco-Town principles in four major urban brownfield locations within the heart of some of the city region's major economic and population centres.

Further information on the Leeds City Region's housing, regeneration and planning work can be viewed at:

<http://www.leedscityregion.gov.uk/our-work/housing/>

Local Policy

Bradford Community Strategy 2011-2014

- 2.8 The regeneration potential of the Canal Road Corridor is identified in the Community Strategy under the strategic aim 'to increase in the quality, quantity and affordability of sustainable housing across the district'. Objectives for the Corridor include delivering a series of vibrant and diverse new sustainable settlements that provide a quality environment for local people to live, work and thrive, together with mixed-use development to support economic growth.

The Bradford Community Strategy can be viewed at:

http://www.bradford.gov.uk/bmdc/bdp/our_work/community_strategy

The Core Strategy

- 2.9 The Core Strategy Development Plan Document (DPD) is a key planning document within the Local Plan. Consultation on the Further Engagement Draft took place between October 2011 and February 2012. Relevant policies from the Core Strategy Further Engagement Draft are summarised below:

Strategic Core Policies

- SC1 Overall Approach and Key Spatial Priorities
Sets out how growth will be managed to deliver the Spatial Vision and Core Strategy objectives. The Corridor is identified as an area of transformational change.
- SC2 Climate Change and Resource Use
Seeks to ensure plans adapt to the impacts of climate change, meet carbon reduction targets, and manage future resource use.
- SC3 Working together to make Great Places
Outlines how plans should be based on effective co-operation with stakeholders.
- SC4 Hierarchy of Settlements
Sets out the settlement hierarchy for the district. The Regional City of Bradford is the prime focus for development.
- SC5 Location of Development
Sets out the approach for allocating sites in DPDs.
- SC6 Green Infrastructure
Outlines the strategic approach for enhancing and extending networks of Green Infrastructure. The Corridor is identified as a key area of change for green infrastructure.

Sub Area Policies

- BD1 City of Bradford including Shipley and Lower Baildon
Provides the vision and sets the key housing and employment targets for the City of Bradford and the priorities for economic development, environment and transport. Shipley and the Canal Road Corridor will see the creation of up to 5,000 new houses by 2028.
- BD2 Investment priorities for the City of Bradford including Shipley and lower Baildon
Sets out how public and private sector investment will be targeted. Infrastructure to support site assembly, manage flood risk, and improve

access to Bradford city centre as part of the Corridor's regeneration is identified.

Economy

- EC1 Creating a successful and competitive Bradford District economy within the Leeds City Region
Sets out the economic priorities for plans to deliver. This includes investment in the Corridor.
- EC2 Supporting Business and Creating Jobs
Seeks to support the delivery of 2782 new jobs annually in the district to 2028.
- EC3 Employment Land Requirement
Sets out how the planned requirement for 146 ha of employment land will be met, including through sites identified in the Corridor.
- EC4 Sustainable Economic Growth
Outlines how the Council will seek to manage economic and employment growth in a sustainable manner.
- EC5 City, Town, District and Local Centres
Sets out how plans should strengthen the role and performance of existing city, town, district and local centres.

Transport

- TR1 Travel Reduction and Modal Shift
Sets out the travel reduction aims, including public transport accessibility criteria.
- TR2 Parking Policy
Outlines parking policy.
- TR3 Public Transport, Cycling and Walking
Seeks to safeguard and improve public transport infrastructure.
- TR4 Transport and Tourism
Seeks to ensure plans look for opportunities to improve access to main tourist destinations, particularly Saltaire and the City of Bradford by public transport

- TR7 Transport Investment and Management Priorities
Identifies transport investment and management priorities as outlined in the Leeds City Region Transport Strategy and Local Transport Plan.

Housing

- HO1 Scale of Housing Required
Sets the overall housing requirement for the district.
- HO2 Strategic Sources of Supply
Outlines how dwelling targets will be met, including identifying the Corridor as a growth area.
- HO3 Distribution of Housing Requirement
Sets out how the housing requirement of 45,500 will be apportioned throughout the district. 5,000 homes (11% of the district total) are apportioned within the Shipley and Canal Road AAP. The apportionment between the different settlements is Canal Road 3000 and Shipley 2000.
- HO4 Phasing and Release of Housing Sites
Sets the principles for how the release of land within the LDF will be phased.
- HO5 Density of Housing Schemes
Sets out the approach to housing density. Densities should normally achieve at least a minimum of 30 dwellings per hectare.
- HO6 Maximising use of Previously Developed Land
Sets targets for prioritising development of previously developed land. The Shipley and Canal Road AAP should bring forward land and manage its release so as to deliver a minimum of 60% target for the City of Bradford.
- HO7 Housing Site Allocation Principles
Provides guidance on the key principles for allocating housing sites in DPDs.
- HO8 Housing Mix
Outlines the approach and strategic priorities for ensuring an appropriate housing mix is delivered.
- HO9 Housing Quality

Seeks to ensure high sustainable design and construction standards are met. The AAP will seek to deliver housing which meets Eco Town Standards within the Urban Eco Settlement subject to feasibility and/or viability.

- HO10 Overcrowding and Vacant Homes

Outlines the approach for making the best use and improving the quality of the existing housing stock.

- HO11 Affordable Housing

Sets out the approach to securing affordable housing contributions. HO11 sets a target of up to 30% affordable housing in the Corridor.

- HO12 Provision of Sites for Gypsies, Travellers and Travelling Showpeople

Sets out the approach for identifying sites for gypsies, travellers and travelling showpeople.

Environment

- EN1 Open Space, Sports and Recreational

Sets out the approach for protecting open space, sport and recreation land and provision of new open space.

- EN2 Biodiversity and Geodiveristy

Sets out the approach for protecting biodiversity and wildlife from development and mitigating impacts.

- EN3 Historic Environment

Seeks to conserve and enhance the character, appearance, archaeological and historic value and significance of the District's designated and undesignated heritage assets and their settings.

- EN4 Landscape

Sets out the principles for protecting and improving the district's landscapes and biodiversity.

- EN5 Trees and woodlands

Outlines the approach for preserving and enhancing the contribution that trees and areas of woodland cover make to the character of the district.

- EN6 Energy

Seeks to ensure plans will maximise to energy efficiency improvements and support the development of renewable and low carbon sources.

- EN7 Development and Flood Risk

Sets out the approach for managing flood risk and assessing proposals in areas of flood risk. The AAP should adopt a holistic approach to flood risk in the Bradford Beck corridor in order to deliver sustainable regeneration.

