

# **Shipley and Canal Road Corridor Area Action Plan: Issues and Options**

## **Summary of Representations**

**Public Consultation  
February 2013 – May 2013**

## 1.0 LIST OF THOSE WHO SUBMITTED A WRITTEN REPRESENTATION

Rep No.	Customer Ref No.	Consultee	Group/Organisation	Agent
1.		Roy Clough	Individual	
2.		Jenny March	Individual	
3.		Mark Harrison	The Coal Authority	
4.		Bob Watson	Individual	
5.		Joanne Dearing	Yorkshire Wildlife Trust	
6.		Toni Rios	Highways agency	
7.		Ian Smith	English Heritage	
8.		Mr Brian Teale	Individual	
9.		Martyn Clay	Wakefield Council	
10.		Hannah Taylor-Hemingway	Caddick Developments Ltd	White Young Green
11.		Mr and Mrs Shaw	Individual	
12.		Mr John Wood	Individual	
13.		Pete Gleave	Commercial Development Projects	ID Planning
14.		Paul North	Manningham Masterplan Board	
15.		John King	Natural England	
16.		Mrs Lynne Slinger	Individual	
17.		Suzanne Phillipson	GMI Developments Limited (GMI)	Nathaniel Lichfield and Partners
18.		Michael Long	Metro	
19.		Christopher Sinton	Canal Road Urban Village Limited	HOW Planning
20.		David Lerner	Aire Rivers Trust	
21.		Mark Penny	Individual	
22.		Vera Swaine	Individual	
23.		Howard Middleton	CBMDC Councillor	
24.		Gary Robertson	Individual	
25.		Stephen Blundell	Individual	
26.		Paul Bolton	Individual	
27.		Lisa Dryden	Individual	
28.		R Shields	Individual	
29.		Hugh Firman	Individual	
30.		Ellie Clement	Individual	
31.		Richard Radcliffe	Individual	
32.		Mrs Lesley Radcliffe	Individual	
33.		Julie Rasimowicz	Individual	
34.		Mrs Susan Stead	Bradford Urban Wildlife Group	
35.		David Blackburn	Individual	
36.		Bev Lambert	Environment Agency	
37.		Ian Moore	The Inland Waterways Association	
38.		Martyn Coy	The Canal & River Trust	

39		Helen Ledger	Sport England	
40		Jen Partington	Individual	
41		Geraldine Graham	Individual	

## 2.0 SCHEDULE OF WRITTEN REPRESENTATIONS

GENERAL COMMENTS		
Rep ID	Name / Organisation	Summary of Representation
1	Roy Clough Individual	<p>The main problems in this area are caused by extreme traffic congestion, as Canal Road goes from 6 lanes to 4 lanes to 2 lanes to a restricted width bridge and T junction and from the Bingley end 6 lanes (old road plus Aire Valley speedway) into a grid-locked roundabout at Saltaire.</p> <p>Building extra houses and industrial units is not going to improve this situation. Especially when there are 1000 of empty commercial properties in Bradford currently un let. Where are the tenants coming from if they cannot get anywhere in their cars or vans.</p> <p>Bradford is one of the worst places in the country from a road planning point of view, just look at the M606, the ring road, the route to the Airport, (I bet if they built it now they would not call it the Leeds Bradford Airport). The route from Ilkley/Menston/Guiseley/Baildon to the M606.</p> <p>Bradford centre is a traffic nightmare and totally confusing and at night barely has a pub open, there cannot be anywhere on the planet so uninviting. But at least we have a £28m pond.</p> <p>No wonder Leeds is booming.</p>
2	Jenny March Individual	<p>Having read the plans for the Shipley AAP I would like to say that I support proposals to improve pedestrian and cycle access on Otley Road, to improve Shipley town centre and to create a cycle route/canal path along Canal Road. I think all of these would really help to improve the area for the better.</p>
3	Mark Harrison The Coal Authority	<p>Our records indicate that there are surface coal resources present across the southern part of the Shipley and Canal Road Corridor AAP area. The Coal Authority considers that the AAP document should therefore acknowledge the presence of this mineral resource and promote the prior extraction of the surface coal as part of regeneration proposals within the AAP area.</p> <p>Paragraph 143 of the NPPF promotes the prior extraction of mineral resources to avoid their unnecessary by non-mineral development.</p> <p>Prior extraction of surface coal is not only applicable to large Greenfield developments on the edge of settlements; The Coal Authority has examples of small scale infill and regeneration schemes where prior extraction of surface coal proved viable and was undertaken, therefore we consider that there is no reason to exclude this requirement from the Shipley and Canal Road Corridor AAP.</p> <p>The Coal Authority would therefore wish to see the following paragraph added to the AAP:</p> <p><i>Geological mapping indicates that there are coal resources present across most of AAP area which are capable of extraction using surface mining methods. As part of any development or regeneration proposals within the AAP area full consideration will</i></p>

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		<p><i>need to be given to the extraction of those mineral resources prior to development taking place, in order that the mineral resources are not unnecessarily sterilised.</i></p> <p><b>Reason</b> – In order to ensure that coal resources are not unnecessarily sterilised by new development, in line with paragraph 143 of the NPPF.</p>
3	Mark Harrison The Coal Authority	<p>As a result of the presence of surface coal resources, there is a limited legacy of past coal mining activity within the AAP area. There are recorded mine entries and areas of past shallow underground coal mining within the Shipley and Centre Section Opportunity Areas, which pose localised risks to land stability. The Coal Authority therefore considers it important that the AAP recognises this mining legacy and requires developers to fully consider ground conditions in these parts of the AAP area, in line with the requirements of paragraphs 120-121 of the NPPF.</p> <p><b>Reason</b> – In order to ensure that issues of mining legacy and resulting unstable land are highlighted and afforded due consideration as part of development proposals, in line with paragraphs 120-121 of the NPPF.</p>
3	Mark Harrison The Coal Authority	<p><b>CONCLUSION</b></p> <p>The Coal Authority welcomes the opportunity to make these early comments. We are, of course, willing to discuss the comments made above in further detail if desired and would be happy to negotiate alternative suitable wording to address any of our concerns. The Coal Authority also wishes to continue to be consulted both informally if required and formally on future stages. The Coal Authority would be happy to enter into discussions ahead of any examination hearing process to try and reach a negotiated position if this were considered helpful.</p>

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4	Bob Watson Individual	<p>The Bradford City Centre and Shipley &amp; Canal Road Corridor Action Plans outline the issues and options for transforming these areas up to 2028 - a significantly long period of 15 years.</p> <p>Unfortunately, these plans are nothing like forward-thinking enough and the three highest priority items that need to be addressed so that these areas - and the wider Bradford economy - are significantly improved are not covered in the documents, making them, in my view, a non-starter right at the outset.</p> <p>A Shipley Eastern Bypass is a vital ingredient of any transport improvements to get traffic away from the already clogged-up Shipley area. This should include a dual carriageway all along Canal Road.</p> <p>Thirdly, a road tunnel from Cottingley to Canal Road is another vital transport necessity to remove traffic from Shipley and Saltaire. With Saltaire being a World Heritage Site, but suffering from severe congestion that the proposed works at Saltaire Roundabout will do little to alter, only something as significant as a tunnel will suffice. This HAS to be another long-term objective. Indeed, all the above proposals should be long-term objectives specified in any Action Plans, so that they can be moved forward once the economic climate improves.</p> <p>Finally, it was disappointing to see any reference to the Bradford Canal and that this is apparently still a long-term Council ambition. With respect, this is an utter nonsense and a white elephant. Why would anyone want to cruise into Bradford through eleven locks, and for what purpose? This needs to be "kicked into touch" once and for all.</p> <p>Previous Council consultation always seems to have been mere tick box exercises with very little, if any, notice ever taken of the public's views. One can but hope that it will be different this time.</p>

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5	Joanne Dearing  Yorkshire Wildlife Trust	<p>Part of the Shipley &amp; Canal Road AAP area is within our Aire Valley Living Landscape. This is an area that we have identified as an important corridor for wildlife which connects habitats and allows wildlife to move between areas. In our Living Landscape areas we hope to restore, recreate and reconnect wildlife-rich areas by working in partnership with local communities, landowners, schools and businesses. We want wildlife to thrive, to disperse and re-colonise our landscape so future generations can encounter, experience and enjoy our natural heritage. The Aire Valley is also identified within the Further Engagement Draft of the Core Strategy as an important strategic green infrastructure asset (Policy SC6).</p> <p>We therefore support the aspiration for the improvements to the green infrastructure in the area and to create an Urban Eco Village. However we are concerned that the level of development in such a narrow corridor may result in the green space being condensed so much that its value is reduced. It is therefore very important that the green space and future development are designed and managed to maximise their value by providing multiple functions and linking to the wider GI/habitat network. We would therefore like to see more detailed proposals for these areas. The Wildlife Trusts and TCPA have produced some Good Practice Guidance for Green Infrastructure and Biodiversity which may be helpful.</p> <p>We would be happy to work with the council to help make this area exemplary in terms of its green infrastructure.</p>
6	Toni Rios  Highways Agency	<p>The key issue for the Agency is the cumulative impact of development in Airedale, the Shipley / Canal Road Corridor, Bradford city centre and south Bradford on the volume of traffic on the SRN and, in particular, on the operation of the M606 and Junctions 26 (Chain Bar) and 27 (Gildersome) on the M62.</p> <p>It is understood that the policy context for the AAP will eventually be provided by the Core Strategy DPD. The latest draft version of the Core Strategy is the Further Engagement Draft that was published for consultation in autumn 2011. The Preferred Spatial Development Option was tested in the District Wide Transport Study which showed that the development proposals would have a significant traffic impact on the M606 and M62 as well as on the local primary road network.</p> <p>The scale of development to be proposed is quantified in the consultation documents. The proposals include around 3,000 new homes in an urban eco-settlement, 30,500 metres<sup>2</sup> of new floor space for retailing, 7,500 metres<sup>2</sup> for B1 business use, up to 8,000 metres<sup>2</sup> for B8 warehousing, and a small area for B2 industry by 2016. This scale of development is sufficient to be likely to generate an adverse impact on the SRN even though it is some distance away. It will combine with development proposals</p>

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		<p>in Airedale and Bradford city centre to make that impact more substantial.</p> <p>The information provided on transport and movement is very focused on local issues and movement within the AAP area reflecting significant issues with congestion in several places. Aspirations are expressed for improvements to the Queens Road / Canal Road Interchange and construction of the Shipley Eastern Relief Road. The proposed improvement of Canal Road “as a strategic transport link” and the Shipley Eastern Relief Road scheme are of interest to the Agency as they would improve access from the Aire Valley to the SRN via Bradford by addressing congestion at a number of locations.</p> <p>Our main comment is that the Issues and Options documents are somewhat inward looking. In transport terms their focus is on movement around the AAP area and to Bradford city centre and little attention is paid to movement to and from other places even though data provided in supporting documents indicates that there is significant movement in the Leeds direction.</p>
8	Brian Teale- Individual	Overall, I think the plans need to be much more realistic about what can be achieved bearing in-mind public resource constraints, land values and the likely viability of the residential development proposed.
11	Mr and Mrs Shaw- Individual	
12	Mr John Wood- Individual	
16	Mrs Lynne Slinger- Individual	
9	Martyn Clay  Wakefield Council	I can confirm that Wakefield Council has no comments to make regarding the above mentioned plans. I would be grateful if you could keep us informed of progress.
13	Pete Gleave  ID Planning on behalf Commercial Development Projects	Whilst our client welcomes a number of elements within the AAP it is clear sections need to be amended in order to provide the Council and those working, investing and residing within the district with sufficient comfort that future development will be welcomed.
14	Paul North  Manningham Masterplan Board	It should be noted that there is no clear description of how controlling the agreed AAP will be in determining future planning applications and options for the corridor.



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15	John King Natural England	Having examined both AAPs, Natural England support the policy approaches to the protection and enhancement of the natural environment.
17	Suzanne Phillipson Nathaniel Lichfield and Partners on behalf of GMI	GMI, together with Network Rail and DB Schenker Rail (UK), has recently submitted a planning application for new retail development on land to the east of Otley Road, Shipley (planning application reference 13/01926/MAO). The application site falls within the proposed draft boundary of the Shipley and Canal Road Corridor Area Action Plan (AAP) and provides the opportunity to directly contribute to the document's vision and objectives by achieving transformational change along the Shipley and Canal Road Corridor.
19	Christopher Sinton HOW Planning on behalf of Canal Road Urban Village Limited	<p>CRUVL is a joint venture company established in October 2010 between URBO Regeneration, a specialist area-wide regeneration company and Bradford Metropolitan District Council (BMDC). Its purpose is to deliver regeneration of the Central Section of the corridor as a successful and sustainable new neighbourhood of Bradford, known as New Bolton Woods, over the next 10 – 15 years.</p> <p>CRUVL's defined area of operation covers approximately 110 hectares and currently includes a mix of open and previously developed land together with commercial buildings.</p> <p>CRUVL has appointed a design team headed by URBED to develop masterplanning proposals for regeneration of New Bolton Woods. The first step has been to develop a masterplan for the area in consultation with the community and other stakeholders. BMDC has been actively involved in master-planning through its role within the CRUVL Public-Private Partnership. It is CRUVL's intention to prepare and submit an outline planning application for a residential led mixed use regeneration scheme on the Partnership area land in Summer 2013.</p> <p>The aspiration of CRUVL is to regenerate the area based on the principles of a 'Sustainable Urban Neighbourhood', to establish a place with a 'village' feel and a mix of uses. This will include up to 1,600 high quality new homes, a new local centre, new and improved sports and leisure facilities, all set within attractive landscaping and open spaces. The joint venture agreement has been structured as far as possible to ensure CRUVL delivers on its commitment to good design quality and sustainable development and deliverability.</p>

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19	Christopher Sinton  HOW Planning on behalf of Canal Road Urban Village Limited	<p>The strengths and weaknesses of the central area has been carefully considered as part of an on-going technical masterplanning exercise by URBED and CRUVL have been working closely with BMDC Officers to develop masterplan proposals for consideration by BMDC's Executive Committee. This included a workshop with key BMDC Officers on 7<sup>th</sup> September 2012 ahead of the masterplan going to Executive committee.</p> <p>The New Bolton Woods Technical masterplan was considered and approved at BMDC's Executive Committee on the 9<sup>th</sup> October 2012. This approved the masterplan as a material consideration that can be taken into account in the consideration of any future planning applications.</p> <p>The approved New Bolton Woods masterplan has been developed through extensive consultation with BMDC, statutory consultees organisations and the public over the past 5 years. The emerging AAP should therefore be closely aligned with the approved vision and reflect development areas as identified within the masterplan document.</p> <p>These representations relate solely to the New Bolton Woods site (central part of the corridor). It is requested that these representations, which are supported by the Executive approved New Bolton Woods masterplan (enclosed), are fully considered by the Council in the preparation of the Area Action Plan (AAP) Preferred Options.</p>
19	Christopher Sinton  HOW Planning on behalf of Canal Road Urban Village Limited	<p>These representations have been prepared in response to Bradford Metropolitan Borough Council (BMDC)'s consultation on the Shipley and Canal Road Corridor (the corridor) Area Action Plan – Issues and Options Consultation.</p> <p>The Council should seek to ensure greater consistency between the Executive approved New Bolton Woods masterplan, which has undergone extensive consultation and approval at Council Executive Committee, and the draft AAP. Whilst CRUVL broadly support the AAP Issues and Options presented by the Council there are key areas of discrepancy which have been highlighted and we request that the appropriate changes are made to the emerging AAP in its next version. Of particular concern is the departure from the masterplan in terms of retail and flood mitigation.</p> <p>Further dialogue with the Council and key stakeholders is welcomed by CRUVL to allow BMDC to further progress the AAP Preferred Options.</p>

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37	Ian Moore  The Inland Waterways Association	<p>The Inland Waterways Association (IWA) campaigns for the conservation, use, maintenance, restoration and sensitive development of Britain's canals and river navigations. And the City of Bradford MDC falls within the area of the West Riding branch of the IWA.</p> <p>We are commenting because we have a particular concern about the status of the Bradford Canal within this document. And we have previously commented favourable on the Bradford Canal restoration scheme in other consultations.</p>
39	Helen Ledger  Sport England	<p>Thank you for allowing Sport England more time to make comments on the emerging Shipley and Canal Road corridor AAP. It is clear that the AAP boundary includes a number of established playing field sites, Derek Ogden Memorial Playing Fields, accessed from Powell Road and the adjacent Gaisby Stray, both are football based pitches. At the other side of Gaisby road is the King George V playing field, a cricket pitch site, possibly also including football. From the name of this latter one it would suggest that there may be a legal covenant attached to the land preventing its change away from community playing fields, based on a commitment to gift recreation land to communities after WWI. In this context it is worthwhile outline our approach to development of playing fields and our statutory role in the planning applications system.</p> <p>The AAP boundary also includes the Bolton Wood community centre with an indoor activity hall and the closed Frizinghall Community Centre which also had an indoor activity hall; and runs very close to Shipley swimming pool. The data above on sports facilities are taken from Sport England's website (annually updated) active places power website <a href="http://www.activeplacespower.com">www.activeplacespower.com</a> which lists all publically accessible sports facilities. It is likely demand for sport will rise in this area as a result of new residential development.</p> <p><u>Our Playing Fields Policy</u> Sport England is a statutory consultee on planning applications on playing fields. We would advise that as this document develops, site proposals identified should be consistent with our Playing Fields Policy. This is especially important where Sport England would be a statutory consultee on developments that would prejudice the use of playing fields as defined by Article 16(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2010 in that it is on land that has been used as a playing field within the last five years, and the field encompasses at least one playing pitch of 0.2 ha or more, or that it is on land that allocated for the use as a playing field in a development plan or in proposals for such a plan or its alteration or replacement.</p>

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		<p>Sport England would wish to avoid a situation where an adopted site allocation document encourages certain types of planning applications which Sport England later has to object to as they are not consistent with our Playing Fields Policy. A copy of our policy is available on our website, <a href="http://www.sportengland.org">www.sportengland.org</a></p> <p>Sport England's Playing Fields Policy contains five exceptions where we will not object to a planning application which prejudices the use of playing fields. The policy exceptions are reflected in paragraphs 73 and 74 of the National Planning Policy Framework. These exceptions are:</p> <ul style="list-style-type: none"> <li>• E1 A carefully quantified and documented assessment of current and future needs has demonstrated to the satisfaction of Sport England that there is an excess of playing field provision in the catchment, and the site has no special significance to the interests of sport.</li> <li>• E2 The proposed development is ancillary to the principal use of the site as a playing field or playing fields, and does not affect the quantity or quality of pitches or adversely affect their use.</li> <li>• E3 The proposed development affects only land incapable of forming, or forming part of, a playing pitch and does not result in the loss of or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting/ancillary facilities on the site.</li> <li>• E4 The playing field or playing fields that would be lost as a result of the proposed development would be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development.</li> <li>• E5 The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields.'</li> </ul>

<b>AAP BOUNDARY</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
5	Joanne Dearing Yorkshire Wildlife Trust	The boundary for the AAP appears to be appropriate. We are not aware of any other areas which should be included within the boundary.
7	Ian Smith English Heritage	Given the close interrelationship between the retail park at Forster Square and the City Centre and the fact that connectivity between the retail park and the new Broadway Shopping Centre (and also, potentially, a refurbished Forster Square Station) is likely to be a key issue in the planning of that part of the District, consideration should be given to whether or not that area might be better included within the City Centre Area Action Plan as opposed to this one.