- EN8 Environmental Protection Policy

Sets out the approach to environmental protection.

- EN9 New Minerals Extraction Sites

Sets out the approach for judging proposals for new mineral extraction sites.

- EN12 Minerals Safeguarding

Seeks to safeguard mineral resources in the district.

- EN13 Waste Management

Is based upon the waste Hierarchy and the need to ensure appropriate capacity to move towards self sufficient approach.

- EN14 Waste Management

Provides guidance on the approach to allocating sites with the Waste management DPD.

Implementation and Delivery Policies

- ID1 Development Plan Documents and Authority Monitoring Report

Seeks to ensure DPDs deliver the vision, objectives, core policies, thematic policies and sub area policies of the Core Strategy. The Shipley and Canal Road Corridor AAP will support the delivery of an Urban Eco Settlement.

- ID2 Development Management

Sets out development control policies.

- ID3 Developer Contributions

Sets out the council's policy for seeking contributions from developers where the need arises.

- ID4 Working with Partners

Outlines the council's approach for working with a range of partners.

- ID5 Facilitating Delivery

Outlines approaches to ensure the Core Strategy is deliverable.

- ID6 Simplification of Planning Guidance to Encourage Sustainable Development

Identifies potential tools to simplify planning guidance to facilitate efficient and effective delivery of sustainable development

- ID7 Community Involvement

Sets out the council's approach to community involvement through the Statement of Community Involvement.

- ID8 Regeneration Funding and Delivery

Identifies potential funding tools and mechanisms to promote economic growth.

Sustainable Homes and Neighbourhoods in a Successful District: Joint Housing Strategy for Bradford 2008-2020

2.10 The Canal Road Corridor is identified in the district housing strategy as offering the opportunity for the creation of new successful mixed neighbourhoods, alongside new employment opportunities, which also enables adjoining communities, such as Manningham, to benefit from the buoyancy created by the new area.

The Joint Housing Strategy can be viewed at:

http://www.bradford.gov.uk/bmdc/housing/strategies_plans_and_research/housing_and_related_strategies

Bradford District Economic Strategy 2011-2013

2.11 The strategy identifies the potential for pioneering large scale development in the Corridor, coupling high quality design with sustainable living principles. The scheme is considered essential to delivering the city region's housing growth, affordable housing and regeneration objectives.

The Economic Strategy can be viewed at:

<http://www.investinbradford.com/Resources/Invest%20In%20Bradford/Bradford%20Economy/Documents/Bradford%20Economic%20Strategy%202011-2013.pdf>

3.0 Baseline Emerging Issues

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

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

- 3.2 A full evidence base review has been carried out in the Shipley and Canal Road Corridor Baseline Analysis Report. A high level overview of the evidence base, structured around nine broad themes that underpin the development of the AAP Issues and Options Report is set out in tabular form below.

Baseline Summary Themes

- Policy/ Regeneration Context
- Socio Economic
- Housing
- Social and Community Facilities
- Landscape Character and Historic Environment
- Urban Design Analysis
- Commercial Appraisal
- Transport and Accessibility
- Environment

Policy/ Regeneration Context

| Emerging Issues | Opportunities | Constraints |
|---|--|--|
| <p>National National policy focus on delivering sustainable development and meeting identified development needs.</p> <p>Presumption in favour of sustainable development for plan making.</p> <p>Regional/City Regional RSS has been abolished through Localism Act.</p> <p>The Corridor is identified under the Leeds City Region Urban Eco Settlements Programme as having the potential to accommodate a significant number of new homes and jobs.</p> <p>Local The Corridor has been identified by the Council as an area with significant regeneration potential.</p> <p>The Corridor is identified in the Core Strategy Preferred Approach as one of the key locations to accommodate future housing growth.</p> <p>Regeneration The Corridor directly links to the Council's three other priority regeneration areas including the City Centre, Airedale and Manningham.</p> <p>Shipley town centre plays key role in the Airedale Corridor but is underperforming and the building stock is dated.</p> <p>The strengthening of Shipley Town Centre is seen as a priority project within the Airedale Masterplan.</p> | <p>The Corridor's location means there is potential to grow the residential offer as part of a place making exercise in the central section of the Corridor.</p> <p>Restructuring to create a new residential district could: – Redefine the Corridor as a place to live – Attract / retain a population which supports wider economic growth – Relieve pressure on greenfield/greenbelt sites in the district.</p> <p>A Joint Venture Company (JVCo) 'Canal Road Urban Village Ltd' has been established in the central section to implement comprehensive regeneration.</p> <p>Opportunities in Shipley to create a new retail focus and units of sizes that suit modern day retailer's requirements.</p> <p>Potential to increase the number of residential properties in and around Shipley Town Centre to support vitality.</p> | <p>Ongoing economic uncertainty in the global/national economy.</p> <p>Competing sites and viability issues.</p> <p>Current planning policy constraints and protected sites in the Corridor including open space and playing fields.</p> <p>Limited public sector funding and available funding regimes.</p> <p>Developer interest, land ownerships, availability of funding, market conditions.</p> |

Socio Economic

| Emerging Issues | Opportunities | Constraints |
|---|---|---|
| <p>Demographic The district has a large and growing population that has a young age profile.</p> <p>At the same time over a quarter of the projected growth is in the 60-plus age group.</p> <p>Social The Corridor is set in the context of an area which has higher than average levels of deprivation in domains such as income, employment, skills and housing.</p> <p>There are skills deficits in the areas around the Corridor compared to the district average.</p> <p>There is high percentage of BME population in the wards around the Corridor area.</p> <p>Unemployment rates are broadly in line with the district average.</p> <p>Economic Bradford has a low economic activity rate compared to other districts in the Yorkshire & Humber region.</p> <p>The Corridor area is significant since it provides over 10% of Bradford's employment, and is popular with many business sectors.</p> <p>Change in economic circumstances and stock of businesses in Corridor, but net growth in employment predicted.</p> | <p>Bradford will continue to have a relatively young population and a growing number of working age people.</p> <p>Development in the Corridor will help address deprivation issues though good quality housing, access to jobs, community facilities and open space.</p> <p>Some growth sectors such as retailing have the ability to provide access to jobs for many of the residents of the wards adjacent to the Corridor.</p> <p>Important to nurture the existing stock of businesses who are extremely loyal to the area – including physical improvements to the environment.</p> | <p>Growth in higher value sectors will rely on skilled labour.</p> <p>Deprivation and associated issues with health, skills and crime.</p> <p>Decline predicted in public sector employment/manufacturing in the Corridor area.</p> |

Housing

| Emerging Issues | Opportunities | Constraints |
|--|--|--|
| <p>The Government has a strong growth agenda around housing.</p> <p>The population and number of households in the district are expected to increase.</p> <p>The district can be seen as a self contained housing market area (SHMA).</p> <p>A strategic priority is to ensure the district attracts and retains economically active households; delivering a range of good quality housing types in the Corridor will help to achieve this.</p> <p>The Corridor will be an important component in Bradford's future housing provision.</p> <p>The housing market in the Corridor is relatively undeveloped at present.</p> <p>The surrounding sub-areas and wards currently have low average house prices.</p> <p>There appears to be an under supply of larger family housing generally, there also appears to be a demand for flats/apartments (SHMA).</p> <p>The SHLAA shows limited housing supply in the short to medium term in the Corridor. It will therefore be important for the AAP to test and identify viable and deliverable sites.</p> <p>There are significant shortfalls in the availability of affordable housing to meet the needs of the district</p> <p>Up to 30% affordable housing on housing sites in the Corridor.</p> | <p>The growth of a new housing within the Corridor is both economically and socially desirable for Bradford in order to attract and retain economically active residents.</p> <p>Based on predictions of population and household growth, development at some density in the Corridor is important, particular when considering alternatives such as the greenbelt.</p> <p>Development can bring further positives locally in providing a new pool of employees as well as bolstering the capacity of retail centres and community hubs.</p> <p>The JVCo and INcommunities will be critical to delivery of future housing within the Corridor.</p> <p>New neighbourhoods offer the opportunity to make new provisions of affordable housing to meet requirements.</p> <p>Poplars Park Phase 1 Housing site offers potential for early delivery of housing.</p> | <p>The prospects for the residential market are closely aligned to the wider economy and are therefore considered to be uncertain.</p> <p>Lack of development activity, which is expected to remain subdued in short term.</p> <p>Falling house prices and number of sales.</p> <p>The Corridor is not currently an established residential area and will require substantial transformation to make it desirable.</p> <p>Development viability is an issue under current market conditions.</p> |

Social and Community Facilities

| Emerging Issues | Opportunities | Constraints |
|---|--|--|
| <p>There are limited provisions of community facilities within the Corridor due to the relatively small population in the area.</p> <p>The Corridor benefits from large swathes of open space and playing fields which provide recreational opportunities within the Corridor.</p> <p>It is likely that a site capable of sustaining a two form entry primary school will be required in close proximity to the new Urban Eco Settlement.</p> <p>New health facilities will need to be developed locally to meet increasing demand for health services.</p> <p>The need for new and/or enhanced community facilities will emerge with the population growth and expansion of residential communities.</p> | <p>Retain and enhance a chain of interconnected green spaces by redistributing some areas of open space and integrating open space with new development.</p> <p>Development in the Corridor could include proposals for the expansion and enhancement of existing community facilities or even new facilities to serve an expanded population locally.</p> <p>Opportunity for a new primary school to provide for new community.</p> | <p>Large areas of open land are allocated as recreational open space and protected under RUDP Policy OS2. Development on these sites is unlikely to be permitted unless it can be demonstrated that the loss of recreation open space does not lead to or exacerbate a local deficiency in the availability of open space, therefore this may restrict development opportunities in this area.</p> <p>Funding for new school/community facilities.</p> |

Landscape Character and Historic Environment

| Emerging Issues | Opportunities | Constraints |
|--|--|---|
| <p>The land cover of the Corridor is mainly urban underlain by coal measures. The main Corridor area and transport routes occur within the valley floor of the district with relatively steep valley sides to the east.</p> <p>The Leeds-Liverpool Canal is a 'Site of Ecological or Geological Importance' (SEGI) and provides a semi-natural landscape feature and walking / cycling corridor through the Airedale Valley.</p> <p>The central area of the Corridor enjoys a green landscape setting e.g. the distinctive topography of the Bolton Woods hillside.</p> <p>The Corridor benefits from large swathes of open land which provides recreational opportunities.</p> <p>Bolton Woods has considerable visual impact.</p> <p>Given the distance from the AAP boundary, the risk of development in the Corridor on statutory nature conservation sites is seen as minimal.</p> <p>Three Bradford Wildlife Sites are located in the Corridor these should be safeguarded and the impact minimised and mitigated against.</p> <p>The AAP area is adjacent to four Conservation Areas and a number of Listed Buildings.</p> <p>The Corridor forms the main approach to the Saltaire World Heritage Site from the M62 and to key attractions in Haworth and Keighley.</p> | <p>Sensitive repair of traditional buildings and restoration of historic street structure to enhance continuity and enclosure.</p> <p>Sensitive new development around Bolton Woods to maintain its distinctiveness.</p> <p>Enhance the Leeds Liverpool Canal as a greenway with onward connections to the rest of the Corridor.</p> <p>Enhance the wildlife corridor that already exists and provide additional habitats along the canal.</p> <p>Utilise the hillside to create a high quality landmark for the Corridor given it is highly visible within the corridor / city.</p> <p>The quarry area could form a local recreational destination such as an arboretum or country park with trails and viewing points.</p> | <p>Scarcity of flat development land.</p> <p>Some sites may not be suitable for built development where excessive gradients are present leading to reduced densities.</p> <p>The buffer zone for the Saltaire World Heritage Site (the area in which development might impact on the setting of the World Heritage Site) extends south in to Shipley and covers the northern part of the study area (Bolton Woods). Whilst landscape interventions would support the setting of Saltaire, there is a risk that development could pose issues.</p> <p>Protected sites would need to be considered when locating new developments. Planning permission should be refused if the development was to be detrimental to the particular site.</p> |