AAP BOUNDARY		
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10	Hannah Taylor-Hemmingway  White Young Green on behalf of Caddick Developments Ltd	<p>Caddick Developments Ltd own Conditioning House, a Grade II Listed mill located on Cape Street on the edge of the city centre. The site is well located to deliver a number of land-uses and contribute positively to the continued regeneration of Bradford city.</p> <p>Cape Street lies between the boundaries of the Shipley and Canal Road Corridor AAP and also the City Centre AAP (also out for consultation). Cape Street is also located in the middle of the two prongs of the southern boundary of the Shipley and Canal Road Corridor AAP. This means that Cape Street is effectively in “no-mans land” as it is excluded from both AAP boundaries. We therefore object to the Shipley and Canal Road Corridor AAP boundary on the basis that it would be detrimental to the parcel of land, and my client’s site, which is excluded.</p> <p>There is a risk that excluding the parcel of land between the prongs of the southern boundary of the Shipley and Canal Road Corridor AAP will compromise the strategic aims and objectives of the AAP by creating an “island” which would not benefit from the positive policy direction contained within the Plan. It is considered that there is potential for a policy vacuum to be created which will be detrimental to both the land excluded and also detract from any long term positives being promoted by the Shipley and Canal Road AAP.</p> <p>It should be borne in mind that Conditioning House is a Grade II listed building and is therefore an important heritage asset that should be preserved and enhanced. Every opportunity should be afforded to ensure the long term future of this building and there are some very clear messages in the AAP which we support, including the delivery of new homes on previously developed land, protecting and enhancing the built environment and creating distinctive character areas.</p> <p>We therefore consider that it would be beneficial, in strategic planning terms, to comprehensively apply the AAP and we request that the boundary is realigned so as to include Cape Street to ensure that it benefits from the positive strategic aims and objectives of the AAP. It may be sensible to use the A650/A6181 as a logical boundary, although it is recognised that development option VR1 crosses over the highway and therefore it may be prudent to include land to the south of the highway so as to ensure that these parcels of land are included within the boundary of the AAP and benefit from the policies within it.</p>

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13	Pete Gleave  ID Planning on behalf Commercial Development Projects	<p>We consider the AAP boundary should include land to the north and west at the northern end of the currently defined AAP boundary. The area to the north and west includes a number of uses incorporating an existing hotel and the Cardinal Shopfitters site along with other associated developments. The area is somewhat mixed in terms of character and uses and is similar to the area north of the canal on the east side of Otley Road that is currently within the AAP boundary.</p> <p>The area we consider should be included is identified in the enclosed plan (see Appendix 1). This defines an area which we consider has potential for change over the coming years whereas to the west of this additional area is relatively new development with the conversion of Victoria Mills and also major employments uses before reaching Salts Mill and the World Heritage Site. We consider the area identified on the enclosed plan has potential to change and should be accommodated within the AAP boundary.</p> <p>Section 2 of the AAP states there are a number of major features and key areas within and close to the Corridor which will have an influence on the emerging AAP including the need to expand the retail, leisure and office offer within Shipley as well as protecting and enhancing Saltaire's heritage and setting. The expansion of the AAP boundary would therefore assist in meeting these aims and controlling the level of development within the northern part of the town. The extended boundary would also help create linkage within the footpaths along the River Aire which would create further connectivity between the north of Shipley and the remainder of the AAP boundary.</p>
17	Suzanne Phillipson  Nathaniel Lichfield and Partners on behalf of GMI	GMI are supportive of the proposed boundary, vision, strategic objectives, and strategic themes of the SCRC AAP.
18	Michael Long  Metro	The AAP boundary includes the Foster Square Retail Park within the City Centre Fringe section of the AAP. As a major retail area on the edge of the City Centre, it may be worth considering putting the retail park in the City Centre AAP particularly as this appears to be the current main retail focus in the City. The development of the Westfield site may change this focus but there may be an opportunity to link these retail areas opposed to having them in separate AAPs.
20	David Lerner  Aire Rivers trust	The boundary for the AAP appears to be appropriate. We are not aware of any other areas which should be included within the boundary.

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22	Vera Swaine Individual	Why start building on a lovely green area when so much of the land bordering Canal Road needs tidying up. Start with Laver's .
30	Ellie Clement Individual	Not sure how this area fits with other areas, manningham, saltaire, frizinghall etc. concerns over patchy development rather than holistic change.

VISION		
Rep ID	Name / Organisation	Summary of Representation
5	Joanne Dearing Yorkshire Wildlife Trust	The vision should include the need to enhance biodiversity and to establish coherent ecological networks in line with the NPPF (paragraph 109). It should also highlight the need for high quality, multifunctional green space which is one of the core planning principles of the NPPF (paragraph 17).
5	Joanne Dearing Yorkshire Wildlife Trust	We would suggest an addition to the first paragraph of the vision to say: '...connected by a green corridor of the linear park and Canal Road Greenway running from Bradford city centre to Shipley and connecting to the wider Aire Valley corridor. Within this green corridor the green spaces will be multi-functional providing flood alleviation, recreational and aesthetic value as well as a net gain in wildlife habitats.'
7	Ian Smith English Heritage	We broadly support the Vision for this part of the City, especially those aspects which relate to:- <ul style="list-style-type: none"> <li>· Improving linkages from Shipley to the Leeds Liverpool Canal and Saltaire.</li> <li>· Future developments creating an area that is worthy of its location in close proximity to the World Heritage Site, and</li> <li>· The area being managed in a way which enhances both Shipley and the Saltaire World Heritage Site.</li> </ul>
7	Ian Smith English Heritage	In terms of other areas which the Vision might cover, aside from Saltaire there are a number of other designated heritage assets in its vicinity:- <ul style="list-style-type: none"> <li>· The Canal Road Corridor has Conservation Areas at its northern end (The Leeds Liverpool Canal Conservation Area), southern end (The City Centre Conservation Area), and also along part of its western boundary (The St Paul Conservation Area).</li> <li>· It is overlooked by the Historic Park and Garden at Peel Park and development in the area covered by the plan could impact upon Lister Park.</li> <li>· There a number of Listed Buildings both within and adjacent to its boundary (including, to the east of Bolton Woods Quarry, two Grade II* buildings – Bolton Old Hall and Bolton Old Hall Cottage).</li> </ul> <p>It is important that the Area Action Plan is delivered in a manner which safeguards (and where, appropriate, enhances) the significance of these heritage assets. Consequently, it is</p>



VISION		
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		suggested that the second Paragraph of the Vision is amended along the following lines:- “... has been managed in a way which has enhanced both Shipley, the World Heritage Site of Saltaire, and the other heritage assets in its vicinity, creating a better offer etc..”
14	Paul North  Manningham Masterplan Board	<p>The Plan does not make reference to Manningham and areas beyond the AAP boundary.</p> <p>The plan should recognise the growing population within areas adjacent and connected to the AAP and the need for housing to serve this population as space within adjacent areas for construction is at a premium. Manningham Neighbourhood Development Plan, (adopted) by the Council in 2011, identified opportunities from the emerging Shipley &amp; Canal Road Corridor to meet the economic and social needs and aspirations of the young growing population in the Manningham Masterplan area.</p> <p>Manningham is one of the key regeneration priorities for the District, amongst The City Centre, Airedale, Shipley - Canal Rd Corridor, Leeds Road corridor.</p> <p>Manningham is next door has a growing population and is seen as a desirable place to live without enormous turnover of residents. This is positive for the Shipley and Canal Rd AAP.</p> <p>The vision lists factors that support the 3000 homes but omits the school which is within the plans and important if growing population needs and existing pressures are to be addressed. It is unfortunate that the school element can not be larger as this would draw people to the location for education and potentially spin off trade.</p>
17	Suzanne Phillipson  Nathaniel Lichfield and Partners on behalf of GMI	GMI are supportive of the proposed boundary, vision, strategic objectives, and strategic themes of the SCRC AAP.
18	Michael Long  Metro	<p>Although included in the Strategic Objectives, the vision lacks any references to the public transport facilities along the corridor. We see the development of the Corridor being enhanced by the proximity to both the exiting bus and rail modes. The vision also needs to aim to enhance public transport both in terms of their use (ie development focused around the use of sustainable transport) and improvements to their quality (eg. Improved station facilities).</p> <p>The vision for Shipley specifically needs reflect the excellent rail provision and its role as a Transport Hub.</p>

VISION		
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20	David Lerner Aire Rivers trust	Yes (we agree with the vision) although we would prefer an explicit mention of the role of water. Yes (there are other elements we would like to see included in the vision), although we would prefer an explicit mention of the role of water, with suggested edits in italics as follows: “ ... connected by a <i>blue-green</i> corridor of the linear park, <i>revitalised Bradford Beck</i> and Canal Road Greenway running from Bradford city centre to Shipley.”
30	Ellie Clement Individual	Broadly. Particularly the greenway but am VERY concerned about the proposed dual carriageway accompanying it... there is not enough capacity once canal road gets to Shipley and the problems will just be further backed up.
31	Richard Radcliffe Individual	The Shipley railway station hub is sadly lacking from the Vision. This facility has achieved greatly increased "traffic" in recent years and is likely to increase further.
36	Bev Lambert Environment Agency	We welcome and support the inclusion of a green corridor/linear park within the AAP boundary. The final sentence regarding creating a better offer should include workers as well as residents and visitors.
40	Jen Partington Individual	(Do you agree with the Vision for the AAP?) Yes
41	Geraldine Graham Individual	(Do you agree with the Vision for the AAP?) Yes

OBJECTIVES		
Rep ID	Name / Organisation	Summary of Representation
5	Joanne Dearing Yorkshire Wildlife Trust	We are pleased to see that the need to protect and enhance biodiversity and green infrastructure (objective 7) has been included in line with the core planning principles of the NPPF (paragraph 17). It should be noted in Objective 1 that in some cases brownfield land can be of high environmental value and if this is the case land of lesser value will be prioritised as highlighted in the NPPF (paragraph 17). We support the inclusion of Objective 8 and the need for sustainable transport in objective 9. We are also pleased to see that the importance of high quality open space for resident's health and education is highlighted in objective 10.
5	Joanne Dearing Yorkshire Wildlife Trust	We do not have any suggestions for additional objectives at this stage.

OBJECTIVES		
Rep ID	Name / Organisation	Summary of Representation
7	Ian Smith English Heritage	We would endorse the proposed Strategic Objectives especially Objective 6 which relates to improving the linkages between the town centre, Saltaire, Shipley Station and the Leeds Liverpool Canal.
7	Ian Smith English Heritage	<p>There are a number of designated heritage assets within the area covered by this Area Action Plan:-</p> <ul style="list-style-type: none"> <li>· As the Vision notes, it lies in close proximity to the World Heritage Site and, indeed, the northern part of the Area Action Plan (around Shipley) lies within the Buffer Zone for Saltaire.</li> <li>· The Canal Road Corridor has Conservation Areas at its northern end (The Leeds Liverpool Canal Conservation Area), southern end (The City Centre Conservation Area), and also along part of its western boundary (St Paul Conservation Area).</li> <li>· There are two Registered Historic Parks and Gardens in its vicinity.</li> <li>· There are a number of Listed Buildings both within and adjacent to its boundary.</li> </ul> <p>In a similar manner to Strategic Objective 7 for the natural environment, it is important that the Area Action Plan is delivered in a manner which safeguards/enhances the significance of the historic assets in its vicinity. It is suggested that an additional Objective is added along the following lines:-</p> <p>“Protect and enhance the historic environment by ensuring that development proposals take account of the potential impact which they might have upon the character and setting of the heritage assets in the area and, where possible, enhance those elements which contribute to their significance”</p>
14	Paul North Manningham Masterplan Board	No 10 health and education Recognise the need for a school within the AAP area and the potential health needs implications of suggested 3000 new households.
15	John King Natural England	Natural England particularly welcomes the integration of green infrastructure and promotion of biodiversity enhancement as important objectives within both AAPs. There are clear opportunities within the AAPs to provide access to natural greenspaces and enjoyment of the natural environment.
17	Suzanne Phillipson Nathaniel Lichfield and Partners on behalf of GMI	GMI are supportive of the proposed boundary, vision, strategic objectives, and strategic themes of the SCRC AAP.

OBJECTIVES		
Rep ID	Name / Organisation	Summary of Representation
18	Michael Long Metro	<p>An additional objective needs to be included to deal with the phasing and delivery of sites. The release of sites needs to be in line with the development of the associated infrastructure necessary to ensure that the other objectives are met. Ideally any infrastructure required should be delivered in advance of development.</p> <p>The cost of providing infrastructure also needs to be shared across the AAP area or sub area to ensure that sites coming forward later in the plan period are not disproportionately burdened with the full infrastructure cost that may be required.</p>
20	David Lerner Aire Rivers trust	<p>We would prefer to see a stronger emphasis on the Bradford Beck in 7, as follows:</p> <p><b>7. Protect and enhance biodiversity and green infrastructure</b> by establishing and protecting ecological networks and establishing a linear park; consisting of a chain of green spaces and natural environments linked to <i>an improved</i> Bradford Beck and Canal Road Greenway.</p>
25	Stephen Blundell Individual	<p>I think you need to add something under objective 9 about actively rebalancing the transport infrastructure in the corridor, e.g. by seeking to improve and soften the streetscape especially around major roads such as Canal Road and the routes approaching Fox Corner. Everything is engineered with the objective of maximising traffic flow, which creates a hostile and barren environment, however traffic will only ever flow sporadically between the natural pinch points which cannot be resolved. I would therefore suggest that radical options are considered, including road narrowing and the provision of features such as street trees instead of bollards and guard rail.</p>
30	Ellie Clement Individual	<p>2 concern of loss of more green space with 40% of housing development on not previously developed land.</p>
30	Ellie Clement Individual	<p>9 again no explicit mention is made of rumoured plan to dual carriageway canal road - something I feel would not help transport but just exacerbate problems around Shipley and increase rat running through the street I live on. Better public transport, walking and cycling routes are to be strongly encouraged but Canal Road should stay as it is, instead encouraging people onto public transport for commuting.</p>

OBJECTIVES		
Rep ID	Name / Organisation	Summary of Representation
34	Susan Stead Bradford Urban Wildlife Group	<p>BUWG supports the objectives to protect &amp; enhance biodiversity and green infrastructure by protecting ecological networks and a linear park. Chain of green spaces linked to Bradford Beck and Canal Road Greenway and a cycle route along the valley into Shipley.</p> <p>However there are contradictions in the Council's objectives for the Canal Road Corridor. Housing and Regeneration has been included in the Corridor and this will almost rule out biodiversity protection and green spaces in certain areas by station. (especially for cyclists) Page 34 of the same document 6.68 Bradford Wildlife Areas (BWA) Shipley Station Butterfly Meadow etc it states that the AAP will need to ensure that these are safeguarded and any impacts turn to page 47 figure 5 Shipley Development Options.</p>
36	Bev Lambert Environment Agency	<p><b>Objective 2 – Promote the effective use of land:</b> We fully support the objective to develop on previously developed land and land which has the potential to be contaminated</p>
36	Bev Lambert Environment Agency	<p><b>Objective 7 – Protect and enhance biodiversity and green infrastructure</b> We are pleased to see that the protection and enhancement of green infrastructure is included, and that protecting ecological networks is mentioned (including a direct reference to Bradford Beck).</p> <p>Green infrastructure can play a part in helping to achieve economic ambitions. As well as playing a crucial role in helping to mitigate against some of the effects of climate change such as increased surface water run-off and heat waves. Appropriately developed GI can help to make locations more attractive to inward investors and the provision of a high quality environment helps to retain existing businesses.</p> <p>We consider that the current objective could be made more aspirational, and more consistent with NPPF and the England Biodiversity Strategy by rewording it as: <i>“Protect and enhance biodiversity and expand green infrastructure by establishing new, and protecting existing ecological networks...”</i></p>
36	Bev Lambert Environment Agency	<p><b>Objective 8 – Reduce the impact of climate change through mitigation and adaptation</b> We are pleased to see the inclusion of reducing pollution within this objective. We recommend that water efficiency is included, alongside energy efficiency.</p>

OBJECTIVES		
Rep ID	Name / Organisation	Summary of Representation
39	Helen Ledger Sport England	Strategic objectives – welcome objective 6 on health, which has broad links to sport and activity. Given this area has some key pitch sport facilities within it, it is a shame there is no vision or theme relating to them directly. Although strategic objective 10 includes high quality open space and community facilities that could also include sport.

KEY THEMES		
Rep ID	Name / Organisation	Summary of Representation
5	Joanne Dearing Yorkshire Wildlife Trust	We are pleased to see that protecting and enhancing the natural and built environment of the corridor has been included as a strategic theme.
5	Joanne Dearing Yorkshire Wildlife Trust	We do not have any suggestions for additional themes at this stage.
7	Ian Smith English Heritage	We would agree with the six Strategic Themes identified for action by the AAP, particularly:- <ul style="list-style-type: none"> <li>· Theme 3: Promoting sustainable transport and connecting the corridor – In order to maximise the potential of this area, there is a need to improve linkages between Shipley town centre, Saltaire, Shipley Station and the Leeds Liverpool Canal.</li> <li>· Theme 5: The protection and enhancement of the natural and built environment of the corridor – As Paragraph 6.72 to 6.74 notes, there are a number of heritage assets in and around that part of the District covered by the Area Action Plan. This includes one of Yorkshire's two World Heritage Sites. It is essential that the strategy for this area safeguards those assets and, where possible, also seeks to exploit those opportunities to enhance their significance.</li> </ul>
17	Suzanne Phillipson  Nathaniel Lichfield and Partners on behalf of GMI	GMI are supportive of the proposed boundary, vision, strategic objectives, and strategic themes of the SCRC AAP.
18	Michael Long Metro	Yes, we particularly welcome the inclusion of Strategic Theme 3. It also reaffirms the reference to sustainable transport to be included in the Vision.
19	Christopher Sinton HOW Planning on behalf of	The Council issued the AAP Issue and Options Plan for consultation in March 2013. It identified Six 'Strategic Themes' which cover the main aspects of development, growth and change that the AAP will plan as follows:

KEY THEMES		
Rep ID	Name / Organisation	Summary of Representation
	Canal Road Urban Village Limited	<ol style="list-style-type: none"> <li>1. Delivering a wide choice of high quality homes in the Corridor.</li> <li>2. Achieving sustainable economic growth in the Corridor.</li> <li>3. Promoting sustainable transport options and connecting the Corridor.</li> <li>4. Mitigating and adapting to climate change along the Corridor.</li> <li>5. Protecting and enhancing the natural and built environment of the Corridor.</li> <li>6. Promoting Healthy, Strong and Inclusive Communities along the Corridor.</li> </ol> <p>The development and masterplanning of New Bolton Woods is focused on a nine point vision that closely align and builds on the AAP strategic themes as follows:</p> <ol style="list-style-type: none"> <li>1. A choice of High Quality Housing</li> <li>2. A new local centre at the heart of the community</li> <li>3. A sustainable place</li> <li>4. Attractive Landscape and open spaces</li> <li>5. New and improved sports facilities for the community</li> <li>6. Strong identity and unique character</li> <li>7. A strong sense of community</li> <li>8. Contemporary design that is built to last</li> <li>9. A place with a village feel</li> </ol> <p>Accordingly CRUVL are in support of the Six Strategic Themes as presented in the draft AAP. However there are a number of specific comments CRUVL would like to make on the detailed content of the Strategic Themes as presented in the Issues and Options document as follows.</p>
20	David Lerner  Aire Rivers trust	Yes (we agree with the 6 strategic themes identified by the AAP).

Theme 1: Delivering a wide choice of high quality homes in the Corridor.		
Rep ID	Name / Organisation	Summary of Representation
5	Joanne Dearing  Yorkshire Wildlife Trust	Theme 1 – We fully support the intention of the council to ensure that housing in the area meets the Eco Town standards set out in the supplement to PPS 1 (Paragraph 6.20). It should be noted in Paragraph 6.12 that in some cases brownfield land can be of high environmental value and if this is the case land of lesser value will be prioritised as highlighted in the NPPF (paragraph 17).

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

Rep ID	Name / Organisation	Summary of Representation
19	<p>Christopher Sinton</p> <p>HOW Planning on behalf of Canal Road Urban Village Limited</p>	<p>The Core Strategy sets an overall housing target of 5,000 new homes within the Shipley and Canal Road Regeneration Corridor. This is then broken down to circa 3,000 new homes to be provided within the Central Section of the Corridor. The AAP proposes that 1,000 – 1,500 new homes will be delivered at New Bolton Woods.</p> <p>CRUVL support the level of housing development proposed by the AAP at New Bolton Woods as well as the approach of maintaining the flexibility in terms of type and mix of housing.</p> <p><u><i>Affordable Housing</i></u></p> <p>Paragraph 6.17 states that the Core Strategy aims to ensure that 25-30% of total housing delivered is affordable. In order to support the Eco Settlement principles the Core Strategy seeks to deliver up to 30% affordable housing on sites over 15 dwellings for the Corridor. CRUVL are keen to emphasise that the Councils affordable housing target should be flexible and not treated as a blanket target. Each site has its own development constraints and therefore each planning application should be considered on its own merits. With this in mind, there should be sufficient flexibility within the Core Strategy and AAP affordable housing policies to allow viability testing to take place.</p> <p>As part of any future planning application, CRUVL will balance the various objectives for regeneration whilst pursuing the stated prime objective of viable delivery of new housing to address housing shortages in the Bradford area. Where viability is challenging due to alternative CRUVL objectives such as excellent sustainable design, design quality, public realm quality etc. heavily discounted affordable housing may not also be afforded at the required levels of 30% without preventing on-going delivery of housing.</p> <p>In parts of the site viability is inevitably challenging due to difficult topography etc. and CRUVL's focus must be on delivery of well-designed houses. For these reasons the CRUVL joint venture agreement requires the objectives to be balanced to determine the best form of delivery. We would stress that a 'blanket' level of affordable provision as stated in the draft at 30% undermines this important flexibility. We would anticipate the level within our proposed scheme varying from phase to phase with market conditions whilst remaining an important general objective for CRUVL to maintain balanced communities.</p> <p><u><i>Urban Eco-Settlement</i></u></p> <p>In terms of housing standards the draft AAP states that Paragraph 6.20 that:</p> <p><i>"The AAP will seek to deliver housing within the Urban</i></p>



Theme 1: Delivering a wide choice of high quality homes in the Corridor.		
Rep ID	Name / Organisation	Summary of Representation
		<p><i>Eco Settlement area, which meets Eco Town standards as defined in the supplement to PPS1.”</i></p> <p>New housing within New Bolton Woods would be built to the highest practicable sustainable design and construction standards in accordance with the vision of the development set out in the approved Masterplanning Framework Document (9<sup>th</sup> October 2013). The outline planning application will also be supported by a Sustainability and Energy Framework which will guide and set standards and aspirations for the development of the site through future reserved matters applications.</p> <p>It should also be noted that Planning Policy Statement 1 ‘Eco-Towns’ supplement referenced has since been revoked by the Coalition Government through the publication of the NPPF and therefore should not be used to define housing standards. It is still the aspiration of CRUVL to deliver a highly sustainable development at the site. In terms of New Bolton Woods status as an eco-settlement the CRUVL Partnership has agreed to pursue this as far as possible subject to the constraints of viability and the overriding objective of viable delivery of good quality housing. Much will depend on economic circumstances and the level of public sector support available. We would recommend that where reference is made to this ‘eco-settlement’ label reference is made to delivery in this form being subject to viability.</p>
21	Mark Penny Individual	<p>I am a great supporter of the development of sustainable eco-settlements along the waterway corridor as both a catalyst for regeneration and also the creation of communities who will take a pride in and encourage responsible uses of the green corridor by all users. Having recently been exposed to a ground breaking project in Bramley, Leeds I would encourage the Council to create similar opportunities for people to come together to create Low Impact Living Affordable Communities (LILAC). I include a link to the website <a href="http://www.lilac.coop/">http://www.lilac.coop/</a> and a link to a recent press article on the project <a href="http://www.bbc.co.uk/news/uk-england-leeds-22625757">http://www.bbc.co.uk/news/uk-england-leeds-22625757</a></p>
36	Bev Lambert Environment Agency	<p><b>Strategic Theme 1 – Delivering a wide choice of high quality homes</b></p> <p>Paragraph 6.10 highlights that there are flood risk constraints within the AAP boundary. Evidence that a sequential test has been undertaken and passed will need to be clearly demonstrated in line with NPPF, and where necessary, an exception test will also need to be passed.</p> <p>We welcome the recognition of the aspiration to provide homes on previously developed land and land which has the potential for contamination as outlined in paragraph 6.12, and in accordance with the Core Strategy policy. We have issued comprehensive guidance on land contamination which developers should follow:</p>

<b>Theme 1: Delivering a wide choice of high quality homes in the Corridor.</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
		<p><a href="http://www.environment-agency.gov.uk/research/planning/121619.aspx">http://www.environment-agency.gov.uk/research/planning/121619.aspx</a></p> <p>Paragraph 6.18 refers to the need to provide additional pitches for gypsy and traveller sites. Flood risk has already been mentioned as a potential constraint within the AAP boundary. NPPF identifies that gypsy and traveller sites used as a permanent residential site are not appropriate development within flood zone 3. This must be taken into account when assessing any proposed sites within the Corridor.</p>

<b>Theme 2: Achieving sustainable economic growth in the Corridor.</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
5	Joanne Dearing Yorkshire Wildlife Trust	Within Theme 2 we would like to see a commitment to economic development providing the same high quality green infrastructure design as within the housing developments.
7	Ian Smith English Heritage	The Bolton Woods Quarry has been producing high-quality building stone since the middle of the nineteenth century and, as such, its products have helped to contribute to the distinct identity of the District. We welcome the acknowledgement that Minerals and Waste is a key theme and that the redevelopment of the quarry will need to provide for the prior extraction of any remaining stone reserves.
13	Pete Gleave ID Planning on behalf Commercial Development Projects	<p>Paragraphs 6.27-6.31 address the future of retail. This identifies that in the corridor there are two centres identified in the Core Strategy retail hierarchy these being Bradford City Centre and Shipley Town Centre.</p> <p>Paragraph 6.29 identified a key opportunity for retail development as being the redevelopment of Shipley Town Centre. This looks to redevelop and regenerate areas of the town centre to provide a new retail offer suitable for modern day requirements and to improve public realm around the market area. The draft document summarises the outcomes of the Council's Retail and Leisure Study (White Young Green) which identified a quantitative and qualitative need for new retail floor space within Shipley, including capacity for a new large foodstore.</p> <p>We therefore agree with the strategic themes identified within the AAP and the recognition there will be a need for new retail facilities within Shipley.</p>
19	Christopher Sinton HOW Planning on behalf of	Paragraph 6.23 requires that any proposed redevelopment of the existing employment zone within New Bolton Woods for alternative non-employment uses will need to be clearly justified in accordance with draft Core Strategy Policy EC4.

<b>Theme 2: Achieving sustainable economic growth in the Corridor.</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
	Canal Road Urban Village Limited	<p>The draft Core Strategy proposes 3,000 houses for the Central Area and in order to achieve this housing development will be required on employment areas. The AAP should reflect this requirement and water down the level of protection required to employment areas especially when employment generating uses will be delivered by the development.</p> <p>The Central Section of the Corridor, which New Bolton Woods falls within, is proposed as a Neighbourhood Centre to deliver local shops and services. The emphasis of the AAP is to promote and strengthen the vitality and viability of the centres of Bradford and Shipley.</p> <p>The CRUVL masterplan for New Bolton Woods includes a local centre incorporating a medium-size foodstore. There will also be smaller retail units trading from Stanley Road with car parking available. At the heart of the local centre will be a new public square off the high street. This will be a focus for the regenerated neighbourhood. It will consist of smaller retailers, cafes and restaurants and other local facilities such as a health centre, gym, and nursery. CRUVL has identified that it is important to provide employment in line with the strategic objectives set out above.</p> <p>We therefore invite BMDC to amend the draft AAP to provide a Local Centre designation based on the quantum and type of retail proposed.</p> <p>Whilst we understand and support the need to protect and enhance Bradford and Shipley Centres we must stress that the New Bolton Woods project is one of the most important regeneration projects in Bradford and the Local Centre at its core is absolutely vital to the successful regeneration of the local area which currently completely lacks a focal point for the local community. We are concerned that the sequential approach is potentially inappropriate here as New Bolton Woods is clearly peripheral to Bradford and Shipley and this does not allow proper weighting to be given to the strategic need for a new Local Centre on Stanley Road at the heart of this Council backed regeneration initiative.</p>
33	Julie Rasimowicz Individual	I think sustaining the economy already there is important but do not think economic growth is necessary as this would potentially lead to further congestion along what is already a busy route despite the improvements planned for it.

<b>Theme 3: Promoting sustainable transport options and connecting the Corridor.</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
5	Joanne	We support the inclusion of a new cycle and pedestrian route

Theme 3: Promoting sustainable transport options and connecting the Corridor.		
Rep ID	Name / Organisation	Summary of Representation
	Dearing Yorkshire Wildlife Trust	along the corridor as highlighted in paragraph 6.43. We are however concerned by the statement in paragraph 6.45 that the route may need to change as future development occurs. Future developments should incorporate and link to the route to improve it but we would not want to see the greenway re-routed once it is in place (unless this would significantly improve the route). Moving the route may result in reduced usage if it does not follow desire lines and will cause disruption to existing users. Any vegetation established as part of the greenway will also be disturbed. New developments should not only link to the route but also provide other cycling facilities such as cycle parks and should be designed to make sustainable transport the preferred option.
7	Ian Smith English Heritage	<ul style="list-style-type: none"> <li>· Paragraph 3.4 notes the unattractive linkages between Shipley Town Centre, the train station and the Leeds Liverpool Canal. However, whilst Paragraph 6.53 and 6.55 deal with linkages between new housing and employment areas and the Shipley Town Centre, there is no mention of improving connectivity to the Leeds Liverpool Canal.</li> <li>· If the retail park at Forster Square remains in this AAP (see comments regarding Question 1, above) given the close interrelationship between this retail area and the City Centre, a key issue will be the connectivity between the retail park, the new Broadway shopping Centre and also, potentially, a refurbished Forster Square Station.</li> </ul>
14	Paul North Manningham Masterplan Board	<p>The theme begins with the Canal which is unlikely to be achieved as a viable transport route. Its inclusion under the heading of “canal” for anything that does not provide a transport route is potentially problematic and other terminology would be more accurate and useful.</p> <p>As Manningham station is unlikely to gain priority from METRO and other key transport bodies owing to the current financial climate, the relative importance of Frizinghall station must increase. The Manningham Masterplan sees transport connectivity to employment in the Aire Valley, Leeds and Bradford as important for Manningham’s residents and an asset for the District as a reservoir of available, young local labour/talent. This would also apply to this corridor.</p> <p>The need to retain <u>effective</u> road transport along the corridor to assist business in Airedale is important.</p>

<b>Theme 3: Promoting sustainable transport options and connecting the Corridor.</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
14	Paul North  Manningham Masterplan Board	<p>Please see earlier comments regarding the canal. If the canal is not viable as a transport mode then it should not be called a canal and should be removed from the transport element. Add intentions to promote rail travel via Frizinghall station. The existence of the rail connectivity should have a higher importance as it is a feature in sustainable travel considerations. It may be useful to incorporate strengthened public transport arrangements between Canal Road and Manningham to facilitate demand and connection.</p>
19	Christopher Sinton  HOW Planning on behalf of Canal Road Urban Village Limited	<p>CRUVL broadly agree with the AAP's aspiration to improve accessibility, enhance the strategic road network and encourage sustainable transport patterns.</p> <p>The development of New Bolton Woods will deliver residential development in close proximity to pedestrian and cycle infrastructure, public transport linkages and employment opportunities. Furthermore, the New Bolton Wood proposals would not preclude the strategic proposals to widen Canal Road on its western side.</p> <p>In terms of the strategic road network, our transport consultants AECOM are working closely with BMDC) Highways to explore options for improving Canal Road from its junctions with Poplar Road in the north and Bolton Lane to the south, and the signalisation of existing junctions would provide capacity enhancements and additional pedestrian crossing facilities along the corridor.</p> <p>The proposed route of the Canal Road Greenway through the New Bolton Woods site provides a significant opportunity for the development to connect to a high quality cycle and pedestrian link along the Corridor. The integration with the route to maximise potential for pedestrians and cyclists to use the Greenway is a critical consideration in the development of the site layout, and linkages from the Greenway to adjacent plots will form a wider network of connecting routes. Pre-application discussions are taking place with key stakeholders including BMDC Highways and Sustrans to ensure these key issues are addressed.</p> <p>Frizinghall Rail Station, located immediately to the west of the New Bolton Woods site, provides a good level of service with connections to a number of local towns and the regional centres of Bradford and Leeds. Given the close proximity of the station to the development and the opportunity to promote rail mode share, a key element of the proposals will be improving the accessibility from the site including enhancements to pedestrian and cycle links, new crossing facilities on Canal Road and a permeable street network with signage from the development.</p>

<b>Theme 3: Promoting sustainable transport options and connecting the Corridor.</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
		<p>A Transport Assessment (TA) and a Framework Travel Plan (FTP) for the residential mixed-use proposals will be prepared and submitted in support of the site wide proposals to ensure that the transport impacts are identified and duly mitigated against. The TA will set out the proposals for:</p> <ul style="list-style-type: none"> <li>▪ Access to the site by sustainable modes of transport, connections to surrounding areas and facilities;</li> <li>▪ The implications with regard to traffic impact of the proposed development on the local road network, including key junctions on the Canal Road Corridor as agreed with BMDC Highways;</li> <li>▪ The site access junctions including links to the east to reduce car trips onto Canal Road; and</li> <li>▪ The internal layout including parking arrangements, and access for service and emergency vehicles.</li> </ul>
20	David Lerner Aire Rivers Trust	<p>We do not support the re-introduction of the Bradford Canal. We recognise that canals have many benefits, but this is not a good location for a new one for two reasons:</p> <ol style="list-style-type: none"> <li>1. There is insufficient water available unless (a) water is pumped with the consequent unsustainable energy cost from the Leeds-Liverpool Canal or (b) the Bradford Beck is diverted into the canal destroying a natural watercourse for the sake of an unnatural one.</li> <li>2. The blue element of the blue-green corridor from Shipley to the City Centre can be delivered by renaturalising the Bradford Beck at a lower cost and with greater environmental benefits.</li> </ol>
20	David Lerner Aire Rivers Trust	<p>We support the inclusion of a new cycle and pedestrian route along the corridor as highlighted in paragraph 6.43 as this will make more people aware of the Bradford Beck.</p>
36	Bev Lambert Environment Agency	<p><b>Strategic Theme 3 – Promoting sustainable transport options</b> We would strongly support any measures to open up the canal from a biodiversity point of view. This would have huge ecological benefits and even opening short sections would enhance biodiversity if done sympathetically. We understand that given the current economic climate, wholesale opening of the canal corridor may be prohibitively expensive, but we would support a policy within the AAP which requires developers to contribute to opening sections of the canal as part of development proposals along the corridor.</p>
37	Ian Moore The Inland Waterways Association	<p><b>Clause 6.4 - The Bradford Canal</b> Para 6.41 states that it 'remains to be established that a reopened canal is the only or even the best means of using the canal alignment'. This seems a rather odd statement considering the reports that have already been commissioned on the canal. It has generally been shown within the restoration movement that having a greenway with no canal does not bring the benefits of a restored canal and greenway.</p>

<b>Theme 3: Promoting sustainable transport options and connecting the Corridor.</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
		Similarly the statement in Para 6.42 “the regenerative effects of a high quality green corridor could provide similar benefits to a reopened canal”, is not something that has been generally demonstrated. Experience from other restoration projects tends to show that you do not get the full benefits until you fully restore a canal.

<b>Theme 4: Mitigating and adapting to climate change along the Corridor.</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
5	Joanne Dearing  Yorkshire Wildlife Trust	With regards to flooding we would like to see aqua-greens, wetlands and high quality SuDs schemes, including green roofs, incorporated into the corridor. We would be happy to provide more advice on this. As previously mentioned we support the intention to deliver the housing to the Eco Town standards.
19	Christopher Sinton  HOW Planning on behalf of Canal Road Urban Village Limited	<p>The emerging Blue/ Green Infrastructure should be developed in accordance with the approved New Bolton Woods masterplan as well as BMDC’s Strategic Flood Risk Assessment. CRUVL’s specialist flood risk and engineering consultants have analysed the site and opportunities for the management of surface water as part of the extensive masterplanning process. Discussions are currently being undertaken with the Environment Agency and BMDC’s drainage officers and the outline planning application will include proposals for the incorporation of Sustainable Drainage Systems, swales and balancing ponds within the identified open space areas with the masterplan are. Accordingly, we request that the draft AAP is revised to reflect the development and open space zones approved by the Council’s Executive as part of CRUVL’s masterplan.</p> <p>The AAP will seek to encourage increased use of renewable energy and more efficient use of resources, including energy and water as identified in the sustainability framework to be submitted with the outline planning application.</p>

<b>Theme 4: Mitigating and adapting to climate change along the Corridor.</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
36	Bev Lambert Environment Agency	<p><b>Strategic Theme 4 – Mitigating and adapting to climate change</b></p> <p>We very strongly welcome and support the inclusion of this strategic theme and are particularly pleased to see the efficient use of water included in paragraph 6.63 and maximising the use of recycled materials, and promotion of the waste hierarchy in paragraph 6.64.</p> <p>However, we suggest that reducing water use is included in paragraph 6.58 in addition to reducing energy use. Climate change impacts could lead to issues with water availability in the future which needs to be recognised here.</p> <p>Paragraph 6.61 could also acknowledge the beneficial role that SuDS play in improving water quality which helps to achieve WFD objectives. However, sufficient checks should be made to ensure that land used for SuDS features is not affected by contamination as this can result in an unacceptable risk to the water environment.</p>

<b>Theme 5: Protecting and enhancing the natural and built environment of the Corridor.</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
5	Joanne Dearing Yorkshire Wildlife Trust	We are pleased to see that protecting and enhancing the natural and built environment of the corridor has been included as a strategic theme.
5	Joanne Dearing Yorkshire Wildlife Trust	We fully support the intention to deliver habitat enhancement along the corridor and to improve the water quality of the beck (paragraph 6.69 and 6.71). We are also pleased to see that the importance of high quality green spaces for quality of life and attractiveness has been highlighted (paragraph 6.70). The wildlife value of these green spaces should be maximised in line with the NPPF (paragraph 109). We would also want to see the protected sites mentioned in paragraph 6.68 protected and enhanced by buffering them and connecting them to the wider habitat corridor.
7	Ian Smith English Heritage	<ul style="list-style-type: none"> <li>· We support the key issues identified under this Theme particularly those elements which relate to preservation and enhancement of the World Heritage Site and the other heritage assets in the Shipley and Canal Road Corridor.</li> <li>· We would endorse the World Heritage Site Management Plan being incorporated into the Area Action Plan as a material consideration in planning applications.</li> </ul>



<b>Theme 5: Protecting and enhancing the natural and built environment of the Corridor.</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
14	Paul North Manningham Masterplan Board	The design and quality of the housing should be good and also reflect and complement the market and housing stock beyond the boundaries of the AAP area.
19	Christopher Sinton HOW Planning on behalf of Canal Road Urban Village Limited	The approach suggested to protect and enhance the natural and built environment in the Corridor is supported with the approved masterplan providing for the enhancement and creation of green spaces, wildlife habitats and play spaces. However, as noted above the Green/ Blue infrastructure should accord with the approved masterplan.
20	David Lerner Aire Rivers Trust	We fully support the intention to deliver habitat enhancement along the corridor and to improve the water quality of the beck (paragraph 6.69 and 6.71). However, habitats within the Beck for aquatic species should be explicitly included in the desired outcomes to ensure that the requirements of the Water Framework Directive to achieve “good ecological potential” are met.
36	Bev Lambert Environment Agency	<b>Strategic Theme 5 – Protecting and enhancing the natural and built environment</b> We welcome and support the inclusion of this theme. We believe habitat creation within the corridor would give tangible benefits to the community as well as a net gain in biodiversity. One issue to consider for the next stage of the AAP is how this will be secured. We suggest that WFD is referenced within this section as this theme will be key to help deliver positive outcomes to achieve improved ecological status of the water environment in Bradford.
38	Martyn Coy The Canal & River Trust	<u>Protecting and enhancing the natural and built environment of the corridor</u> The Trust welcomes that the AAP requires new development to protect and enhance the Leeds and Liverpool Canal Conservation Area. The AAP identifies several development sites adjacent to the canal within the conservation area and we stress the importance that all new development fully acknowledges the waterspace and towing path, and not simply view them as a backdrop for the development. In this way, new development can make a positive contribution to local character and distinctiveness and accord with paragraph 126 of the NPPF.