Urban Design Analysis

| Emerging Issues | Opportunities | Constraints |
|---|---|--|
| <p>The Corridor is diverse in terms of land uses and economic activity.</p> <p>Areas of poor quality industrial / residential development and the fringes of Shipley and Bradford City Centre lack a positive identity due to fragmented built form / vacant lots / inactive frontages.</p> <p>There is generally a poor architectural aesthetic across the Corridor.</p> <p>The functional aesthetic of the Corridor and the dominant nature of vehicular traffic have resulted in a degraded and fractured townscape</p> <p>The Corridor has a semi-natural character shaped by the wooded valley edges and interlinked areas of open space that run parallel to the Bradford Beck from Shipley to Bradford City Centre</p> <p>Three distinct placemaking opportunity areas: - Shipley Town Centre and its fringe. - The Central area of Canal Road around Bolton Woods, Gaisby Lane and Frizinghall Station. - The southern area bordering the City Centre (City Fringe).</p> | <p>Utilise built assets to reinforce street patterns and placemaking. Sensitive repair of traditional buildings and restoration of historic street structure to enhance continuity and enclosure.</p> <p>Define a new identity and sense of character for the Corridor working with existing assets (greenspace, transport hubs, townscape, topography, hydrology).</p> <p>Utilise areas of townscape interest as a focus for placemaking within the Corridor e.g. Shipley Canalside, Bolton Woods and Valley Road.</p> <p>Retain valuable areas of open space and create linkages between green assets to form strategic greenspace / wildlife corridors of District significance.</p> <p>Open up the Bradford Beck and naturalise its banking to make it more attractive open space feature.</p> <p>Create a Greenway through the Corridor composed of high quality walking and cycling links set within open space.</p> <p>Incorporate Sustainable Urban Drainage systems within the green infrastructure of the Corridor.</p> <p>The potential for significant new development should exhibit sustainable development principles to ensure new development can adapt in the future.</p> | <p>Land ownerships, funding, ground contamination.</p> <p>Poor quality environments all have a negative impact on the image and desirability of the Corridor.</p> <p>Poor pedestrian environment that restricts movement and enjoyment of the area.</p> <p>The identity of the Corridor itself is not currently strong or particularly positive.</p> |

Commercial Appraisal

| Emerging Issues | Opportunities | Constraints |
|--|---|--|
| <p>Net growth in employment predicted.</p> <p>Retailing, professional and business services sectors are predicted to grow, whilst public administration and manufacturing predicted to decline although retain their position in the top five employers by sector.</p> <p>Industrial uses are found throughout the Corridor but are concentrated primarily around Hillam Road and areas to the north and east of Shipley town centre</p> <p>There is a distinctive cluster of car showrooms in the southern part of the Corridor.</p> <p>Ageing commercial property stock but two opportunities for development – city centre fringe and Shipley town centre, with consolidation in the third, central area (Hillam Rd).</p> <p>Potential office development should be concentrated primarily within Bradford city centre.</p> <p>Large scale industrial development activity over recent years has increasingly been focused around the M606.</p> <p>Low property values (excluding retailing) within the corridor.</p> <p>It is unlikely to be financially viable to acquire sites/businesses within the established industrial areas in the short to medium term.</p> | <p>Some industries predicted to see employment growth: retailing, professional services.</p> <p>Modest growth predicted in terms of additional land required to 2021 for class B uses.</p> <p>Existing businesses are loyal to the Corridor area, but require support to improve their business location and premises.</p> <p>Opportunity for new retail in Shipley town centre and the remodelling of this important centre.</p> <p>Improve values through place making and environmental improvements.</p> <p>Shipley town centre, at the northern end of the Corridor represents a key area of retail opportunity.</p> | <p>Decline in public sector employment predicted in Corridor area.</p> <p>Some industry sectors dominated by a few large employers.</p> <p>Current issues as to viability of development in all sectors except retailing and hotels and hospitality.</p> <p>Land availability is more fragmented in the Shipley area.</p> <p>Low demand and economic conditions.</p> |

Transport and Accessibility

| Emerging Issues | Opportunities | Constraints |
|--|---|--|
| <p>The Corridor is a Strategic Transport Route (road and rail) in the district</p> <p>High traffic volumes, but the number of bottlenecks along the corridor is limited and the highway is generally designed to quite a wide standard.</p> <p>Limited accidents compared to the high traffic flows.</p> <p>Poor pedestrian environment and severance caused by highways.</p> <p>Unattractive pedestrian and cycle environment.</p> <p>The Corridor's topography offers the best opportunity to develop cycling in Bradford.</p> <p>The AAP will need to ensure that significant transport impacts on the Corridor are minimised.</p> <p>The re-introduction of the canal maybe economically and technically feasible in the long term.</p> <p>There are 2 Air Quality Management Areas (AQMA) within close proximity of the AAP boundary.</p> | <p>Good links by road and rail for businesses and residents.</p> <p>Railway line is a key asset with conveniently located stations.</p> <p>Retain the Corridor as a strategic road route, but also part of an improved environment that caters for all transport modes and land uses.</p> <p>Package of smaller highway improvements along the corridor could improve operation and meet the demands for additional development traffic.</p> <p>Complementary land uses and sustainable transport measures could keep traffic volumes down.</p> <p>Development can bring forward highway improvements with safe provision for all users.</p> <p>The Corridor is well placed to take advantage of existing and potential future public transport opportunities in the area.</p> <p>The Corridor has been identified by the council and Sustrans for a new high quality cycle route.</p> <p>Enhance pedestrian connections at key nodes / desire lines.</p> | <p>High traffic volumes lead to congestion and delay on the highways and also at times limited capacity on the railways.</p> <p>Stations along the corridor have limited parking or are severed by major highways / topography.</p> <p>Additional traffic could cause extra congestion and delay.</p> <p>Major Highway schemes have high costs which make them vulnerable with funding constraints.</p> <p>Increased development traffic would increase traffic risk depending on nature of the highway improvements.</p> <p>Limited existing bus services along corridor.</p> <p>There is unlikely to be significant additional public funds for major transport schemes in the short term for the Corridor.</p> <p>Any proposals that would impact on traffic movements within the Corridor that could have a potential impact on the level of traffic moving through AQMAs would need specific consideration as to the potential impact on these areas.</p> |