<b>Theme 6: Promoting healthy, strong and inclusive communities living in and alongside the Corridor.</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
5	Joanne Dearing	We welcome the high importance given to green infrastructure in the area. We are concerned by paragraph 6.90 which suggests

<b>Theme 6: Promoting healthy, strong and inclusive communities living in and alongside the Corridor.</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
	Yorkshire Wildlife Trust	that development may take place on open land. If this is the case then we would expect the ecological value of the site to be fully considered and for development to avoid those areas which have a high ecological value.
14	Paul North  Manningham Masterplan Board	There is a temptation to look for the solution to the many challenges both within and without the corridor within the plan. The corridor is constrained and so not all solutions might be possible within the site as there may not be room, however these needs do need addressing somewhere. This may therefore be a consideration for the City Centre AAP as the City Centre is refashioned complementing the renewal of the city centre core. There may be opportunities for the Manningham Masterplan Board and The Canal Road Joint Venture company to plan together to rationalise infrastructure solutions. Eg health provision. It may be useful to plan across Manningham and Canal Road on themes such as housing and health, education.
19	Christopher Sinton  HOW Planning on behalf of Canal Road Urban Village Limited	CRUVL support the need to promote healthy, strong and inclusive communities with the masterplan proposing a number of community facilities including a new primary school and sports pitches as per the vision for the site.
36	Bev Lambert  Environment Agency	<b>Strategic Theme 6 – Promoting healthy, strong and inclusive communities</b> Section 6.82 refers to development on previously developed land and land that has the potential to be for contaminated. As previously mentioned, our guidance on land contamination will assist developers in remediating land without causing unacceptable risk to water quality which can ultimately lead to risk to human health.

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

Rep ID	Name / Organisation	Summary of Representation
39	Helen Ledger  Sport England	<p>6.88 – we welcome the reference to sport under the aim to ‘create a high quality open space network’. There is a need to balance existing sports facilities with any new alternative sports, any proposal in this respect will need to meet the principles of E5 Above. It is very timely that Bradford are well advanced in their Playing Pitch Strategy research (final report due in October) to help guide future investment with the support of local representatives of the key pitch sport governing bodies. Given the references to cycling and the council’s established link to Sky Ride it would be worth linking up investment plans in cycling with the governing body, British Cycling, to get the best design and potential opportunities out of plans. The council’s sports development department would be best placed to advance these proposals.</p> <p>6.89 – 6.92: some of what is written in this section causes us concern. Any proposals to develop playing fields must comply with our policy above (NPPF paras 73 &amp;74) or face statutory objections from ourselves at the application stage. Yes the playing pitch strategy should inform proposals, but we will only accept the loss of playing field where they are shown within this study to be surplus to current and future pitch sport requirements. Indeed with new residential development in the AAP demand for playing fields should be set to increase, therefore disposing of playing fields should not really be an option.</p> <p>6.91 – we will not typically accept the loss of versatile natural turf playing fields and the enhancement of existing playing field sites, eg by the addition of artificial pitches. This is because natural turf playing fields are flexible to take a whole range of pitch sports, once you develop alternative facilities their use is restricted so needs to be grounded in good quality research on long term sporting needs. For instance you cannot play competitive cricket on an all weather synthetic turf, fenced football pitch. Loss of two natural turf pitches and replacement with one artificial pitch does not sit neatly with our policy either as in area terms there is a reduction of space, therefore it cannot meet policy exception E4. Without evidence to show one natural turf pitch is surplus to requirements, this again would cause us concern.</p>

KEY ISSUES		
Rep ID	Name / Organisation	Summary of Representation
5	Joanne Dearing Yorkshire Wildlife Trust	Within Theme 2 we would like to see a commitment to economic development providing the same high quality green infrastructure design as within the housing developments.
8 11 12 16	Brian Teale-Individual Mr and Mrs Shaw-Individual Mr John Wood - Individual Mrs Lynne Slinger-Individual	It will be possible to deliver some new housing within the plan area, particularly around Shipley and perhaps at Bolton Woods Quarry during the latter years of the plan. However, I do not think the delivery of 3,000 high quality homes is realistic or achievable, within a 15 year time-frame. The area between Shipley and Bradford is constrained by flooding, contamination and low property values and any development at Bolton Woods should not be to the detriment of veteran trees and wildlife habitat. The transformation proposed would require huge public investment that is unlikely to be forthcoming. In the unlikely event that substantial public funds were available, they ought to be targeted firstly at Bradford City Centre and secondly at Shipley Town Centre.
8 11 12 16	Brian Teale-Individual Mr and Mrs Shaw-Individual Mr John Wood - Individual Mrs Lynne Slinger-Individual	The Canal Road Corridor is not an appropriate location for increased retail, leisure and office development. These uses must be focussed in Bradford City Centre, which is already harmed by Forster Square Retail Park and a large Tesco supermarket that stocks a wide range of comparison goods. If retail and leisure developments are delivered in the Canal Road Corridor it is likely to be at the expense of Bradford City Centre, which must be the Council's priority for the next 15 years.
8 11 12 16	Brian Teale-Individual Mr and Mrs Shaw-Individual Mr John Wood - Individual Mrs Lynne Slinger-Individual	The loss of employment land within the corridor must be considered in the context of future need for employment land, arising from both loss of existing employment land and the future requirements of the economy. If implemented, employment land would be given over to housing and new employment land would then need to be found in more peripheral and less sustainable areas. This is likely to mean that houses are built on brownfield land, some of which is contaminated and subject to flooding, and employment premises constructed on greenfield sites. If this were to occur, it may visually 'regenerate' the corridor but it would be poor planning, it would not be environmentally sound and it would not be in the best interests of the district as a whole.
18	Michael Long Metro	Re Strategic Theme 3 - Promoting sustainable transport options and connecting the Corridor  Walking and cycling improvements along the corridor would be welcomed and supported by Metro.  The 'Impact on the road network' is an important issue that needs to be managed to deal with the scale of development proposed.

KEY ISSUES		
Rep ID	Name / Organisation	Summary of Representation
		<p>We agree with the key issues identified within this sub section.</p> <p>The AAP refers to the West Yorkshire Transport Fund. A prioritised scheme list has now been established and includes some improvements to the Canal Road corridor – the details of the proposed scheme are below.</p> <p>The WYTF scheme will provide highway improvements to Canal Road and enable better public transport on the A650 Manningham Lane Bus Corridor through provision of complementary bus priority measures.</p> <p>It also includes highway improvements at the Branch Junction (A6038 Otley Road/A650 Bradford Road) and the Valley Road Junction (A6038 Otley Road/A6037 Valley Road) to encourage strategic traffic to use Canal Road rather than the A650 corridor facilitating better bus operating conditions on the A650 corridor.</p> <p>It will include enhanced bus priority on the A650 corridor between Shipley and Bradford city centre including:</p> <ul style="list-style-type: none"> <li>• New bus lanes</li> <li>• Extension of bus lanes to 24 hour operation</li> <li>• Extensions to existing bus lanes (particularly towards junctions)</li> <li>• Provision of additional pre-signals</li> <li>• Widening use of decriminalisation powers to reduce abuse of bus lanes</li> </ul> <p>The WYTF modelling has included the growth aspiration included in the AAP.</p> <p>The Saltaire Roundabout is being progressed outside the WYTF work.</p> <p>Whilst we don't object to the council aspiration for the Shipley Eastern Relief Road, the WYTF has not prioritised this scheme in the first round of the WYTF schemes.</p> <p>We welcome the inclusion of the 4<sup>th</sup> issue, 'Delivering more sustainable transport patterns'. The text associated with this issue is supported. Within the issues in this sub section, the AAP needs to also look at how the proposed development can make use of the existing infrastructure that is in place. Whilst we accept that some improvements could be made, the AAP area is already on a bus corridor as well as a rail route which is frequent and high quality.</p>

KEY ISSUES		
Rep ID	Name / Organisation	Summary of Representation
22	Vera Swaine Individual	You ask for opinions, so why are you building in the first designated area (Poppers Park). I know of no one in this neighbourhood who wants this scheme to go ahead. In fact a lot of us are very much against it and have made our feelings known at meetings. Also, has anything been done to ensure that Poppers Park road will not become a "rat run" ?
23	Vera Swaine Individual	If Arnold Laver is so keen to move, why not start the plan there, then you would find out the viability of any houses built actually being sold. Any way nothing should be started until Canal road is upgraded. It is at a standstill for much of the day so how are people to access houses, shops, schools etc. What road will site traffic use for access, surely not Poppers Park which would be dangerous due to school and a nuisance to existing house-holders
27	Lisa Dryden Individual	(Are there any other key issues that the AAP should address?) Being inclusive
28	R Shields Individual	(Are there any other key issues that the AAP should address?) Reduce the trading size of Shipley Asda and encourage growth of smaller business and shops
30	Ellie Clement Individual	This is a very unusable part of the survey as very little information is on the same screen - I would question the utility of the results of this section)
30	Ellie Clement Individual	No mention is made of ensuring these areas particularly new communities of housing development have adequate community funding to develop into proper communities rather than isolated dwellings.
31	Richard Radcliffe Individual	Whilst this is the BMDC Plan is should be accepted that Shipley is and will continue to grow as a Leeds satellite housing area

AREAS OF OPPORTUNITY		
Rep ID	Name / Organisation	Summary of Representation
8	Brian Teale- Individual	The 'Centre Section' should remain principally in employment generating uses as well as a destination for the retail of bulky goods including vehicles, building materials and garden supplies. In recent years a new Audi car sales garage and the headquarters of the British Wool Board have been constructed in the corridor. It is an excellent locality for such beneficial and necessary uses which should be encouraged and expanded to meet the needs of the economy, generate work for local people and provide retail opportunities for large and bulky goods which do not compete with the retail offer of existing centres.
11	Mr and Mrs Shaw- Individual	
12	Mr John Wood - Individual	
16	Mrs Lynne Slinger- Individual	

AREAS OF OPPORTUNITY		
Rep ID	Name / Organisation	Summary of Representation
8	Brian Teale- Individual	I would welcome any improvement to Shipley Town Centre and its links with the surrounding area. However, this should be achieved by consolidating and improving the existing retail, leisure and office offer which is in decline. Halting decline will be a hard enough challenge, planning for a significant expansion may be unrealistic.
11	Mr and Mrs Shaw- Individual	
12	Mr John Wood - Individual	
16	Mrs Lynne Slinger- Individual	
13	Pete Gleave  ID Planning on behalf of Commercial Development Projects	<p>We do not agree with the existing town centre boundary and believe it should be extended to the north. As already stated the area to the north of the canal is currently occupied by town centre uses including a hotel and public house. Furthermore, our client has submitted an application for a new food store to the north of Salts Mill Road and the Cardinal Shopfitter sites. We are therefore of the view this part of Shipley should be included in the wider town centre boundary. We therefore believe the town centre boundary should be amended to reflect the more mixed use nature of this area and its potential to accommodate wider town centre uses.</p> <p>It is also worth noting at this stage that we consider the annotations on Map1 are incorrect and need updating to reflect the guidance within the NPPF. It is clear from the currently adopted local policies the 'Primary Shopping Area' shown on Map 1 is more readily defined as the Primary Shopping Frontage for the town centre and that the 'Shopping Area' is the boundary where retail and other town centre uses are acceptable. On this basis we would suggest the 'Primary Shopping Area' s renamed 'Primary Shopping Frontage' and the remainder of the 'Shopping Area' is renamed 'Secondary Shopping Frontage'. This would ensure the AAP is consistent with the definitions within the NPPF and would be viewed as being sound when examined by an Inspector.</p>
14	Paul North  Manningham Masterplan Board	<p><b>The City Centre Fringe</b></p> <p>The "City centre Fringe" covers part of the Manningham Masterplan Area. The term fringe needs reassessing as this interface between the City centre and a large residential population on the main flat approach to Bradford City Centre is worth consideration in its own right. Manningham Lane is a Gateway route into Bradford city Centre.</p> <p>"The strategy for the area is based around a continuation of its present function." The function of Manningham Lane is changing and will continue to do so. Eg Presently there is an influx of Eastern European traders who may once more renew the lower end of Manningham Lane</p>

AREAS OF OPPORTUNITY		
Rep ID	Name / Organisation	Summary of Representation
18	Michael Long Metro	We would encourage the defined town centre to incorporate Shipley Station. The AAP states 'The town centre experience is further undermined by uncomfortable and unattractive walking linkages between the centre, train station...' By incorporating the station area into the town centre, the linkages may be improved as a result.

SHIPLEY EMERGING PROPOSALS		
Rep ID	Name / Organisation	Summary of Representation
5	Joanne Dearing Yorkshire Wildlife Trust	We support the retention and enhancement of green spaces along Bradford Beck and the creation of new open space highlighted in paragraph 7.10. However as this area is currently open green space we would expect the retained green spaces to be high quality and multi-functional, providing net gains for biodiversity in line with the NPPF (paragraph 109 and 17). We would also want to see the existing Bradford Wildlife Site buffered, maintained and enhanced. We would support improvements to the Leeds- Liverpool Canal that protect, enhance and buffer the SINC (paragraph 7.11) as well as improvements to walking and cycling routes (paragraph 7.9).
5	Joanne Dearing Yorkshire Wildlife Trust	We would like to see an aspiration to increase the amount of green space within Shipley and to enhance the Leeds- Liverpool Canal as well as the River corridor for both people and wildlife in line with the NPPF (paragraph 109).
7	Ian Smith English Heritage	All the Shipley Emerging Development options lie within the Buffer Zone of the Saltaire World Heritage Site. As has been mentioned in Paragraph 6.74, it is essential that the development of these sites does not result in harm to those elements which contribute to the Outstanding Universal Value of Saltaire. Consequently, as part of the evidence base underpinning the AAP there needs to be an evaluation of the extent to which the development of these areas is likely to impact upon the Outstanding Universal Value of the World Heritage Site. If necessary, the Policies for these sites will need to include reference to the means by which any potential harm to the significance of the World Heritage Site will be reduced.
7	Ian Smith English Heritage	STC2 Shipley Town Centre Manor Lane Wesleyan Reformed Church including number 21 Manor Lane (to the west of this site) is a Grade II Listed Building. If this site is allocated, the plan should make it clear that any redevelopment of this area would need to safeguard the character and setting of this Listed Building.



SHIPLEY EMERGING PROPOSALS		
Rep ID	Name / Organisation	Summary of Representation
7	Ian Smith  English Heritage	DF1 Lexicon Bankside Dock Lane This site adjoins the boundary of the Leeds Liverpool Canal Conservation Area. If allocated, the Plan should make it clear that any development proposals for this site would need to ensure that those elements which contribute to the character or setting of the adjacent Conservation Area are safeguarded. Where possible, the redevelopment of this site should also seek to identify whether or not there are any opportunities for enhancing or better revealing the significance of the Conservation Area.
7	Ian Smith  English Heritage	DF2 Junction Bridge, Briggate Virtually all this area falls within the Leeds Liverpool Canal Conservation Area. The canal bridge Number 208, 200 metres west of the junction with Dock Lane, is a Grade II Listed Building. If allocated, the Plan should make it clear that any development proposals for this site would need to ensure that those elements which contribute to the character or setting of the Conservation Area and the Listed bridge are safeguarded. In addition, it needs to be borne in mind that the NPPF makes it clear that the loss of a building which makes a positive contribution to the significance of a Conservation Area should be regarded as resulting in substantial harm to that area. Consequently, if any buildings on the site make a positive contribution to the Conservation Area, they should be retained. Where possible, the redevelopment of this site should also seek to identify whether or not there are any opportunities for enhancing or better revealing the significance of the Conservation Area.
7	Ian Smith  English Heritage	DF3 Land between Leeds Road and Dock Lane This site adjoins the boundary of the Leeds Liverpool Canal Conservation Area. If allocated, the Plan should make it clear that any development proposals for this site would need to ensure that those elements which contribute to the character or setting of the adjacent Conservation Area are safeguarded. Where possible, the redevelopment of this site should also seek to identify whether or not there are any opportunities for enhancing or better revealing the significance of the Conservation Area.
7	Ian Smith  English Heritage	DF5 Dockfield Road South This site adjoins the boundary of the Leeds Liverpool Canal Conservation Area. If allocated, the Plan should make it clear that any development proposals for this site would need to ensure that those elements which contribute to the character or setting of the adjacent Conservation Area are safeguarded. Where possible, the redevelopment of this site should also seek to identify whether or not there are any opportunities for enhancing or better revealing the significance of the Conservation Area.

SHIPLEY EMERGING PROPOSALS		
Rep ID	Name / Organisation	Summary of Representation
7	Ian Smith  English Heritage	<p>DF6 Regent House</p> <p>This site lies within the boundary of the Leeds Liverpool Canal Conservation Area. If allocated, the Plan should make it clear that any development proposals for this site would need to ensure that those elements which contribute to the character or setting of the Conservation Area are safeguarded. In addition, it needs to be borne in mind that the NPPF makes it clear that the loss of a building which makes a positive contribution to the significance of a Conservation Area should be regarded as resulting in substantial harm to that area. Consequently, if any buildings on the site make a positive contribution to the Conservation Area, they should be retained.</p> <p>Where possible, the redevelopment of this site should also seek to identify whether or not there are any opportunities for enhancing or better revealing the significance of the Conservation Area.</p>
7	Ian Smith  English Heritage	<p>DF7 Junction of Dock Lane and Dockfield Road</p> <p>This site adjoins the boundary of the Leeds Liverpool Canal Conservation Area.</p> <p>If allocated, the Plan should make it clear that any development proposals for this site would need to ensure that those elements which contribute to the character or setting of the adjacent Conservation Area are safeguarded. Where possible, the redevelopment of this site should also seek to identify whether or not there are any opportunities for enhancing or better revealing the significance of the Conservation Area.</p>
7	Ian Smith  English Heritage	<p>DF8 Buildings along Briggate</p> <p>This site adjoins the boundary of the Leeds Liverpool Canal Conservation Area. If allocated, the Plan should make it clear that any development proposals for this site would need to ensure that those elements which contribute to the character or setting of the adjacent Conservation Area are safeguarded. Where possible, the redevelopment of this site should also seek to identify whether or not there are any opportunities for enhancing or better revealing the significance of the Conservation Area.</p>

SHIPLEY EMERGING PROPOSALS		
Rep ID	Name / Organisation	Summary of Representation
13	Pete Gleave  ID Planning on behalf of Commercial Development Projects	<p>We are not in agreement with the emerging development options in Shipley. Two sites (SCT2 and SCT4) are identified as potential retail led development. Whilst it is accepted this stage of the AAP is only required to set out emerging options for future development, we believe future stages of the AAP should make it clear these allocations should be for comparison retail only. The two sites are well places in the town to provide an increased comparison offer which could enhance the vitality and viability of Shipley Town Centre. Given the proximity of the sites to the existing Asda store and the range of existing uses and ownerships we do not believe the identified sites are appropriate for large scale convenience retail.</p> <p>There is a general acknowledgment within the AAP and wider LDF evidence base (most notably the Bradford Retail and Leisure Study Update) that there is a need for an additional large food store in Shipley. Accordingly in response to Question 14 we wish to promote an additional site for redevelopment in Shipley. This site is the Cardinal Shopfitters site at Salts Mill Road and is shown on the enclosed plan (see Appendix 2). We believe this site is best placed to meet the need for future retail development within Shipley and had fewer constraints than other potential sites which may come forward during this consultation process.</p>
17	Suzanne Phillipson  Nathaniel Litchfield and Partners on behalf of GMI Developments Limited	<p>The proposed redevelopment of the Otley Road site for new retail development is considered to make an important contribution to the aims and aspirations of the AAP as follows:</p> <ul style="list-style-type: none"> <li>□ Achieving transformational change – Redevelopment of the Otley Road site provides the opportunity to maximise development of a large and currently under-utilised, previously developed site as a key priority throughout the AAP area. The scale of development proposed at a strategic and highly visible location has the potential to act as a catalyst to attract further investment, residents and visitors to the area. This, in turn, will encourage additional investment in priority regeneration areas elsewhere along the corridor with the potential to make a significant contribution to regeneration of the District as a whole.</li> <li>□ Strengthening the role of Shipley Town Centre – The Council’s retail study identifies capacity for new retail development (including a new foodstore), and a key aspiration of the AAP is to improve the vibrancy, mix and quality of uses in the town centre in order to help capture expenditure currently leaking from the area. Provision of a new foodstore will provide this much needed improvement to retail facilities, and help to enhance Shipley’s role as an important town centre through expansion of its retail offer, whilst improving access to retail facilities for future members of this growing community. Crucially, the store’s strategic location between the railway station and Shipley’s main retail area offers the opportunity to retain, and attract additional, customers within Shipley whilst facilitating linked trips to further encourage additional ‘spin off’ benefits for retailers and service providers in</li> </ul>