Environment

| Emerging Issues | Opportunities | Constraints |
|---|--|--|
| <p>Ecology Habitats in Corridor are all common throughout the UK, although a number of protected species records exist from both within the project area and within close proximity to the site boundary.</p> <p>There are also some protected sites: - Leeds - Liverpool Canal (SEGI) Bradford Wildlife Areas (BWA); - Shipley Station Butterfly Reserve - Poplars Farm - Boars Well Urban Wildlife Reserve</p> <p>Water/Flooding Parts of the Corridor are at risk of flooding from fluvial and pluvial source.</p> <p>The main source of flood risk is from the Bradford Beck.</p> <p>Ground conditions/contamination The Corridor has a complex industrial heritage, containing former land uses.</p> <p>None of the sites within the study area have been determined by the Local Authority as being 'contaminated land'.</p> <p>Provided allowances are made to mitigate the effects of the above, ground related issues need not constrain the AAP significantly.</p> <p>Steep slopes / excessive gradients (e.g. western flank of Bolton Woods).</p> | <p>Ecology Opportunity for habitat improvement across the Corridor but specifically the wildlife corridors including Bradford Beck.</p> <p>Potential to provide improved habitat for protected species and to enhance the Corridor so that it provides improved habitat for species that do not already occur within the site boundary.</p> <p>The BWAs within the Corridor could benefit from increase connectivity. Providing additional valuable habitat within the area and connecting corridors between these sites would also help boost the biodiversity.</p> <p>Water/Flooding The introduction of SuDS could improve amenity and biodiversity while reducing flood risk.</p> <p>If combined sewer overflows could be controlled, the Beck could potentially be opened up, creating an accessible water environment.</p> <p>Ground conditions/contamination Earthworks to stabilise areas with moderate gradients may bring some strategic land back into beneficial use.</p> <p>Bespoke building typologies could be designed to overcome topographical issues.</p> <p>The flat valley bottom presents good linkages in a North-South direction.</p> | <p>Ecology Protected sites need to be considered when locating new developments.</p> <p>Planning permission should be refused if development was to be detrimental to protected sites.</p> <p>Bats, Grass snake and White Clawed Crayfish are all protected by UK Law and some by both UK and European Law. Surveys will be required to assess the habitat for these species on sites where they could potentially be affected.</p> <p>Water/Flooding Sequential Test for development in areas of flood risk.</p> <p>Any proposed alterations to the Bradford Beck would require the approval of the EA under the Land Drainage Act.</p> <p>Potential for sewerage contamination may affect the desirability of new development.</p> <p>Ground conditions/contamination More detailed assessments of mining risk will be required prior to finalising development layouts.</p> <p>Some sites may not be suitable for built development where excessive gradients are present leading to reduced densities.</p> <p>Costs of building development platforms and non standard building typologies.</p> |

4. Key Themes and Issues

4.1 From the policy context, the Baseline Report and a review of the key drivers for change, six strategic themes have been identified for attention by the AAP to support the regeneration of the Shipley and Canal Road Corridor:

- Delivering a wide choice of high quality homes in the Corridor.
- Achieving sustainable economic growth in the Corridor.
- Promoting 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 living in and alongside the Corridor.

4.2 For each of the Strategic Themes a series of key issues have been identified. These issues will form the basis for policy areas to be developed at the Preferred Approach stage.

4.3 A summary of key issues, opportunities and constraints for the key themes is presented below.

Delivering a wide choice of high quality homes in the Corridor

| Key Issue | Opportunities | Constraints |
|------------------------------------|--|---|
| Delivering the housing requirement | <p>Focus significant housing development within the City of Bradford. Target of 3000 new homes within the Corridor by 2028.</p> <p>Transform areas of underused/brownfield land.</p> <p>The Council's commitment to delivering housing development in the Centre Section creates a major development opportunity in the Corridor.</p> <p>Set a range of densities, including higher densities in centres and accessible locations.</p> <p>Manage/phase the release of sites.</p> | <p>Weak housing market conditions.</p> <p>The Corridor is not currently an established residential area and is currently a low value area.</p> <p>Lack of availability of large unconstrained sites.</p> <p>Delivery will be long term and will require extensive transformation.</p> |
| Location of housing | <p>Maximise the use of previously developed or vacant/underused land.</p> <p>Deliver housing as part of mixed use development.</p> <p>Permit some housing development on land currently used for other uses.</p> <p>Allocate sites for housing on some areas currently used as open space, while providing new areas and enhancing and improving existing open spaces.</p> <p>Aspirations of JVCo for the New Bolton Woods Masterplan site.</p> | <p>Large areas of land are currently protected open space/playing fields.</p> <p>Areas of flood risk (sequential test).</p> <p>Topography and steep gradients of valley sides.</p> <p>Existing employment areas.</p> <p>Competing sites and viability issues.</p> |
| Type of Housing | <p>Deliver a range of good quality housing types and tenures.</p> <p>The Urban Eco Settlement presents an opportunity for creating a unique housing offer in Bradford.</p> <p>Increase the provision of affordable housing with appropriate affordable housing targets.</p> | <p>Viability issues.</p> <p>Weak housing market conditions.</p> |
| Housing Standards | <p>Provide a unique housing offer in the District.</p> <p>Deliver well designed, energy efficient homes in a sustainable location.</p> <p>Opportunity for an exemplar development in terms of environmental sustainability.</p> | <p>Viability issues.</p> |

Achieving sustainable economic growth in the Corridor

| Key Issue | Opportunities | Constraints |
|-----------------------------|---|--|
| Existing Employment Uses | <p>The area is significant since it provides over 10% of Bradford's employment, and is popular with many business sectors.</p> <p>Change in economic circumstances and stock of businesses in the Corridor, but net growth in employment predicted.</p> <p>Important to nurture the existing stock of businesses including physical improvements to the environment and infrastructure.</p> <p>Improve values through place making and environmental improvements.</p> <p>Identify future Employment Zones.</p> | <p>Decline predicted in public sector employment/manufacturing.</p> <p>Some industry sectors dominated by a few large employers.</p> <p>Poor quality and dated existing stock.</p> <p>Improvements needed to environment and transport infrastructure.</p> |
| Location of Employment Uses | <p>Modest growth predicted in terms of additional land required for class B uses.</p> <p>Some growth sectors, such as retailing, have the ability to provide access to jobs for many of the residents of the wards adjacent to the Corridor.</p> <p>Established industrial areas are likely to be the most appropriate locations for new industrial development.</p> <p>Ageing commercial property stock but opportunities for development – city centre fringe and Shipley, with consolidation in the third, central area (Hillam Rd).</p> <p>New employment uses as part of the new Bolton Woods Masterplan site.</p> | <p>Current issues as to viability of development in all sectors except retailing, hotels and hospitality.</p> <p>Land availability is more fragmented in the Shipley area.</p> <p>Low demand and economic conditions.</p> |
| The Future of Retail | <p>Shipley town centre represents a key area of retail opportunity.</p> <p>Opportunity for a neighbourhood/local centre with small scale retail uses to support new communities as part of the New Bolton Woods Masterplan.</p> | <p>Shipley town centre is underperforming and the building stock is dated.</p> <p>Fragile viability and viability of Shipley and Bradford centres.</p> |

Promoting sustainable transport options and connecting the Corridor

| Key Issue | Opportunities | Constraints |
|---|---|---|
| The Bradford Canal | <p>The re-introduction of the canal is technically and economically feasible (2007).</p> <p>Acknowledge the alignment of the canal for the future by integrating the route of the canal within a Greenway walking and cycling link.</p> <p>Introduce water features at strategic locations.</p> | <p>Cost and risk of reintroducing the canal.</p> <p>Change in economic circumstances/development priorities mean canal reopening may not be feasible in short to medium term.</p> |
| Improving Pedestrian and Cycle Links | <p>The Corridor's topography offers one of the best opportunities to develop cycling in Bradford.</p> <p>The Corridor has been identified by the council and Sustrans for a new high quality cycle route.</p> <p>Integrate Canal Road Greenway into the proposed Canal route.</p> <p>Enhance pedestrian connections at key nodes / desire lines.</p> | <p>Poor pedestrian environment and severance caused by highways.</p> <p>Unattractive pedestrian and cycle environment.</p> |
| Impact on the Road Network | <p>Retain the Corridor as a strategic road route, but also part of an improved environment that caters for all transport modes and land uses.</p> <p>Package of smaller highway improvements along the corridor could improve operation and meet the demands for additional development traffic.</p> <p>Development can bring forward highway improvements with safe provision for all users.</p> | <p>High traffic volumes lead to congestion and delay on the highway at times</p> <p>Additional traffic could cause extra congestion and delay.</p> <p>Major Highway schemes have high costs which make them vulnerable with funding constraints</p> <p>There is unlikely to be significant public funds for major transport schemes in the short term for the Corridor.</p> |
| Delivering more Sustainable Transport Patterns | <p>Development in the Corridor will deliver a sustainable pattern of development.</p> <p>Complementary land uses and sustainable transport measures can reduce traffic volumes and adverse impacts.</p> <p>The railway line is a key asset with conveniently located train stations.</p> <p>The Corridor is well placed to take advantage of existing and potential future public transport opportunities in the area.</p> <p>Improve access and parking at stations.</p> | <p>Limited capacity on the railways.</p> <p>Stations along the corridor have limited parking and poor accessibility.</p> <p>Limited existing bus services along corridor.</p> |

Mitigating and adapting to climate change along the Corridor

| Key Issue | Opportunities | Constraints |
|------------------------------------|--|---|
| Managing and mitigating flood risk | <p>Use land in areas of flood risk for recreation/open space.</p> <p>The introduction of SuDS could improve amenity and biodiversity, while reducing flood risk.</p> <p>Strategic AAP wide measures and site/plot level measures will need to be introduced.</p> | <p>Parts of the canal road corridor are at risk of flooding from fluvial and pluvial source.</p> <p>Sequential Test would need to be passed to allow development within the floodplain.</p> <p>Water quality of the Bradford Beck</p> |
| Conserving energy and resources | <p>New developments can produce/use energy from renewable/low carbon sources.</p> <p>Opportunities for use of recycled aggregates, and local stone resources in new development.</p> | <p>Viability issues</p> <p>New development will create additional demands for energy and resources.</p> |

Protecting and enhancing the natural and built environment of the Corridor

| Key Issue | Opportunities | Constraints |
|--|---|--|
| Protect and enhance biodiversity, heritage and landscape character | <p>Opportunity for habitat improvement across the AAP but specifically the wildlife corridors including Bradford Beck.</p> <p>Potential to provide improved habitats for protected species.</p> <p>Providing additional valuable habitat within the AAP area and connecting corridors between these sites would also help boost the biodiversity.</p> <p>Improve the quality of the water in Bradford Beck to make it more attractive.</p> <p>The introduction of SuDS could improve amenity and biodiversity while reducing flood risk.</p> <p>Utilise Bolton Woods hillside to create a high quality landmark for the Corridor given it is highly visible within the corridor / city.</p> | <p>Protected sites need to be considered when locating new developments.</p> <p>Bats, Grass snake and White Clawed Crayfish are protected by UK and European Law.</p> <p>Any proposed alterations to the Bradford Beck would require the approval of the EA under the Land Drainage Act.</p> <p>Potential for sewerage contamination may affect the desirability of new development.</p> |
| Saltaire World Heritage Site | <p>The AAP is a potential mechanism through which long-term management and development control could occur.</p> <p>Enhance public realm, and improve links between Saltaire and Shipley town centre whilst</p> | <p>The Corridor forms the main approach to the Saltaire World Heritage Site.</p> |

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| | respecting the 'outstanding and universal value' of the UNESCO World Heritage status of Saltaire | The buffer zone for the Saltaire World Heritage Site |
| Securing high quality design. | <p>Define a new identity and sense of character for the Corridor working with existing assets (greenspace, transport hubs, townscape, topography, hydrology).</p> <p>Three distinct placemaking opportunity areas:</p> <ul style="list-style-type: none"> - Shipley Town Centre and its fringe. - The Central area of Canal Road around Bolton Woods, Gaisby Lane and Frizinghall Station. - The southern area of the Corridor bordering the City Centre (City Fringe). | <p>Land ownerships, funding, ground contamination.</p> <p>Poor quality environments all have a negative impact on the image and desirability of the Corridor.</p> <p>Poor pedestrian environment that restricts movement and enjoyment of the area.</p> <p>The identity of the Corridor itself is not currently strong or particularly positive</p> |

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

| Key Issue | Opportunities | Constraints |
|--|--|---|
| Ensuring Regeneration Benefits Communities | <p>Development in the Corridor will help address deprivation issues through good quality housing, access to jobs, community facilities and open space.</p> <p>Link new and existing communities to new jobs, education, housing and improved community facilities.</p> | <p>The Corridor currently is poorly connected to surrounding residential communities.</p> <p>High levels of deprivation in communities around the Corridor,</p> |
| Improving health, well being and quality of life | <p>Ground related issues need not constrain the AAP significantly.</p> <p>Green Infrastructure can add to the quality of life for the district's residents, visitors and businesses.</p> <p>The Corridor benefits from large swathes of open space and playing fields, which provides recreational opportunities within the Corridor.</p> <p>Retain and enhance a chain of interconnected green spaces (wildlife corridor) by redistributing some areas of open space and integrating open space with new development.</p> <p>Improve air quality through sustainable development, improved sustainable transport opportunities and minimising car journeys.</p> | <p>Costs and timescales involved in remediating previously developed brownfield sites.</p> <p>Large areas of open land are allocated as recreational open space and protected by planning policy. Therefore this may restrict development opportunities in this area.</p> <p>Any proposals that would impact on traffic movements within the Corridor that could have a potential impact on the level of traffic moving</p> |