SHIPLEY EMERGING PROPOSALS		
Rep ID	Name / Organisation	Summary of Representation
		<p>the town centre, strengthening its role and performance further still.</p> <ul style="list-style-type: none"> <li>□ Promoting and supporting a successful growing economy – The proposed development represents a significant investment in the economy, and will contribute directly to local job creation within the SCRC. Provision of new retail facilities, and improvement of the interface between Shipley railway station and the town centre, will help to capture additional expenditure from commuters passing through Shipley, as well as the wider population in the area, of further benefit to the economy within this key regeneration area. As referred to above, the scale of the proposed regeneration has the potential to provide additional ‘spin off’ benefits for local retailers and service providers as a result of linked trips between the foodstore and Shipley Town Centre, whilst acting as a catalyst to promote further investment within the town and beyond, increasing economic output further still.</li> <li>□ Improving links between Shipley Town Centre and Shipley Railway Station – As set out within the AAP, Shipley town centre is currently undermined by the ‘uncomfortable and unattractive walking linkages between the centre, train station and Leeds Liverpool Canal’ which, alongside severance between the station and the town centre, is resulting in lost expenditure from commuters passing through Shipley. Redevelopment of the Otley Road site will directly contribute to improving links between the town centre and the railway station (through improved crossing facilities across Otley Road, as well as proposals to light, widen, resurface and landscape the existing public footpath between the site and Shipley Railway Station) whilst encouraging linked trips between the station and the town centre in order to claw back leaked expenditure and maximise opportunities for Shipley town centre provided by this important transport hub.</li> <li>□ Promoting sustainable transport options – Location of much needed retail provision on the Otley Road site provides a valuable opportunity to promote the use of sustainable transport options along the Shipley and Canal Road Corridor. The site is highly accessible by non-car means and provides a genuine opportunity to encourage the use of public transport (bus and rail), cycling and walking. Proposals to improve pedestrian and cycle links to both the town centre and Shipley railway station will facilitate linked trips with other local shops and services to reduce car journeys further still. Furthermore, the AAP acknowledges that existing stations along the corridor currently have limited parking and poor accessibility; the upgrading of pedestrian and cycle routes to and from Shipley railway station, alongside the provision of an additional 50 commuter car parking spaces, will help to encourage the use of Shipley Station as a strategic hub for the promotion of sustainable travel along the SCRC in line with identified priorities of the AAP.</li> <li>□ Improving the quality of the built environment – Redevelopment</li> </ul>

SHIPLEY EMERGING PROPOSALS		
Rep ID	Name / Organisation	Summary of Representation
		<p>of the Otley Road site will make a significant contribution to improving the architectural and landscape quality along the Shipley and Canal Road Corridor, whilst facilitating the clean up of contaminated land of further benefit to environmental quality. New buildings will incorporate high quality and sustainable design alongside new areas of public realm, and will make a positive contribution to the built environment of both the town centre and an established transport corridor. In short, redevelopment of a highly visible but underused site at the gateway to Shipley town centre provides an exciting opportunity to enhance existing assets and create new areas of public realm in accordance with the overall ethos of the SCRC AAP.</p> <p><b>Current Use of the Site</b>  The majority of the application site is currently occupied by Crossley Evans, who operates a scrap yard/metal recycling business. This is referred to within the draft AAP as one of three major metal recovery sites located within the District, and it is currently suggested within the AAP that this facility be retained for waste management purposes unless an exceptional justification can be made for the loss of the site as part of the District's waste management infrastructure.</p> <p>A detailed assessment has been undertaken to support GMI's planning application which considers the implications of redevelopment of the waste metal recycling site for alternative, non-waste related uses. This assessment demonstrates that loss of this facility would have no impact upon the delivery of Bradford's waste management strategy, with other sites intended to be allocated for waste management purposes providing more than sufficient capacity to meet the District's needs. The AAP acknowledges that use of the site for the open storage of scrap detracts from the quality of the townscape along the canal road corridor. More than this, however, the site also comprises a significant area of underused land and one which, as demonstrated above, has the potential to make a direct and significant contribution to the aims and aspirations of the AAP. Considered against the conclusion that redevelopment of the Crossley Evans site will in no way undermine the waste management strategy for the District, retention of the existing waste facility represents a missed opportunity to maximise the development potential of an underused site at the entrance to Shipley town centre contrary to the vision and strategic objectives of the AAP, and alternative uses should be considered in relation to their contribution to the achievement of much needed transformational change.</p>

SHIPLEY EMERGING PROPOSALS		
Rep ID	Name / Organisation	Summary of Representation
18	Michael Long Metro	Site SE1 should also have a requirement to include station improvements, such as parking extensions. The station car park, SE2 is identified. The main improvement needed at the station is additional car parking. The Butterfly Sanctuary within the station car park limits the extent this site can be developed. Relocation of the sanctuary would allow additional car parking to be provided at the site. (See Question14). The area of land between Station Road and Otley Road could be developed. The site located close to Shipley Station could present opportunities for addition station car parking (subject to the relocation of the Crossley Evans Scrap Merchant). This should be included as a development opportunity.
20	David Lerner Aire Rivers Trust	Broadly yes (we agree with the emerging development options for Shipley). We support the retention and enhancement of green spaces along Bradford Beck and the creation of new open space highlighted in paragraph 7.10. However, The Bradford Beck is part of these open spaces, and renaturalisation of the Beck will enhance the quality of these spaces as well as helping to improve the aquatic habitats, reduce flood risk, and enhance property values.
20	David Lerner Aire Rivers Trust	We would like to see an aspiration to enhance the River corridor for both people and wildlife in line with the NPPF (paragraph 109).
24	Gary Robertson Individual	Map is far too small. Proposals all too vague. Hands off both the markets. Hands off Bank Street etc. No new road from the station. No destruction of existing buildings. Hands off everything. It's OK to improve the station and add things but DO NOT KNOCK ANYTHING DOWN ANYWHERE.
24	Gary Robertson Individual	Market what we already have by a "shop in Shipley" campaign. Start a website and online campaign to market Shipley. Say how great the Charity shops are. Market giving to the charity shops. Lower costs for traders in both markets and shops to stimulate new stalls etc. Start free car boot sales in the shopping centre on Sundays. Market the Shipley Alternative. Fund the Kirkgate Centre and encourage it to put on even more events and activities. We love Shipley. Leave it alone and appreciate it for what it is. We do not want your so called improvements.
25	Stephen Blundell Individual	As the report rightly points out, the development of Shipley town centre is limited and constrained by the hostile and over-engineered roads that encircle it. This is a fundamental problem which requires a more explicit focus. For example: - Fox Corner: this junction requires a radical re-think. It will always be a bottleneck, but the current layout with 4 and 6 lane roads converging on it has too many social and economic disbenefits. The almost total absence of any provision for pedestrians is unacceptable and severs the station from the rest of the town. Appropriate weighting should be given to the economic value to the area of the many rail commuters. - Kirkgate: once again, an

SHIPLEY EMERGING PROPOSALS		
Rep ID	Name / Organisation	Summary of Representation
		over-engineered solution waiting for a problem. The town centre part of Kirkgate would lend itself well to a shared space treatment, which would improve spatial coherence. - Market Square: the highway space in the bus station area is excessive. Bus shelters obliterate shopfronts and damage the viability of the retail units they obscure. Again, shared space may offer a more satisfactory solution.
26	Paul Bolton Individual	The clock tower MUST go! Really drags down what could be a good town centre
26	Paul Bolton Individual	(What other improvements do you think are needed to enhance Shipley?) Higher quality shops (less charity shops) More coffee/cafe/deli like on Gordon terrace. The clock tower building really is horrendous.
28	R Shields Individual	(What other improvements do you think are needed to enhance Shipley?) Extend the outdoor market area
28	R Shields Individual	(What other improvements do you think are needed to enhance Shipley?) Improve parking time limits from 20 min to 1 hour in market area
29	Hugh Firman Individual	(Do you agree with the current Town Centre and Primary Shopping Area boundaries?) Extend primary shopping area northwards to link with recent growth near canal
29	Hugh Firman Individual	SE1 - this is a vital piece of green infrastructure and wildlife corridor. Although a small amount of housing may be possible, Bradford Beck and adjacent land should be enhanced for wildlife.
29	Hugh Firman Individual	SE2 - I support the enhancement of station facilities providing the butterfly meadow and other grasslands are protected and enhanced for biodiversity. A pedestrian walkway from the carpark to Fox Corner would improve access and provide a gateway to the town centre
29	Hugh Firman Individual	(What other improvements do you think are needed to enhance Shipley?) Enhance biodiversity
30	Ellie Clement Individual	(Do you agree with the current Town Centre and Primary Shopping Area boundaries?) this seems relatively arbitrary...
30	Ellie Clement Individual	Some of the classifications are fine but some seem crazy. The biggest problems as a local resident are traffic around asda and lack of diverse retail in the town centre - there currently are huge rents paid for properties in the town centre meaning small independents don't get a look in.

SHIPLEY EMERGING PROPOSALS		
Rep ID	Name / Organisation	Summary of Representation
30	Ellie Clement Individual	(What other improvements do you think are needed to enhance Shipley?) Shipley needs a better civic space - less managed and more organic in its development, with cheaper rates and council incentives for people in shipley to develop ownership in our own town centre. Top down development won't work! (see Jane Jacobs!)
31	Richard Radcliffe Individual	The Shipley railway station requires additional free parking to cater for the increased use and potential extra population. The existing routes between the town centre and station are considered poor for pedestrians and there are no taxis available on the forecourt and no bus service. Improved access and public transport links are considered essential. Early redevelopment of the former Bingo Hall at Fox Corner is required.
32	Mrs Lesley Radcliffe Individual	INFRASTRUCTURE. Shipley station is important. It is only 15 minutes from Leeds! At the moment if you get off the train in Shipley there is no buses or taxi rank. You are faced with a steep climb to Shipley centre. How nice it would be to get off the train and see the taxi rank and buses right outside. Along with cycle lanes and walkways for pedestrians linking up with the town centre. Along with more parking spaces, surely these are basic needs.
33	Julie Rasimowicz Individual	A possible ring or link road between Leeds Road and Otley Road would be of benefit to avoid the current delays that occur at the junctions of Briggate and Otley Road.
34	Susan Stead Bradford Urban Wildlife Group	No we do not agree with the emerging development options for Shipley Corridor. SE1- the field outside Shipley station down here for residential led mixed use development. Development of this field will affect protected sites e.g Shipley S. meadow. The development of this land will have a very negative impact on the above meadow which exists to promote the species "common blue butterfly" (not now so common) since this species risks being fragmented and confined to the station. The species is now extending its range by flying out of the station and onto the field market SE1. A Biodiversity Action Plan exists for this species. Butterflies are declining at an alarming rate and one of the reasons is development and loss of habitat. The field in question is already a rich insect and Lepidoptera area. This field should be part of a local site and wildlife corridor and protected because of its proximity to the Shipley station butterfly meadow (see Dr Madeline Holloway's report for Sustrans) (See Appendix 4). Sustrans at this time now has a planning application in for a cycle route. I understand that their route to the station has been altered and will probably go through he field in question. If this is passed at planning level – how will it affect proposed developments.



SHIPLEY EMERGING PROPOSALS		
Rep ID	Name / Organisation	Summary of Representation
34	Susan Stead Bradford Urban Wildlife Group	Document Bradford District Local Plan Evidence Base Shipley and Canal Road Corridor Area Action Plan ?????? (CBMDC comment: the previous word could not be understood) 13 page 20 says “safeguarding land required for current & flood management & development should not be allocated if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The Beck floods. Therefore it should be seen as a flood plain- so no development on the fields surrounding the Beck (i.e housing etc) Also planning policies should plan for biodiversity at a landscape scale (so the large field outside the station is part of a larger landscape including the station meadow). We do not agree with the early delivery of Crag Road (500 homes) will provide stimulus for the whole corridor. And Shipley station. Page 46, Again this contradicts with a green corridor and protecting Shipley meadow and its biodiversity. Also the access is poor. Contradictions around (impact on the biodiversity in the fields by Beck).
34	Susan Stead Bradford Urban Wildlife Group	Bradford District Local Plan Evidence Base page 71. EN4 landscape. Plan should seek to reverse the decline in species of local and national importance. Development on the large field outside the station is surely encouraging decline of butterfly species.
34	Susan Stead Bradford Urban Wildlife Group	Bradford District Local Plan Evidence Base page 98. Shipley Gateway Interchange. Shipley Station- concerns over enhancement and new features? What are the mixed uses for the triangle in the station? Residential and leisure activities should not destroy the wildlife and insect population of the station. There are wild flowers- butterflies surrounding the car park- these areas should be maintained for pollinators. Also the butterfly meadow must be respected- it is a central point and should encourage further biodiversity in the station. Shipley station is unique for its biodiversity, both locally and in the country.
34	Susan Stead Bradford Urban Wildlife Group	Large field outside station should be taken off the SHLAA and off the previous UDP development brief. Especially if Sustrans track is to go through. Access is poor for development (See Appendix 3).

SHIPLEY EMERGING PROPOSALS		
Rep ID	Name / Organisation	Summary of Representation
36	Bev Lambert Environment Agency	<p>Table 1 and Figure 5 provide details of sites identified as development options for Shipley. Some of these sites are wholly or partially within flood zones 2 and/or 3. It is not clear whether these sites have been subject to a flood risk sequential test. As you are aware, NPPF aims to steer development away from areas at highest risk from flooding and therefore sites proposed in such areas (particularly 'more vulnerable' land uses such as residential) need to be fully justified if they are to be developed in advance of areas in flood zone 1. A sequential approach to site layout is also advocated by NPPF where there is more than one flood zone identified on a site.</p> <p>In addition, some of the sites are registered as licensed waste sites and therefore have the potential to be contaminated, which may mean some remediation work will be necessary.</p>
38	Martyn Coy The Canal and River Trust	<p><u>Improved links between the Town Centre, Saltaire, Leeds and Liverpool Canal and Canal Road Greenway</u></p> <p>The Trust support proposals to improve access within Shipley and the canal. The canal and towpath provides a car free transport route through Shipley promoting healthy lifestyles as people walk and cycle to work and school, thereby reducing congestion and pollution on the local road network.</p> <p>As previously stated, the AAP identifies several development sites (residential and employment) along the Leeds and Liverpool Canal, especially in relation to Dockfield Road. New developments in the vicinity of the canal can lead to an increased burden on the waterway infrastructure, for example by increasing the use of the towpath by pedestrians and cyclists, expectations in relation to the cleanliness and condition of the waterway or an increased risk of flooding due to surface run-off. Such impacts could result in deterioration in the quality and condition of the canal infrastructure, to the detriment of all users of the canal corridor. The AAP should therefore set out a requirement for developers to make a contribution towards the improvement or enhancement of the canal and its towpath, where this meets the statutory tests of the Community Infrastructure Levy Regulations 2010 of being unnecessary to make development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.</p>

THE CENTRE SECTION EMERGING PROPOSALS		
Rep ID	Name / Organisation	Summary of Representation
3	Mark Harrison The Coal Authority	The Coal Authority provided your Development Management team in August 2010 with GIS data indicating the spatial extent of coal mining legacy across Bradford. This information indicates that a number of the Centre Section Development Options

THE CENTRE SECTION EMERGING PROPOSALS		
Rep ID	Name / Organisation	Summary of Representation
		<p>illustrated in Figure 6 are affected by coal mining legacy, with the resulting potential for unstable land. Development proposals for these sites will need to afford due consideration to the potential presence of unstable land and any planning applications for these sites would be expected to be accompanied by a Coal Mining Risk Assessment, or equivalent. The Coal Authority would recommend that this requirement is highlighted in the AAP for site allocations within this area affected by coal mining hazards.</p> <p><b>Reason</b> – In order to ensure that issues of mining legacy and resulting unstable land are highlighted and afforded due consideration as part of development proposals, in line with paragraphs 120-121 of the NPPF.</p>
5	Joanne Dearing  Yorkshire Wildlife Trust	<p>We agree with the need to establish new and protect existing wildlife areas and green spaces within the New Bolton Woods Masterplan Site and Bolton Woods Quarry. The long term management of any new or existing green space, and funding for this, should be secured through the development. The wildlife value of any new ‘water features’ or green space should be maximised in line with the NPPF (paragraph 109). We also support the creation of walking and cycling routes through the new development and these should complement and link to the proposed route along the linear park. Natural Play areas could be incorporated into the proposed development areas. We have been running a Natural Play project in East Yorkshire (please see <a href="http://www.ywt.org.uk/discover-learn/pearson-park-wildlife-garden/natural-play">http://www.ywt.org.uk/discover-learn/pearson-park-wildlife-garden/natural-play</a> for more information) and would be happy to provide more advice on this.</p>
5	Joanne Dearing  Yorkshire Wildlife Trust	<p>We are concerned by the level of proposed development within this area. Any development would need to provide sufficient high quality multi-functional green spaces, which are managed for the lifetime of the development, in line with the core planning principles of the NPPF (paragraph 17). We would also want to see the Bradford Wildlife Sites in this area maintained, enhanced and buffered to ensure that any development does not have a negative impact on these sites.</p>
7	Ian Smith  English Heritage	<p>NBW3 South Poplars Park Road</p> <p>This site lies on the opposite side of the valley to the Grade II Historic Park and Garden at Lister Park. It is not known to what extent any development on this area might impact upon elements which contribute to the significance of Lister Park, but the plan should make it clear that development proposals for this site should have regard to the potential impact upon any important views from this Registered landscape.</p>

THE CENTRE SECTION EMERGING PROPOSALS		
Rep ID	Name / Organisation	Summary of Representation
7	Ian Smith English Heritage	NBW5 Land north of Poplars Park Road This site lies on the opposite side of the valley to the Grade II Historic Park and Garden at Lister Park. It is not known to what extent any development on this area might impact upon elements which contribute to the significance of Lister Park, but the plan should make it clear that development proposals for this site should have regard to the potential impact upon any important views from this Registered landscape.
7	Ian Smith English Heritage	NBW13 North Queens Road This site adjoins the boundary of the St Paul Conservation Area. If allocated, the Plan should make it clear that any development proposals for this site would need to ensure that those elements which contribute to the character or setting of the adjacent Conservation Area are safeguarded. Where possible, the redevelopment of this site should also seek to identify whether or not there are any opportunities for enhancing or better revealing the significance of the Conservation Area.
7	Ian Smith English Heritage	BWQ1 Bolton Woods Quarry There are two Grade II* Listed Buildings at the eastern corner of this area (Bolton Old Hall and Bolton Old Hall Cottage). The Plan should make it clear that development proposals for the eastern end of this site would need to ensure that those elements which contribute to the character or setting of these important buildings are preserved. This site also lies on the opposite side of the valley to the Grade II Historic Park and Garden at Lister Park. It is not known to what extent any development on this area might impact upon elements which contribute to the significance of Lister Park, but the plan should make it clear that development proposals for this site should have regard to the potential impact upon any important views from this Registered landscape. The Bolton Woods Quarry has been producing high quality building stone since the middle of the nineteenth century and, as such, its products have helped to contribute to the distinct identity of the District. In line with the approach set out in the Core Strategy, the redevelopment of the quarry will need to provide for the prior extraction of any remaining stone reserves.
13	Pete Gleave ID Planning on behalf of Commercial Development Projects	In response to Question 16 whilst we agree with the proposed sites we believe future stages of the AAP should make it clear any retail provision in the proposed neighbourhood centre should only be in the form of a top-up convenience store facility rather than a supermarket. Whilst there may be a neighbourhood centre in the future this will still be lower in the retail hierarchy than Shipley town centre and Bradford city centre and any future retail provision should be in accordance with this hierarchy.