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| | <p>New health facilities will need to be developed locally to meet increasing demand for health services.</p> | <p>through AQMAs would need specific consideration as to the potential impact on these areas.</p> <p>The Corridor has a number of sites designated by the Health and Safety Executive (HSE) as notifiable hazardous installations.</p> |
| Community Infrastructure | <p>The need for new and/or enhanced community facilities will emerge with the population growth and expansion of residential communities.</p> <p>Development in the Corridor could include proposals for the expansion and enhancement of existing community facilities or even new facilities to serve an expanded population locally.</p> <p>Opportunity for a new primary school to provide for new community.</p> | <p>Funding for new school/community facilities.</p> |

5. **Strategic Objectives and Policy Links**

- 5.1 The AAP will need to be aligned with the Council's corporate policy including the Community Strategy and emerging Core Strategy, and national planning policy as set out in the National Planning Policy Framework (NPPF).
- 5.2 The table below sets out the relationship between the AAP Strategic Objectives, Draft Sustainability Appraisal Objectives and key local and national policy documents.

Bradford District Local Plan

| Shipley and Canal Road Corridor AAP Strategic Objective | Bradford Community Strategy Aim | Core Strategy Policy | Shipley and Canal Road Corridor Draft SA Objective | NPPF theme |
|---|---|---|--|---|
| <p>1. Deliver an Urban Eco Settlement of over 3000 new homes within the AAP boundary by 2028.</p> | <p>Increase in the quality, quantity and affordability of sustainable housing in the district.</p> <p>Foster safe, self-reliant, and resilient communities and neighbourhoods, that people take pride in.</p> | <p>BD1 City of Bradford including Shipley and Lower Baildon HO3 Distribution of Housing Requirement</p> | <p>2. To improve the quality, range and accessibility of community services and facilities. 3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout. 4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home. 14. To improve health, reduce health inequalities and promote healthy living. 17. To help create and sustain safe, vibrant and cohesive communities</p> | <p>Delivering a wide choice of high quality homes</p> |
| <p>2. Promote the effective use of land by delivering at least 60% of new housing development within the AAP on previously developed land.</p> | <p>Create a greener, cleaner and more sustainable environment which makes best use of our resources and positively affects climate change.</p> | <p>HO6 Maximising use of Previously Developed Land HO5 Density of Housing Schemes</p> | <p>2. To improve the quality, range and accessibility of community services and facilities. 3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout. 4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home. 5. To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings 6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks. 7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space. 8. To maintain and improve soil and water quality 9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment 11. To ensure resilience to the effects of climate change through mitigation and effective adaptation. 14. To improve health, reduce health inequalities and promote healthy living. 17. To help create and sustain safe, vibrant and cohesive communities</p> | <p>Conserving and enhancing the natural environment</p> |

Bradford District Local Plan

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| <p>3. Provide a range of well designed high quality dwellings built to high environmental standards, to cater for current need and future housing growth in the district.</p> | <p>Increase in the quality, quantity and affordability of sustainable housing in the district.</p> <p>Foster safe, self-reliant, and resilient communities and neighbourhoods, that people take pride in.</p> | <p>HO8 Housing Mix, HO9 Housing Quality HO11 Affordable Housing HO12 Provision of Sites for Gypsies, Travellers and Travelling Showpeople</p> | <p>3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout. 4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home. 7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space. 9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment 13. To minimise noise pollution, especially around land use interfaces. 14. To improve health, reduce health inequalities and promote healthy living. 17. To help create and sustain safe, vibrant and cohesive communities</p> | <p>Delivering a wide choice of high quality homes</p> |
| <p>4. Promote and support a successful growing economy by enhancing established employment areas and providing a wide range of high quality employment opportunities including; new business development in existing industrial areas and town centre uses in Shipley.</p> | <p>Drive economic growth and deliver economic development and wellbeing</p> | <p>EC1 Creating a successful and competitive Bradford District economy within the Leeds City Region EC2 Supporting Business and Creating Jobs EC3 Employment Land Requirement EC4 Sustainable Economic Growth</p> | <p>2. To improve the quality, range and accessibility of community services and facilities 3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout. 15. To strengthen and sustain resilient local economy. 16. To ensure local people have access to satisfying opportunities for employment and occupation.</p> | <p>Building a strong, competitive economy</p> |
| <p>5. Support and enhance the vitality and viability of the city and town centres of Bradford and Shipley as thriving places for shopping,</p> | <p>Drive economic growth and deliver economic development and wellbeing</p> | <p>EC5 City, Town, District and Local Centres</p> | <p>1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice. 2. To improve the quality, range and accessibility of community services and facilities 3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout. 5. To Protect, enhance and manage sites, features, areas and landscapes</p> | <p>Ensuring the vitality of town centres</p> |

Bradford District Local Plan

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| <p>leisure, tourism and business.</p> | | | <p>of archaeological, historical and cultural importance and their settings 11. To ensure resilience to the effects of climate change through mitigation and effective adaptation. 14. To improve health, reduce health inequalities and promote healthy living. 15. To strengthen and sustain resilient local economy. 16. To ensure local people have access to satisfying opportunities for employment and occupation. 17. To help create and sustain safe, vibrant and cohesive communities</p> | |
| <p>6. Enhance Shipley and improve links between the town centre, Saltaire, Shipley station and the Leeds Liverpool Canal through new mixed use development, enhancements to the public realm and encouraging leisure and tourist developments, whilst respecting the 'outstanding and universal value' of the UNESCO World Heritage status of Saltaire.</p> | <p>Create a greener, cleaner and more sustainable environment which makes best use of our resources and positively affects climate change.</p> <p>Drive economic growth and deliver economic development and wellbeing</p> | <p>BD1 City of Bradford including Shipley and Lower Baildon BD2 Investment priorities for the City of Bradford including Shipley and Lower Baildon EN3 Historic Environment</p> | <p>1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice. 2. To improve the quality, range and accessibility of community services and facilities 3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout. 5. To Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings 6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks. 7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space. 8. To maintain and improve soil and water quality 9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment 11. To ensure resilience to the effects of climate change through mitigation and effective adaptation. 14. To improve health, reduce health inequalities and promote healthy living. 15. To strengthen and sustain resilient local economy. 16. To ensure local people have access to satisfying opportunities for employment and occupation. 17. To help create and sustain safe, vibrant and cohesive communities</p> | <p>Ensuring the vitality of town centres</p> <p>Conserving and enhancing the historic environment</p> |