THE CENTRE SECTION EMERGING PROPOSALS		
Rep ID	Name / Organisation	Summary of Representation
18	Michael Long Metro	<p>The development proposals in the Centre Section will see the majority of the housing sites for the AAP. In principle, Metro support development in this sector because of the existing public transport links that are available. However, increase development close to public transport corridors can lead to increase congestion that have a negative impact on the operation of the public transport services.</p> <p>The challenge is to maximise the use of sustainable modes from the proposed sites. The AAP identifies 'Enhanced pedestrian and cycle links and accessibility to Frizinghall station'. Additional measures need to be developed to enable sustainable travel to be achieved.</p> <p>The AAP area stretches is some places a significant distance from Canal Road. For example, the Bolton Woods Quarry Site (BWQ1) may need new / alternative sustainable transport solutions to ensure it is a realistic alternative to the private car.</p>

**THE CENTRE SECTION EMERGING PROPOSALS**

Rep ID	Name / Organisation	Summary of Representation																				
19	<p>Christopher Sinton</p> <p>HOW Planning on behalf of Canal Road Urban Village Limited</p>	<p>The Executive approved New Bolton Woods masterplan has been developed through extensive consultation with BMDC, Statutory Consultee organisations and the public over the past 5 years. Whilst the vision of the AAP and masterplan align there is a divergence in terms of the development detail.</p> <p>Taking the above into account the New Bolton Woods masterplan Site Development Potential should be revised as shown in red below.</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><b>New Bolton Woods Masterplan Site Development Potential</b></p> <p><b>Residential:</b> 1000-1500</p> <p><b>Retail:</b> <del>Convenience</del> Medium-sized foodstore and retail and food and drink uses as part of a <del>neighbourhood local</del> centre to meet <del>local</del> an identified need.</p> <p><b>Business:</b> <del>Delivery of employment uses in accordance with the approved Masterplan. This could include</del> light industrial/ office/ live work as part of a <del>local</del> centre and mixed use development.</p> <p><b>Community:</b> A new primary school, new and improved playing pitches and other supporting uses.</p> </div> <p>Furthermore, Table 2 at page 50 of the Draft AAP sets out the Emerging Development Options for New Bolton Woods site. A number of the development areas as identified within the Table and on the supporting plan at Figure 6 on page 51 do not align with the approved masterplan. CRUVL therefore request that the following amendments as shown in red text below are carried forwards into the next version of the AAP.</p> <table border="1" data-bbox="518 1503 1315 2011"> <thead> <tr> <th>Area</th> <th>Ref.</th> <th>Name</th> <th>Emerging Proposal</th> </tr> </thead> <tbody> <tr> <td>New Bolton Woods</td> <td><b>NBW1</b></td> <td>Hillam Road Industrial estate</td> <td>Employment and residential area</td> </tr> <tr> <td>New Bolton Woods</td> <td><b>NBW2</b></td> <td>Employment area/Poplars Farm</td> <td>Employment, Residential and open space (Bradford Wildlife Area)</td> </tr> <tr> <td>New Bolton Woods</td> <td><b>NBW3</b></td> <td>South Poplars Park Road</td> <td>Residential and open space (Bradford Wildlife Area)</td> </tr> <tr> <td>New Bolton Woods</td> <td><b>NBW4</b></td> <td>Employment area Stanley Road</td> <td>Residential/employment and neighbourhood centre including; retail/community/health/</td> </tr> </tbody> </table>	Area	Ref.	Name	Emerging Proposal	New Bolton Woods	<b>NBW1</b>	Hillam Road Industrial estate	Employment and residential area	New Bolton Woods	<b>NBW2</b>	Employment area/Poplars Farm	Employment, Residential and open space (Bradford Wildlife Area)	New Bolton Woods	<b>NBW3</b>	South Poplars Park Road	Residential and open space (Bradford Wildlife Area)	New Bolton Woods	<b>NBW4</b>	Employment area Stanley Road	Residential/employment and neighbourhood centre including; retail/community/health/
Area	Ref.	Name	Emerging Proposal																			
New Bolton Woods	<b>NBW1</b>	Hillam Road Industrial estate	Employment and residential area																			
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New Bolton Woods	<b>NBW4</b>	Employment area Stanley Road	Residential/employment and neighbourhood centre including; retail/community/health/																			

**THE CENTRE SECTION EMERGING PROPOSALS**

Rep ID	Name / Organisation	Summary of Representation			
					business/ to meet local need
		New Bolton Woods	<b>NBW5</b>	Land north Poplars Park Road	Residential and open space
		New Bolton Woods	<b>NBW6</b>	King George V Playing Fields	Playing pitch and primary school/ residential and leisure uses.
		New Bolton Woods	<b>NBW7</b>	Livingstone Road Flats	Residential Development
		New Bolton Woods	<b>NBW8</b>	Frizinghall Road	Residential
		New Bolton Woods	<b>NBW9</b>	Playing fields north Gaisby Lane	Playing fields/all weather pitch open space <b>and sports and leisure uses</b>
		New Bolton Woods	<b>NBW10</b>	North Bolton Hall Road	Residential <b>Development</b>
		New Bolton Woods	<b>NBW11</b>	Poplar Crescent	Residential and open space
		New Bolton Woods	<b>NBW12</b>	Flats East Valley Road	Residential redevelopment
		New Bolton Woods	<b>NBW13</b>	North Queens Road	Residential
		Bolton Woods Quarry	<b>BWQ1</b>	Bolton Woods Quarry	Residential redevelopment and open space
<p>It is brought to the attention of the Council that Area ref. NBW13 'North Queens Road' is not shown on figure 6 and should be included on future drafts for completeness.</p>					
<p>In addition, an area to the north of development area ref. NBW6 (as identified on Figure 6) is not referenced on the figure or table. CRUVL request that this is labelled as a development area for 'playing pitches, sports and leisure'.</p>					

THE CENTRE SECTION EMERGING PROPOSALS		
Rep ID	Name / Organisation	Summary of Representation
20	David Lerner Aire Rivers Trust	Broadly yes (we agree with the emerging development options for the Centre Section). We agree with the need to establish new and protected existing wildlife areas and green spaces within the New Bolton Woods Masterplan Site and Bolton Woods Quarry. We also support the creation of walking and cycling routes through the new development and these should complement and link to the proposed route along the linear park. The New Bolton Woods development is an excellent opportunity to improve the Bradford Beck to enhance the social, economic and environmental value of the development. It would also enhance the footpath to Frizzinghall Station and so encourage more pedestrian travel. There is a severe flood choke point where the Beck crosses under Canal Rd in this area, and the opportunity can be taken relieve this and improve habitats at the same time.
24	Gary Robertson Individual	All too vague to really know. Like the idea of the linear park and cycle path.
24	Gary Robertson Individual	Avoid zoning. Always mix industry, retail, leisure and housing.
24	Gary Robertson Individual	You are zoning. Mixing everything is greener as it cuts travel times.
25	Stephen Blundell Individual	I think the idea of an eco village is interesting, given that the Canal / Shipley Airedale corridor is noted for having an extremely high level of air pollution due to a legacy of grandiose road schemes.
25	Stephen Blundell Individual	The previous study noted that the architecture of the retail parks was 'unsympathetic'. This seems to have been overlooked this time.
26	Paul Bolton Individual	Make the environment nice and people will want to live there
29	Hugh Firman Individual	Some residential development may be possible. However, Bradford Wildlife Areas and other areas of wildlife value and potential should be protected and enhanced. Serious proposals that ensure this should be drawn up. Bradford beck should be enhanced should opening up.
29	Hugh Firman Individual	(What are the key issues associated with delivering comprehensive regeneration, which includes significant numbers of new homes and supporting uses, in the Centre Section?) Biodiversity, opening up of Bradford Beck, cycleway.
30	Ellie Clement Individual	I don't spend much time here so don't think I should have a say in how an area not my own is being developed... other than more building on already developed land and less on green spaces



<b>THE CENTRE SECTION EMERGING PROPOSALS</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
30	Ellie Clement Individual	(What are the key issues associated with delivering comprehensive regeneration, which includes significant numbers of new homes and supporting uses, in the Centre Section?)  Developing centres of community focus with COMMUNITY facilities so the areas develop their own communities.
33	Julie Rasimowicz Individual	The key issue is for affordable, environmentally-sound housing to include off-street parking.
36	Bev Lambert Environment Agency	We strongly support the creation of a wetland area, as detailed in paragraph 7.16, which would enhance local biodiversity as well as ameliorating surface water flood risk in the area should provide positive outcomes for WFD.  The New Bolton Woods Masterplan identifies significant enhancements to green and blue infrastructure which we are strongly in favour of. In particular we welcome the formation of a linear park and are happy to see that consideration has been given to the need for dedicated wildlife refuges as part of the linear park concept.
39	Helen Ledger, Sport England	NBW6 – This would need to meet exceptions E1, E4 as above. NBW9 – as stated above proposals would need to meet exceptions E5 and if there is a loss E1 or E4. NBW11 – Is this an opportunity to create new playing fields? BWQ1 – Is this an opportunity to provide new sports facilities?  If proposals are developing new for improved sports facilities to meet the principles of exception E5, the new facilities must have the support of sport governing bodies and a clear sports development plan to outweigh the loss of playing field. We would expect to appreciate the sporting reasoning in text and policy for final proposals at the publication draft stage.

<b>CITY CENTRE FRINGE EMERGING PROPOSALS</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
5	Joanne Dearing Yorkshire Wildlife Trust	We agree with the enhancement of Boars Well and Bolton Road green corridor and we would like to see this area buffered to reduce any impacts on the site. How the site will be managed in the long term should also be considered. We fully support the opening up of Bradford Beck and linking the greenways.

CITY CENTRE FRINGE EMERGING PROPOSALS		
Rep ID	Name / Organisation	Summary of Representation
7	Ian Smith English Heritage	BW1 Bolton Road Wapping This site lies only 250 metres from the western edge of the Historic Park and Garden at Peel Park. There are key views out from the designed landscape across this area. The Plan should make it clear that any development proposals for this site would need to ensure that they did not harm key views from this Registered landscape.
7	Ian Smith English Heritage	VR1 Valley Road/Forster Square Bradford Conditioning House, on Canal Road, and Midland Mills Warehouses, on Cape Street, are Grade II Listed Buildings. The southern extent of this area also lies in close proximity to and is overlooked from the City Centre Conservation Area. The Plan should make it clear that any proposals for this site would need to ensure that those elements which contribute to the character or setting of the adjacent Conservation Area and Listed bridge are safeguarded. Where possible, the redevelopment of this site should also seek to identify whether or not there are any opportunities for enhancing or better revealing the significance of the Conservation Area.
18	Michael Long Metro	The main proposal for this area appears to be 'more of the same'. The area is currently characterised by 'large retail units' primarily the Foster Square Retail Park. Although the site is situated next to the Forster Square Station, the current land uses are predominantly targeted at car users. Given the central location, land uses that encourage car use are not supported. We therefore would encourage the council to consider other uses that are less car dependent for this area.
20	David Lerner Aire Rivers Trust	We fully support the daylighting of Bradford Beck.
25	Stephen Blundell Individual	The Forster Square / Valley Road retail parks have, in my opinion, seriously undermined any potential for a retail led regeneration of the city centre.
29	Hugh Firman Individual	If BW1, BW2 and BW3 are to be developed, the integrity of the wildlife corridor should be protected. Boars Well nature reserve should be enhanced for wildlife.
33	Julie Rasimowicz Individual	Analysis of the provision within the whole district would be relevant as there is evidence that this is not always considered and whilst new areas get developed it often simply leads to older areas being left vacant. Tailoring development to specific types of sites where there is a shortage would be more relevant.

<b>CITY CENTRE FRINGE EMERGING PROPOSALS</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
36	Bev Lambert Environment Agency	<p>Paragraph 7.20 – The existing green corridor should be protected and expanded wherever possible. The creation of multifunctional green space here could provide a number of community and environmental benefits, whilst simultaneously making the development more appealing which in turn should make the area attractive to inward investors and businesses thereby contributing to the economic growth of the area.</p> <p>We would strongly support any requirement through the AAP to open up a section of Bradford Beck as part of the proposed supermarket redevelopment as identified in paragraph 7.22. We suggest there may be significant opportunities to capitalise on the project work undertaken by the Aire Rivers Trust/Friends of Bradford Beck and that discussions with them would be worthwhile.</p>

<b>EMERGING STRATEGIC INFRASTRUCTURE OPTIONS BRADFORD CANAL</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
5	Joanne Dearing Yorkshire Wildlife Trust	<p>We support the establishment of a linear park and canal road greenway along the canals alignment. However we would be very concerned about the impacts of re-instating the canal and the impacts that this would have upon Bradford Beck and the loss of green space.</p> <p>We are also concerned that the level of development may put pressure on the size of the green space. The linear park should therefore be designed to be multi-functional and provide enhancements for wildlife to maximise the benefits. It is also very important that high quality GI which links to this corridor is designed into the surrounding developments in line with the NPPF (paragraph 114). The long term management of the linear park and green spaces within developments would need to be secured including funding for the lifetime of the project.</p>
7	Ian Smith English Heritage	We support the proposed approach for the former Bradford canal. Such an approach seems a pragmatic response in the current economic climate.
18	Michael Long Metro	We have no objection to the proposal. The opening of the canal and associated Greenway will improve the connectivity by sustainable modes along the corridor. Cycling and walking along the corridor should be encouraged and suitable cycle path be provided.

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS BRADFORD CANAL		
Rep ID	Name / Organisation	Summary of Representation
19	Christopher Sinton  HOW Planning on behalf of Canal Road Urban Village Limited	<p>The emerging Strategic Infrastructure Options should be closely aligned with the New Bolton Woods masterplan which has been designed following extensive consultation and technical input.</p> <p>Of particular concern is the suggested location of Strategic Green/ Blue Infrastructure as shown in Figure 11 at Page 65 which represents a departure from the masterplan. For example Paragraph 8.46 of the AAP states:</p> <p style="text-align: center;"><i>“A more detailed check of levels will be required to confirm feasibility but the emerging option is to combine attenuation volumes for the City Centre in an area of land north of the Tesco redevelopment and to create a drainage pond north of Gaisby Lane and south of Poplars Park Road respectively to service the Centre Section.”</i></p> <p>Given that residential development is proposed in these areas it is considered that this approach would not be feasible as detailed in our response above under section 4 above.</p>
20	David Lerner  Aire Rivers Trust	<p>We support the establishment of a linear park and canal road greenway along the canal's alignment. However re-instating the canal would have severe and detrimental impacts upon Bradford Beck and cause a loss of green space and we strongly oppose it.</p>

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS BRADFORD CANAL		
Rep ID	Name / Organisation	Summary of Representation
21	Mark Penny Individual	<p>First of all I would like to congratulate the Council on its original vision to return Canal Road to create a new Bradford Canal with a strategic link to the Leeds and Liverpool Canal this is a great vision and like the mirror pool would become an iconic statement of intent. Whilst the economic climate has changed and perhaps there are other ways of delivering a green corridor what better than a canal along canal road as a tribute to the Victorian heritage and the Industrial revolution on which the city was built.</p> <p>So at this stage I would not want the plan to give up too easily on its longer term vision of the iconic Bradford Canal and City Centre Canal basin.</p> <p>Given the recent change in status of British Waterways to the Canal and River Trust this may create new opportunities for funding and partnerships which if fully explored may offer different financial solutions. Has the Council considered a bold partnership bid to the Heritage Lottery Fund for £50m to fund the canal?</p> <p>There seems to be increasing pressure on the £32b proposals for HS2 and perhaps the Council should be pressing the Government for say a <u>0.1%</u> (£32m) slice of this budget to develop its alternative SSSB (slow speed Shipley to Bradford) link! What scope exists within the region to access a slice of the £1b transport fund, a part of which I understand is favourable to green infra schemes?</p> <p>In any event if the the initial option is a green-away along the Bradford Beck then it would be prudent to ensure any development or naturalisation does not prevent a future canal development should economic circumstances or financial opportunities change.</p>
22	Vera Swaine Individual	If done the right way it could make a very pleasant area and would tidy up Canal Road which I think should be the main aim of any plan. It would also encourage leisure activities ----walking---- cycling----interest in plants and animals, etc.
28	R Shields Individual	can't come soon enough
29	Hugh Firman Individual	<p>(Do you agree with the proposed approach of achieving the aims of a re-opened canal through establishing a Linear Park and Canal Road Greenway, which acknowledge the canal's alignment?)</p> <p>I agree, providing the result is not just a sterile park but a biodiversity rich stream and associated habitats.</p>
33	Julie Rasimowicz Individual	Whilst I can understand the idea of doing this I do not think it is an appropriate time to be considering what could be a potentially high-cost option when budgets are already being cut in very key public service areas.

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS BRADFORD CANAL		
Rep ID	Name / Organisation	Summary of Representation
35	David Blackburn  Individual	<p>As my comments concern mainly one aspect of the Issues and Options document, the Bradford Canal, I have chosen not to use your standard proforma but will refer to relevant paras. from the document;</p> <p>Overall the document is very weak as to Bradford Councils commitment to the reopening of the canal as investigated at length in recent years by Arup for the council and showing many positive benefits which though of less value in monetary terms today still retain the environmental and social benefits. I will illustrate this weakness below</p> <p>Part A para 6.40 states that it remains the councils ‘ambition’ to reopen the canal, not a very firm commitment and without any reference to previous policies/ committee decisions by the council in its support.</p> <p>Fig 1 – No reference to the line of the former canal is shown on this or any other maps that follow to Fig 11, again shows a lack of commitment.</p> <p>Para 6.41 states that it ‘remains to be established that a reopened canal is the only or even the best means of using the canal alignment’. Bradford planners/ councilors need to do some homework into the benefits other cities and towns have and are still achieving, despite the economic climate, to grab a slice of waterfront development for its financial, environmental and social benefits. Yes I agree it may not be possible ‘in the next 10 years’, but there is no provision in this document even to protect the Arup route. Have the council not learnt anything from history where such lack of foresight in the past has lost so many canal routes nationally and has cost dearly when eventually the economic climate is there to reopen canals.</p> <p>Para 6.42 ‘high quality green corridors could provide similar benefits to a reopened canal!’ Sorry but this statement cannot go unchallenged. A green space with ‘water features’ has been tried before and been of significantly less value than the eventually restored canal in some aspects they have created negative effects.</p> <p>Para 6.68 Fails to mention that in the Bradford District and through Shipley including the start of the Bradford Canal the Leeds and Liverpool Canal is designated as a ‘Conservation Area’ as well as being a SEGI. The large nos. of Listed Buildings are also not mentioned, giving a document slanted far too much towards the natural environment as opposed to built heritage, another example of weak support for the canal project.</p> <p>Para 6.68 on open spaces omits the value a canal could have for water activities</p> <p>Part B Section 7 regarding ‘Opportunities’ fails to even consider the canal as an opportunity?</p> <p>Fig 5 and subsequent plans of the three areas fail show a protected line even for green space never mind a canal. A very vague terminology of ‘green blue infrastructure’ is used in the text.</p>

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS BRADFORD CANAL		
Rep ID	Name / Organisation	Summary of Representation
		<p>Para 8.4-5 Quotes that the original 'concept' was a 'catalyst for regeneration' whilst the property market has changed you will still not get a better catalyst for regeneration? As Regards question 22 my answer is a firm NO. Clearly its viability has changed but we deserve a fuller explanation in the document.</p> <p>Two technical comments –</p> <p>The Leeds <u>and</u> Liverpool Canal is the correct name for the canal not the Leeds Liverpool Canal as you have referred to a number of times in the document.</p> <p>It would appear the canal proposals may have suffered from the reduction in the numbers of housing units proposed for the corridor, and thus the added value of development near water, only 3000 rather than the previous 5000, the AAP should explain this reduction as it is such a major change from past council proposals. There is also a distinct lack of housing density information in this document which clouds how the 3000 figure has been arrived at.</p> <p>This is a plan until 2028 ie 15 years during which time it may be difficult to predict the state of the economy, but that should not mean the council in effect ruling out the re-opening of the canal for the sake of protecting a corridor and headroom's, which can in the meantime be used as green space and a cycle route. Clearly the council has not consulted with any outside organisations (CRT and others)to obtain the latest information in support of the economic, environmental and social values of canals to a community and district and I would suggest they should.</p>
34	Susan Stead  Bradford Urban Wildlife Group	<p>Regarding the future of the re-opening of the Bradford Canal (or parts of it) we would like to say the old Spink Well Lock was in situation when the Boars Reserve was being created. BUWG did our best to help appreciate this lock as part of Bradford's history of the Canal- unfortunately the existing Council planners through otherwise (it could easily have been roped off still allowing development). The stones are now still on the Boars Well stocked somewhere? The Bradford Councils record for not appreciating its history is still happening when a section of the Canal by the Beck (through to Shipley) has already been dug up (in the need for soil and improvement to the bridge) without any thought for conservation or its existing biodiversity! We are concerned in the event of a re-opened canal- how will this be achieved if a cycle route and greenway has already been done? There are contradictions here as in the rest of the document.</p>

<b>EMERGING STRATEGIC INFRASTRUCTURE OPTIONS BRADFORD CANAL</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
36	Bev Lambert  Environment Agency	<p>Whilst we fully support the aim of opening Bradford Canal as a catalyst for regeneration, bearing in mind the considerable cost that is likely to be associated with reinstating the Canal, we agree that this should remain for the time being a medium to long term ambition.</p> <p>There may be merit in considering the extent to which it may be possible to reinstate parts of the canal in the short to medium term. We believe that the creation of a linear park following the alignment of the canal is an intelligent measure as it would give some short term benefits whilst safeguarding the route so as not to preclude re-opening of the canal through future development.</p>
37	Ian Moore  The Inland Waterways Association	<p><b>The Bradford Canal – Clauses 8.4 to 8.6</b></p> <p>Again Clause 8.4 talks about alternative approaches, "which will provide similar benefits to the proposed canal". Whilst in the following Clauses 8.5 and 8.6 you outline an idea for a linear park.</p> <p>The whole thrust of these clauses seems to be putting the Bradford Canal on the back burner and seem to assume you can get the particular regenerative benefits of a canal without having one. As we have said you generally do not get similar benefits to a canal without having a canal.</p> <p>Whilst the current economic climate may deter major works there seems to be lack of future commitment.</p> <p>Canal restoration schemes normally have quite long timescales but schemes that show continual progress have generally been set up so that they can take advantage of funding opportunities as they arise.</p> <p>If you simply assume that the canal restoration is something in the long term, then you will not be looking to take advantage of any development or other funding opportunities that arise. Without a strong commitment to restoration from the Council, developers may not be committed.</p> <p>The canal route needs to be protected, which is important because it prevents further blockages to the route which may push the cost of restoration up. For example any new roads that crossed the canal route would have to include a bridge with sufficient width and headroom to allow the canal to pass underneath.</p> <p>Many canal restoration schemes do initially establish a walking or a greenway route along the canal corridor as a prelude to full restoration. But proper route protection is advisable so that existing bridges are retained and the full corridor width (ie canal</p>



<b>EMERGING STRATEGIC INFRASTRUCTURE OPTIONS BRADFORD CANAL</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
		<p>plus towing path) are protected from encroachment. Also any works in creating a green corridor along the canal route should themselves not create any barriers to restoration.</p> <p>To conclude, overall we would like to see a stronger commitment the reinstatement of the Bradford Canal including protecting the route.</p>
38	Martyn Coy  The Canal and Rivers Trust	<p>The Bradford Canal which linked Bradford City Centre with the Leeds and Liverpool Canal at Shipley was closed in 1922 and has since been in-filled. In 2006, the Council proposed a restoration scheme to reopen the canal as a major component and catalyst for the wider regeneration of Bradford and the Shipley road canal corridor. The Trust supports such proposals that widen the inland waterway network.</p> <p>The AAP recognises that the restoration of the Bradford Canal is a long term ambition of the Council which is also identified in the Key Diagram of the 'Further Engagement Draft' of the Core Strategy as part of the vision for the regeneration of the City. The Trust, then British Waterways, commented on the Further Engagement Draft and recommended that the route of the Bradford Canal be safeguarded to help enable a future restoration scheme.</p> <p>However, we note that the AAP questions the economic viability of reopening the canal over the next 10 years and alternatively seeks to promote a 'high quality green corridor' in the form of a linear park and cycleway along the route of the Bradford Canal. The linear park and cycleway are to be aligned 'as far as possible to the proposed route of the reopened canal'. As a result, the alignment of the Bradford Canal will be acknowledged within the AAP and could be restored in the longer term.</p> <p>The Trust was also consulted in March 2013, in relation to a planning application for a cycling and walking route along the route of the Bradford Canal. We recommended that the route of the cycle path was clarified in relation to the route of the former Bradford Canal to ensure that sufficient detail was provided in order to assess whether the proposal would in any way prejudice a future canal restoration scheme. Furthermore, at a strategic level, we recommended that the Council designated, where possible, the route of the former canal as a form of Green Infrastructure as part of Bradford's future Development Plan to help safeguard the opportunity for future restoration.</p> <p>In light of our previous comments, we agree with the proposed approach of the AAP for achieving the long term aim of reopening the canal through establishing a Linear Park and Canal Road Greenway which acknowledge the canal's alignment. However, we recommend that a Policy that safeguards the route of the</p>

<b>EMERGING STRATEGIC INFRASTRUCTURE OPTIONS BRADFORD CANAL</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
		<p>Bradford Canal is included within the AAP and the Core Strategy to fully support a future restoration scheme.</p> <p>Having regard to ‘soundness’ matters, this would respond to paragraph 114 of the National Planning Policy Framework (NPPF), which calls for local planning authorities to plan ‘positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. It would also conserve an important heritage asset in a context in which the NPPF at paragraph 126 calls for local planning authorities to set out in their local plans ‘a positive strategy for the conservation and enjoyment of the historic environment’ and ‘recognise that heritage assets are an irreplaceable resource....’</p> <p>In this context, we would wish to highlight and encourage the application of good planning policy practice being taken forward elsewhere by local planning authorities to address the safeguarding of routes for canal restoration, responding to the aforementioned and new NPPF context. For example, in its well advanced (submitted) Core Strategy, Rotherham Metropolitan Borough Council recognises the Chesterfield Canal as both an important heritage asset and part of the Borough’s green infrastructure network and seeks to protect the line of the canal and promote the canal’s reinstatement. This approach is also being taken forward in the Council’s draft ‘Policies and Sites’ development plan document. A further example is the approach set out in the well advanced (submitted) Lichfield Core Strategy in respect of the Lichfield Canal where though proposed modifications to the submission draft ‘the line of the route for a restored Lichfield Canal’ is embraced as a ‘green infrastructure corridor’ and the route is shown on the ‘key diagram’.</p>

<b>EMERGING STRATEGIC INFRASTRUCTURE OPTIONS STRATEGIC TRANSPORT INFRASTRUCTURE</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
5	Joanne Dearing  Yorkshire Wildlife Trust	We agree that sustainable transport opportunities need to be maximised within the corridor.
6	Toni Rios  Highways Agency	Our main comment is that the Issues and Options documents are somewhat inward looking. In transport terms their focus is on movement around the AAP area and to Bradford city centre and little attention is paid to movement to and from other places even though data provided in supporting documents indicates that there is significant movement in the Leeds direction.

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS STRATEGIC TRANSPORT		
INFRASTRUCTURE		
Rep ID	Name / Organisation	Summary of Representation
		<p>Airedale, Shipley and the Canal Road Corridor benefit from frequent rail services to Leeds and Bradford on the electrified Airedale Line which offer an alternative to the SRN for commuting and also provide access to the national rail network for longer distance travel. However, Metro's RailPlan 7 indicates that the key challenge for the Airedale Line will be to increase capacity to cater for growth – thus implying that it will be challenging to secure mode transfer from road to rail for commuting and shopping trips to Leeds and beyond.</p> <p>It appears that reliance will be placed on the proposed Core Strategy Transport policies, including proposed Policies TR1 Travel Reduction and Modal Shift and TR2 Parking Policy and TR3 Public Transport, Cycling and Walking to provide the policy context for managing the traffic impact of city centre development. The Agency will need to consider the cumulative impact of development in Airedale, the Shipley / Canal Road Corridor, Bradford city centre and south Bradford on the volume of traffic on the SRN and, in particular, on the M606 and Junctions 26 and 27 on the M62 during the consultation on the Core Strategy Publication Draft now expected in late autumn 2013.</p> <p>A comprehensive approach to travel planning will be needed to ensure that the proposed urban eco-settlement is successful in meeting its transport objectives. Effective and enforceable travel planning measures will be essential to minimise car use, not only for local trips, but also for longer trips outside Bradford District. The Agency will be pleased to provide any assistance on this matter drawing on the experience of its <i>Influencing Travel Behaviour</i> programme.</p>

<b>EMERGING STRATEGIC INFRASTRUCTURE OPTIONS STRATEGIC TRANSPORT</b>		
<b>INFRASTRUCTURE</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
18	Michael Long Metro	<p>The transport objectives for this AAP must be capable of accommodating the significant impacts and demands arising from significant increases in housing supply, in a way that supports the overall objectives of the WY Local Transport Plan.</p> <p>A growth in housing supply on the scale being proposed will create increased demand for travel, and the impacts of that extra demand, must be mitigated, in a way that supports LTP objectives. As a general approach this could include the following key components</p> <ul style="list-style-type: none"> <li>• Making best use of the exiting public transport services / facilities</li> <li>• Additional public transport services to accommodate increased demand</li> <li>• Reallocation of road space to public transport</li> <li>• Measures to encourage and incentivise the use of public transport, cycling and walking as an alternative to the car</li> <li>• Development of Transport Hubs (potentially feeders and main line services)</li> </ul>
18	Michael Long Metro	<p>We broadly support the approach to maximise the existing facilities in the short to medium term. The Question 9 response sets out the schemes identified through the WYTF process for the AAP Area.</p> <p>Whist regeneration may be one of the major drivers for the development of the corridor; transport infrastructure needs to be integrated into the development opposed to be a bolt on at the end of any development. Proposals for the transport in each segment of the AAP are included which are welcomed in principle but will be meaningless unless their delivery is linked to the development proposals (See VIABILITY AND DELIVERABILITY Questions).</p>
21	Mark Penny Individual	<p>Whilst on the subject of HS2 and Transport Funding I would be very supportive of any plans the Council have for connecting back up its rail network and physically linking Bradford Forster Square and Bradford Interchange into a single connected entity. To offer commuters in the Aire Valley an even more direct and convenient access to routes South and West.</p>
22	Vera Swaine Individual	<p>At the moment I do not use public transport but I am sure a lot of people will welcome it.</p>
25	Stephen Blundell Individual	<p>You would get better responses to public consultations if you worded your questions in a less pompous manner. What is "quantum's"?</p>

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS STRATEGIC TRANSPORT INFRASTRUCTURE		
Rep ID	Name / Organisation	Summary of Representation
25	Stephen Blundell Individual	(Do you agree with the proposed approach for considering strategic transport infrastructure issues in the AAP?) No, because there is insufficient challenge to established notions that vehicle flow is the most important factor to be considered in highway design.
29	Hugh Firman Individual	(What are the key strategic transport issues associated with the quantum's of proposed development in the Corridor?) safe cycling and walking
30	Ellie Clement Individual	(What are the key strategic transport issues associated with the quantum's of proposed development in the Corridor?)  Better walking, cycling and bus routes. Less focus on developments to suit car drivers and lorries.
33	Julie Rasimowicz Individual	Bus lanes to improve travel times and better access and parking options at rail links.

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS THE CANAL ROAD GREENWAY		
Rep ID	Name / Organisation	Summary of Representation
5	Joanne Dearing Yorkshire Wildlife Trust	We support the inclusion of a new cycle and pedestrian route along the corridor as highlighted in paragraph 8.12. We are however concerned by the statement in paragraph 8.15 that the route may need to change as future development occurs. Future developments should incorporate and link to the route to improve it but we would not want to see the greenway re-routed once it is in place (unless this would significantly improve the route). As highlighted in paragraph 8.12 the route was chosen based on the best route available. Moving the route may result in reduced usage if it does not follow desire lines and will cause disruption to existing users. Any vegetation established as part of the greenway will also be disturbed.
14	Paul North Manning Masterplan Board	<b>Linear Park and Canal Road Greenway</b> As described above, the expectation of a viable canal seems doubtful. If the function is expected to be met by the linear park and cycleway that needs to be clarified. The presence of water was seen as a boost to property values. The design of water features over and above flood mechanisms needs to be carefully weighed both in terms of amenity and property value.

<b>EMERGING STRATEGIC INFRASTRUCTURE OPTIONS THE CANAL ROAD GREENWAY</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
18	Michael Long Metro	Walking and cycling improvements along the corridor would be welcomed and supported by Metro.  The opening of the canal and associated Greenway will improve the connectivity by sustainable modes along the corridor. Cycling and walking along the corridor should be encouraged and suitable cycle path be provided.
20	David Lerner Aire Rivers Trust	We support the inclusion of a new cycle and pedestrian route along the corridor as highlighted in paragraph 8.12.
25	Stephen Blundell Individual	I think this is a very promising idea.
30	Ellie Clement Individual	I like the idea of specific pedestrian/cycling routes - as long as they are well lit and safe to ensure they are usable all year and into the evenings.
34	Susan Stead Bradford Urban Wildlife Group	Page 58 Canal Road Greenway. 8.15- the possibility of redefining the Greenway to connect to new development? If Sustrans gets permission for their cycle track etc how can they then be told (after commencement) that it has to be changed because of development? No we do not agree with the proposed approach.

<b>EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Canal Road improvements</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
5	Joanne Dearing Yorkshire Wildlife Trust	We would support the inclusion of soft landscaping within the corridor.
20	David Lerner Aire Rivers Trust	We support the inclusion of soft landscaping within the corridor; making the Beck visible will improve the landscape and raise awareness of the Beck and the blue-green corridor which could be a strong feature of the whole area.
22	Vera Swaine Individual	*Canal Road must be upgraded for people to access amenities, shop schools etc.
25	Stephen Blundell Individual	Road narrowing, streetscape softening and improvements, abandonment of the 40mph speed limit.
30	Ellie Clement Individual	I am concerned about talk of a dual carriageway on canal road. I feel this will increase the speed of the road and create further problems for the schools and communities along the corridor.

<b>EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Canal Road improvements</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
30	Ellie Clement Individual	LEAVE THE ROAD AT THE CURRENT CAPACITY.
33	Julie Rasimowicz Individual	It is important that any work undertaken does not adversely affect the current home owners and business users in the area for any significant length of time.

<b>EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Shipley, The Centre Section and City Fringe transport proposals</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
5	Joanne Dearing Yorkshire Wildlife Trust	We would support improvements to the stations and new/enhanced cycle and pedestrian routes to encourage sustainable transport use.
18	Michael Long Metro	<p>We recommend that all the transport schemes should be tested using the Urban Dynamic Model (UDM) used for the WYTF. The model is designed to test schemes and can include development, both housing and employment to measure if the scheme is effective.</p> <p>Shipley – The transport proposals includes the construction of the Shipley Eastern Relief Road. This scheme was tested in the WYTF and did not make the short list of schemes for phase 1 of the fund. In principle, the other proposed improvements for stage 1 appear acceptable but should be tested in the UDM.</p> <p>We welcome the proposed improvements to Shipley Station and the development of a Transport Hub. Connectivity of the Shipley East area via the existing subway is supported in principle. However, it is subject to agreement with Network Rail, Northern Rail and the council to agree who would be responsible for the on-going maintenance of the route. We understand discussions have already taken place with the council to progress this.</p>
30	Ellie Clement Individual	Definitely do not want to see more traffic being funnelled into shipley - it will increase rat running and create a more dangerous environment for my children through the streets of shipley as people try and cut through between keighley road and the end of canal road.
33	Julie Rasimowicz Individual	Improved parking at Bradford Forster Square in addition to that proposed for Shipley would be beneficial.

<b>EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Strategic green infrastructure</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
5	Joanne Dearing  Yorkshire Wildlife Trust	We agree with the proposed approach to strategic green infrastructure in the AAP. We would however like to see more detail on the green infrastructure which will be delivered in the area. Long term management should be secured along with funding for the lifetime of the development and green spaces should also be protected from future development.
5	Joanne Dearing  Yorkshire Wildlife Trust	The strategic green infrastructure within the AAP needs to be multifunctional to ensure that it supports and enhances the proposed development. It also needs to be managed for the lifetime of the development.
14	Paul North  Manning Masterplan Board	Whilst all these items are desirable, the investment should be proportionate to the value in functional amenity gained from the improvements. Incremental improvement to water quality becomes valuable when the uses gained from those water features turns from problem to opportunity.
18	Michael Long  Metro	Metro support the approach particularly as it aims is to introduce walking and cycling routes along the Linear Park.
20	David Lerner  Aire Rivers Trust	We fully support the proposed approach to strategic green infrastructure in the AAP. The statements on the Beck are particularly encouraging, “restoring the natural character of the Bradford Beck” and “to improve the environment of the Bradford Beck as much as possible, so that the Beck sits within an interconnected chain of green environments” (para 8.40).
22	Vera Swaine  Individual	If you are aiming at being green, why are you aiming to do your first building on a green field?
29	Hugh Firman  Individual	Too larger area has been identified, bearing in mind existing and planned development. A smaller area, which is still large enough to provide GI functionality, should be identified. This should be protected and enhanced for biodiversity.
31	Richard Radcliffe  Individual	Green corridor liked but should be extended to include some soft landscape to the harsh industrial areas.
34	Susan Stead  Bradford Urban Wildlife Group	We support Estelle Skinner- West Yorkshire Ecology in wishing to place the green space Beck and environs into a wildlife corridor.



<b>EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Strategic green infrastructure</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
36	Bev Lambert  Environment agency	<p>We agree that an integrated, holistic approach to GI provision will be required in order to secure maximum benefit from the scheme, not just for biodiversity, but for wider social and flood risk management improvements, and to achieve outcomes of WFD.</p> <p>Retaining areas of existing floodplain as wetland habitats for example could slow the flow downstream, mitigating the flood risk associated with peak flows whilst also providing UKBAP priority habitat creation and new, attractive green space for the local community.</p> <p>Green Infrastructure is only as strong as its weakest element. Ensuring continuous, contiguous, quality green space along the whole extent of the local network is the only way to ensure maximum holistic benefits. As such, the requirement for significant GI provision and management, through all development proposals within the AAP boundary, should be considered of paramount importance.</p>
38	Martyn Coy  The Canal and River Trust	<p>The Trust welcome that the AAP recognises the Leeds and Liverpool Canal as Green Infrastructure. The definition of green infrastructure encompasses 'blue infrastructure and blue spaces' such as waterways, towing paths and their environs. Inland waterways form part of strategic and local green infrastructure networks that provide recreational, health and educational benefits to the local community.</p> <p>New development directly benefits from being located adjacent to green infrastructure in the form of an up-lift in property values and amenity space for new residents. However, we reiterate that this places extra burdens on green infrastructure, especially the towing path, as highlighted above.</p>
39	Helen Ledger, Sport England	<p>Figure 11, page 65 – the proposed balancing pond appears to have a significant impact on existing playing fields. If this is taken forward this again will need to meet the exceptions in our playing field policy.</p>

<b>EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Flood risk</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
5	Joanne Dearing  Yorkshire Wildlife Trust	<p>SuDs schemes should be managed to maximise their biodiversity value in line with the NPPF (paragraph 109). RSPB and WWT have produced some guidance which can be found at <a href="http://www.rspb.org.uk/Images/SuDS_report_final_tcm9-338064.pdf">http://www.rspb.org.uk/Images/SuDS_report_final_tcm9-338064.pdf</a>. The series of smaller ponds mentioned in paragraph 8.46 are likely to be better for wildlife.</p>

<b>EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Flood risk</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
5	Joanne Dearing Yorkshire Wildlife Trust	As mentioned previously we would like to see natural flood storage such as aqua-greens and wetlands incorporated into the corridor. We would support the use of green roofs and walls within the developments as they can also have benefits for wildlife.
20	David Lerner Aire Rivers Trust	Yes (we agree with the proposed approach to flood risk in the Corridor). However, the land raising that has been carried out in the past has disconnected the Beck from its flood plain in most locations – only the most extreme storms will expand onto the green spaces in areas where damage to property can be avoided. The lack of floodplain space upstream of the Canal Rd- Stanley Rd junction, combined with the choke point in the culvert under Canal Rd, is a significant risk factor, and serious thought should be given to creating more storage space upstream to reduce the potential adverse impacts here. There are similar problems by Shipley station, where the river frequently overtops due to the pinch points downstream of Leeds Rd; this area needs to be returned to be floodplain and green space rather than a road and parking area.
20	David Lerner Aire Rivers Trust	(How should the AAP ensure that flood risk is managed in the Corridor?) By insisting on runoff reduction at source (planters, street trees, green roofs, swales, detention areas and other SuDS features).
23	Vera Swaine Individual	(How should the AAP ensure that flood risk is managed in the Corridor?) Plan for any eventuality that can be foreseen
30	Ellie Clement Individual	ALTHOUGH INCREASED PAVED SPACE WILL INCREASE THE NEED FOR BETTER DRAINAGE.
30	Ellie Clement Individual	Any gardens with houses and other green spaces should have guarantees that they will not be paved yet further increasing the potential problems, and porous surfaces should be used where possible.
33	Julie Rasimowicz Individual	Consideration should be given to ensuring that existing and new green areas continue to thrive as these areas help to reduce flood risk. Raised areas between watery places e.g. Bradford Beck and the spring at Brow Wood should help to ensure that any new houses built are not affected at times of flooding.