Bradford District Local Plan

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| <p>7. Protect and enhance biodiversity and green infrastructure by establishing and protecting ecological networks and establishing a linear park; consisting of a chain of green spaces and natural environments linked to the Bradford Beck and Canal Road Greenway.</p> | <p>Create a greener, cleaner and more sustainable environment which makes best use of our resources and positively affects climate change.</p> <p>Enhance transport and connectivity across the district while protecting biodiversity and natural environment.</p> <p>Close the health inequalities gap, while raising wellbeing levels across the whole district.</p> | <p>BD1 City of Bradford including Shipley and Lower Baildon BD2 Investment priorities for the City of Bradford including Shipley and Lower Baildon EN1 Open Space, Sports and Recreational EN2 Biodiversity and Geodiveristy EN4 Landscape EN5 Trees and woodlands</p> | <p>3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout. 5. To Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural importance and their settings 6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks. 7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space. 8. To maintain and improve soil and water quality 9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment 11. To ensure resilience to the effects of climate change through mitigation and effective adaptation. 12. To reduce air pollution and ensure air quality continues to improve. 14. To improve health, reduce health inequalities and promote healthy living. 17. To help create and sustain safe, vibrant and cohesive communities</p> | <p>Conserving and enhancing the natural environment</p> <p>Promoting healthy communities</p> |
| <p>8. Reduce the impact of climate change through mitigation and adaptation, particularly through reducing pollution and managing the risk of flooding along the Corridor, including from the Bradford Beck, and using opportunities provided by new development to maximise renewable</p> | <p>Create a greener, cleaner and more sustainable environment which makes best use of our resources and positively affects climate change</p> <p>Enhance transport and connectivity across the district while protecting biodiversity and natural environment.</p> | <p>BD1 City of Bradford including Shipley and Lower Baildon BD2 Investment priorities for the City of Bradford including Shipley and Lower Baildon HO9 Housing Quality EN6 Energy</p> | <p>1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice. 2. To improve the quality, range and accessibility of community services and facilities 3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout. 6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks. 7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space. 8. To maintain and improve soil and water quality 9. To reduce the risk of flooding and the resulting detriment to public wellbeing, the economy and the environment</p> | <p>Meeting the challenge of climate change, flooding and coastal change</p> |

Bradford District Local Plan

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| <p>energy generation and energy efficiency</p> | | <p>EN7 Development and Flood Risk EN8 Environmental Protection Policy</p> | <p>10. To reduce waste generation and disposal, and achieve the sustainable management of waste. 11. To ensure resilience to the effects of climate change through mitigation and effective adaptation. 12. To reduce air pollution and ensure air quality continues to improve. 13. To minimise noise pollution, especially around land use interfaces. 14. To improve health, reduce health inequalities and promote healthy living.</p> | |
| <p>9. Maintain and improve Canal Road as a key strategic transport link and promote sustainable transport options by developing critical road and public transport infrastructure including; improvements to Shipley and Frizinghall train stations, developing public transport opportunities and creating safe and attractive cycle and pedestrian routes linked to the Linear Park and Bradford Canal Greenway, connecting Shipley and Bradford.</p> | <p>Enhance transport and connectivity across the district while protecting biodiversity and natural environment.</p> <p>Create a greener, cleaner and more sustainable environment which makes best use of our resources and positively affects climate change.</p> <p>Close the health inequalities gap, while raising wellbeing levels across the whole district</p> | <p>BD1 City of Bradford including Shipley and Lower Baildon BD2 Investment priorities for the City of Bradford including Shipley and Lower Baildon TR1 Travel Reduction and Modal Shift TR2 Parking Policy TR3 Public Transport, Cycling and Walking TR7 Transport Investment and Management Priorities</p> | <p>1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice. 2. To improve the quality, range and accessibility of community services and facilities 3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout. 4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home. 11. To ensure resilience to the effects of climate change through mitigation and effective adaptation. 14. To improve health, reduce health inequalities and promote healthy living. 16. To ensure local people have access to satisfying opportunities for employment and occupation. 17. To help create and sustain safe, vibrant and cohesive communities</p> | <p>Promoting sustainable transport</p> <p>Promoting healthy communities</p> |

Bradford District Local Plan

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| <p>10. Enhance resident’s health and education outcomes through improved access to good quality homes, jobs, high quality open space, recreation and community facilities and managing air quality along the Corridor, particularly in identified Air Quality Management Areas.</p> | <p>Close the health inequalities gap, while raising wellbeing levels across the whole district</p> <p>Foster safe, self-reliant, and resilient communities and neighbourhoods, that people take pride in.</p> | <p>HO8 Housing Mix HO9 Housing Quality EN1 Open Space, Sports and Recreational EN2 Biodiversity and Geodiveristy EN8 Environmental Protection Policy</p> | <ol style="list-style-type: none"> 1. To reduce the need for travel and promote sustainable modes of travel by improving transport choice. 2. To improve the quality, range and accessibility of community services and facilities 3. To encourage urban regeneration by improving efficiency in land use, design, construction technique and layout. 4. To meet local housing needs by providing everyone with the opportunity to live in a decent affordable home. 6. To protect, enhance and, where necessary restore, existing biodiversity and natural habitats, and create new wildlife habitats including by establishing coherent ecological networks. 7. To protect, maintain and enhance the quality of open spaces and ensure effective access to open space. 12. To reduce air pollution and ensure air quality continues to improve. 13. To minimise noise pollution, especially around land use interfaces. 14. To improve health, reduce health inequalities and promote healthy living. 15. To strengthen and sustain resilient local economy. 16. To ensure local people have access to satisfying opportunities for employment and occupation. 17. To help create and sustain safe, vibrant and cohesive communities | <p>Promoting healthy communities</p> |
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6. Conclusion

- 6.1 The Council must ensure that the AAP is based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area.
- 6.2 To be considered sound the plan must be:
- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements;
 - **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
 - **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
 - **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the NPPF.
- 6.3 The Shipley and Canal Road Corridor Issues and Options Report has been based on a wide range of evidence. This paper provides a summary of the policy context, baseline analysis, key issues and policy linkages that have informed the preparation of the Shipley and Canal Road Corridor Issues and Options Report.
- 6.4 This supporting paper provides a context for the Issues and Options Report and emerging development options for the Shipley and Canal Road Corridor Area Action Plan. The evidence base will be updated as the Area Action Plan progresses to the next stage.