<b>EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Flood risk</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
36	Bev Lambert Environment Agency	<p>Whilst we support in general terms the approach outlined to managing flood risk within the Corridor, it may also be worth emphasising to a greater extent the economic benefits that can be derived from such an approach, as this will reinforce the case for investments with the private sector. Consideration should be given as to how habitats can be created alongside measures aimed at controlling flood risk and enabling public viewing of wildlife, which can be a significant economic catalyst in its own right.</p> <p>It should be recognised that use of SuDS to improve water quality is linked to achieving the objectives of WFD, which could be put into a more local context by referring to the Humber River Basin Management Plan.</p>
36	Bev Lambert Environment Agency	<p>We are very supportive of the way in which the AAP highlights that flood risk needs to be managed at a strategic scale whilst at the same time recognises the need to incorporate improvements to Bradford Beck. This is summarised well in Figure 11.</p> <p>We recommend that the SFRA is finalised as soon as possible. The proposed 'Flood Risk Strategy' for the study area will in turn be able to use information from the SFRA accordingly. It is important that work on the masterplan is not advanced prior to the 'Flood Risk Strategy' being completed, otherwise opportunities could be missed to inform the masterplan with flood risk information. The Council may also run the risk of not complying with the NPPF when it comes to allocating specific sites that have not been informed by flood risk information, which could lead on to issues with soundness.</p>

<b>EMERGING STRATEGIC INFRASTRUCTURE OPTIONS The Bradford Beck</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
5	Joanne Dearing Yorkshire Wildlife Trust	We would fully support the de-cultivating and naturalising of the Bradford Beck within the corridor which is in line with the NPPF (paragraph 109). We would also support the creation and enhancement of habitats surrounding the beck and the new cycle/pedestrian route.
20	David Lerner Aire Rivers Trust	We enthusiastically support the de-cultivating and naturalising of the Bradford Beck within the corridor and would be delighted to help achieve this.
22	Vera Swaine Individual	That aim should be that once it is sorted/tidied it is kept that way. i.e. it should not become a receptacle for rubbish !
28	R Shields Individual	Make it a priority

<b>EMERGING STRATEGIC INFRASTRUCTURE OPTIONS The Bradford Beck</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
29	Hugh Firman Individual	I strongly support plan to open up and naturalise Bradford Beck. However, plans should maximise biodiversity gain to create a waterway rich in wildlife and proposals to create a sterile parkland resisted.
34	Susan Stead Bradford Urban Wildlife Group	Page 67. Q 32. We agree that the Beck should be improved ecologically. We support a green corridor and linear park alongside the Beck. We believe the space- field outside Shipley station should be "open space"- not developed since if the cycle track is to go through the field respecting its already biodiversity, there is no place for development. Development we respect up to Bridge in Shipley- Shipley section of Beck. No.
36	Bev Lambert Environment Agency	Enhancement of the beck is an aspiration which we fully support. The AAP text identifies a number of key constraints on this aspiration, which must be addressed through the AAP process in order to achieve this objective. In the short term, culvert opening and setting back development away from the beck should be prioritised. Then over time, this additional riparian space would facilitate further measures such as re-meandering and other morphological improvements which would enhance the local environment.

<b>VIABILITY AND DELIVERABILITY</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
5	Joanne Dearing Yorkshire Wildlife Trust	We support the need for an infrastructure delivery plan and would expect to see the green infrastructure assets included within this.
5	Joanne Dearing Yorkshire Wildlife Trust	Green infrastructure should be a priority for developer contributions as this will provide multiple benefits. Sustainable transport contributions will also be important to ease pressure on the road networks.
5	Joanne Dearing Yorkshire Wildlife Trust	Both CIL and Section 106 funding should be used to deliver the infrastructure within the corridor. Consideration should also be given to partnership working within the corridor which may help to release other funding sources. We would be happy to discuss this opportunity further.

<b>VIABILITY AND DELIVERABILITY</b>		
<b>Rep ID</b>	<b>Name / Organisation</b>	<b>Summary of Representation</b>
8	Brian Teale- Individual	Given the slow pace of progress in the city over the past 15 years it is unrealistic to believe that both the Council's plans for Bradford City Centre and The Shipley Canal Road Corridor are achievable and deliverable. The ambition, resources and energy of the Council should be targeted at Bradford City Centre for the next 15 years. In my opinion, the Area Action Plan for the Shipley and Canal Road Corridor should be abandoned and a lower level strategy for the improvement and consolidation of Shipley Town Centre adopted.
11	Mr and Mrs Shaw- Individual	
12	Mr John Wood- Individual	
16	Mrs Lynne Slinger- Individual	
18	Michael Long  Metro	<p>The Viability and Deliverability section is an important element of the AAP. In terms of the approach, the AAP doesn't provide a clear approach to how viability and deliverability will be assessed</p> <p>However, we support the proposal to identify all the necessary infrastructure that is required, whose responsibility it is and funding sources. It is unlikely that public funding on its own will be able to meet all the infrastructure requirements identified. It is not clear in the AAP how this prioritisation of infrastructure will be made. Metro are keen to ensure that sustainable transport schemes are prioritised.</p> <p>We suggest that joint working with partners (including Metro) is continued to ensure that our priorities are consistent and aligned.</p>
18	Michael Long  Metro	Metro would support a phasing plan linked to transport infrastructure. The phasing needs to make use of existing infrastructure in the first instance and then be linked to the delivery of transport improvements.
18	Michael Long  Metro	Metro would welcome transport schemes to be prioritised where the existing transport facilities are not adequate for new development.
18	Michael Long  Metro	<p>Both CIL and S106 contributions need to be sought for the AAP developments. If infrastructure is site specific it should not be included in the CIL and retained as a S106 contribution. Further assessments of the sites needs to be done to determine the best method of securing developer contributions.</p> <p>The schemes identified in the WYTF have not assumed any CIL contributions.</p>

VIABILITY AND DELIVERABILITY		
Rep ID	Name / Organisation	Summary of Representation
19	Christopher Sinton  HOW Planning on behalf of Canal Road Urban Village Limited	<p>Section 9 of the AAP recognises the difficult economic conditions that continue to impact on the viability of development schemes. CRUVL broadly support the Council's approach to ensuring that the AAP provides a degree of certainty whilst ensuring sufficient flexibility to respond to changing economic circumstances. The Joint Venture represents an innovative delivery tool to promote and incentivise economic growth in the Corridor. The requirement for BMDC to prepare a Viability Assessment of the AAP, ensuring that proposals are viable and deliverable, is also welcomed. Discussions with BMDC are welcomed on this matter.</p> <p><u>Phasing</u></p> <p>The flexibility to provide by a phased approach to development of the corridor is also welcomed especially in light of the prevailing uncertain economic conditions.</p> <p><u>Developer Contributions</u></p> <p>CRUVL welcomes the acknowledgement at Paragraph 9.7 of the Draft AAP that the prevailing economic climate continues to be challenging and therefore the AAP will need to prioritise development contribution based on economic viability.</p> <p>The basis of the development of the New Bolton Woods area is through a Joint Venture and overage agreement between the Urbo and BMDC this will ensure continued investment in New Bolton Woods and facilitate future development of the site.</p> <p>CRUVL requests that the draft AAP takes full account of the Council's commitment within the CRUVL Joint Venture Company as to the financial provision for public sector objectives of the kind that would otherwise be the subject of developer contributions. The CRUVL Joint Venture requires CRUVL to pursue housing-led regeneration with viability the primary objective to ensure delivery of the much needed housing. The Private Partner Urbo has capped profit and this together with controlled land values creates a mechanism for maximising the amount of financial surplus available for various regeneration objectives. Beyond this any further costs introduced inevitably compromises viability and delivery. CRUVL therefore operates to optimise the public benefit in what is a best practice regeneration approach balancing desired objectives over time with realistic delivery. We would request that the AAP acknowledge this and that in this specific case it precludes the need to establish such contributions as may be required for development generally.</p>
20	David Lerner  Aire Rivers Trust	<p>The Aire Rivers Trust would be pleased to bid for funding to support renaturalisation of the Beck. There are also opportunities to bid for Flood Risk Management funding, especially when it</p>

VIABILITY AND DELIVERABILITY		
Rep ID	Name / Organisation	Summary of Representation
		delivers multiple benefits, and we would be pleased to help with such bids. In both cases, matched funding is required, but the schemes can be used to gain substantial leverage (perhaps as factor of 5-10) on contributions from developers.
23	Howard Middleton CBMDC Councillor	In the Central Part of the Corridor, Road network needs to be developed to cope with existing as well as additional traffic on Kings Road. No plans appear to be in place to deal with extra traffic from granted Planning Application 12/03708/MAF. New Bolton Woods Primary school needs to be built early on.
23	Howard Middleton CBMDC Councillor	(What are the priorities for developer contributions in the Corridor?) 1)New Primary School for the New Bolton Woods settlement. The existing primary schools at Poplars Farm and Swain House are already full. 2) Traffic measures and pedestrian safety improvements on Kings Road at the Poplars Park Road/Kings Road junction 3) Funding to be in place for the new Brow Wood recreation area/park, to ensure that this area is maintained. Trees with Tree Preservation Orders (TPOs) were sacrificed when planning permission at Poplars Farm was given 12/03708/MAF, these to be replaced with new planting. But if the Brow Wood park is not maintained, after 10 years it will look like the stream at the bottom of Long Meadows. Brow Wood should be formally adopted as a Park by Bradford MDC Parks & Landscapes Service.
25	Stephen Blundell Individual	Pedestrian connectivity and accessibility needs to be seriously reappraised before any development is considered.
29	Hugh Firman Individual	(What are the priorities for developer contributions in the Corridor?) Enhancement of Bradford Beck and associated wildlife habitats.
30	Ellie Clement Individual	Ensure that the development is phased so as to encourage organic development in Shipley to encourage flow between Bradford and Shipley.
30	Ellie Clement Individual	(What are the priorities for developer contributions in the Corridor?) Ensure communities along the corridor are consulted/engaged along the way.
36	Bev Lambert Environment Agency	We recognise the constrained economic environment means that difficult choices need to be made over how developer contributions are to be spent, but consideration needs also to be given to how an investment may help to reduce future costs. There are a number of measures that can be developed which are not necessarily expensive, but which if implemented during the construction phase have the potential to reduce future costs.  We welcome the support given within the document for measures such as SUDS, swales, green roofs, and permeable surfaces as these can play an important role in reducing the financial burden

VIABILITY AND DELIVERABILITY		
Rep ID	Name / Organisation	Summary of Representation
		that businesses face when dealing with flooding events. It is also worth emphasising that expenditure on well designed flood defence measures and GI can help to significantly improve the attractiveness of areas to existing businesses (helps business retention) and to inward investors.
38	Martyn Coy  The Canal and Rivers Trust	<p>In light of proposals within the AAP to improve access to the Leeds and Liverpool Canal and identify several development sites along the canal, thereby leading to greater usage of the canal and towpath, we recommend that priority is given to ensuring that the developer contributes to mitigating the impacts of the development on the canal. For example, as a result of increased pedestrian and cycle usage of the towpath.</p> <p>Once more, we would wish to highlight and encourage the application of good planning policy practice being taken forward elsewhere by local planning authorities and draw your attention to Policy A4 of Hyndburn Borough Council's Adopted Core Strategy which refers to the Leeds and Liverpool Canal and how developer contributions can mitigate against the impacts of new developments on the canal. The Core Strategy was adopted post the introduction of the Community Infrastructure Levy Regulations 2010 which sets out the current legal tests in relation to planning obligations.</p> <p>The Policy states that <i>"When off-site improvements to the canal are required these will be delivered by the developer through the use of 'Grampian' conditions or planning obligations"</i>. The supporting text accompanying the Policy (paragraph 5.22) states that <i>"New developments in proximity to the canal will be expected to contribute towards identified improvements to the canal and its towing path."</i></p> <p>Furthermore, paragraph 5.32 explains that <i>"It is important to recognise that new waterside developments place extra liabilities and burdens on waterway infrastructure and also provide an opportunity for this infrastructure to be improved. When considering proposals for new development alongside the canal the local authority will work with British Waterways to ensure that the reasonable additional costs of new developments are met by the developer"</i>.</p> <p>Please note that in respect to the reference to British Waterways, the British Waterways Board (Transfer of Functions) Order 2012 has substituted references to British Waterways in the Town and Country Planning (Development Management Procedure) (England) Order 2010 to the Canal &amp; River Trust.</p> <p>Clearly the above policy and text relate to an adopted Core Strategy; however, we believe that it is relevant to the AAP as you are seeking to address planning obligations at this stage and</p>



VIABILITY AND DELIVERABILITY		
Rep ID	Name / Organisation	Summary of Representation
		the policy relates to the Leeds and Liverpool Canal.
39	Helen Ledger Sport England	<p>Viability and Deliverability - Replacement playing field may not always be as cheap as it is first considered, particularly in hilly areas where flat areas are limited. We will seek that replacement playing field is created to our standards and specifications in our guide Natural Turf for Sport. Based on Sport England 2012 costings a new senior rectangular pitch (minus the land cost) will cost around £75,000 to £115,000 and cricket slightly more £200,000. New artificial pitches can cost up to £850,000 to our specifications. We would advise you consider this in any future project viability work.</p> <p>Please note with regard to phasing any replacement playing field should be in place and available to use before the existing playing field is prejudiced by development. This is to ensure continuity for sport. Natural turf will require two growing seasons to fully establish itself and cricket wicket tables can take up to a year to bed down and become playable.</p> <p>Developer contributions and CIL – Sport England is supporting the council on strategic planning for sports facilities, halls, pools and pitches. If this work taken to its conclusion should help support developer contributions and CIL. In addition Sport England has a sports facilities calculator that predicts (based on our national sports participation trends) new sporting needs arising from residential development, this can help ascertain the level of developer contributions that should be sought. For more information please see: <a href="http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/sports-facility-calculator/">http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/sports-facility-calculator/</a></p> <p>A complete list of our other tools and guidance is available here: <a href="http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/">http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/</a></p> <p>Happy to discuss these issues in more detail if this helps.</p>

BASELINE EVIDENCE BASE		
Rep ID	Name / Organisation	Summary of Representation
36	Bev Lambert Environment Agency	<p><b>11.2 River and Water Quality</b></p> <p>This paragraph should also make reference to groundwater quality – the groundwater body in the Shipley area is the Aire and Calder Carb Limestone / Millstone Grit / Coal Measures. This waterbody is also designated as being at poor status with respect to water quality which will need to be addressed in order to comply with WFD objectives.</p>

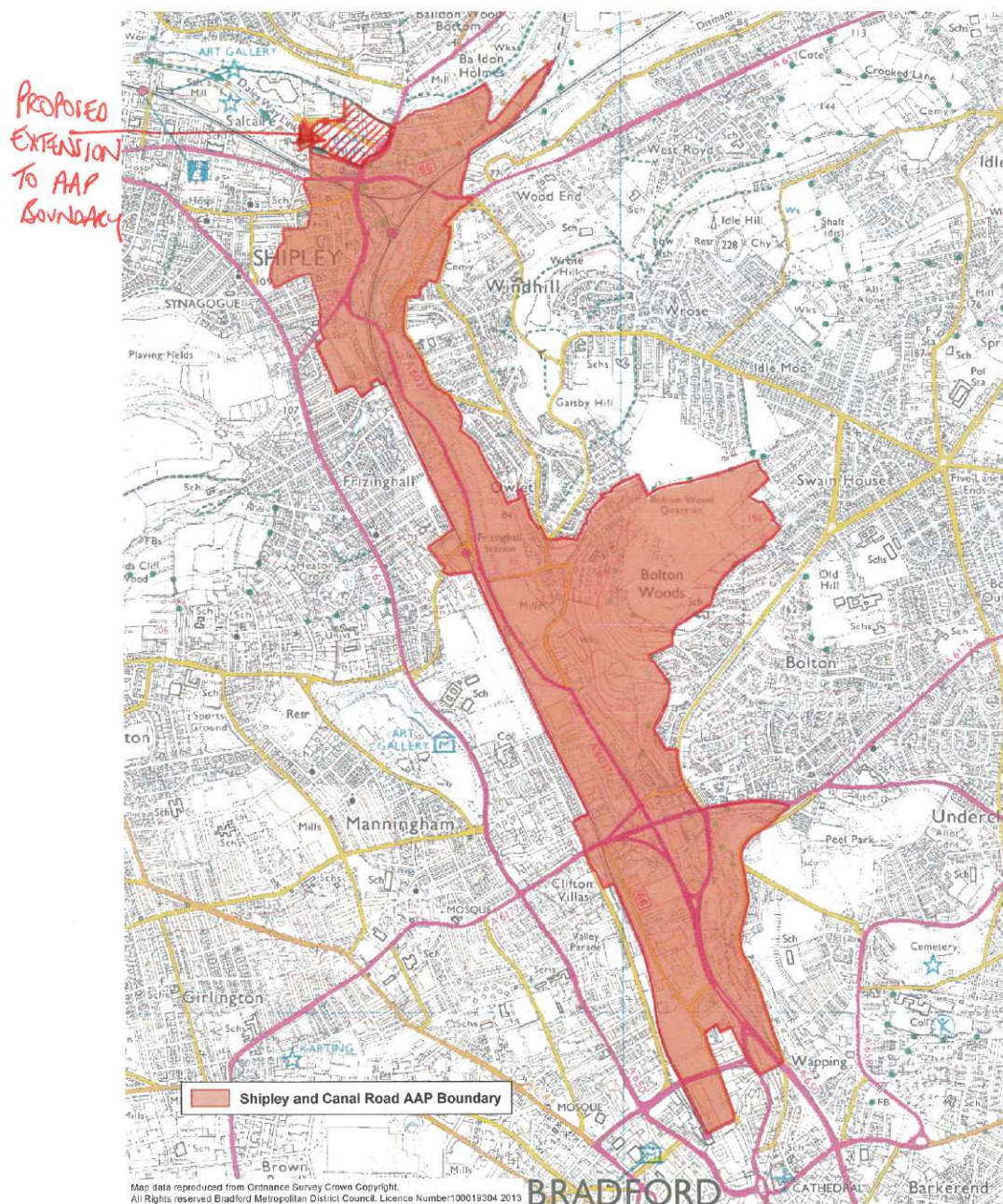
BASELINE EVIDENCE BASE		
Rep ID	Name / Organisation	Summary of Representation
		<p><b>11.6 Land contamination</b>  We agree that land contamination can be effectively managed through the planning process. We recommend that reference is also made to our guidance on land contamination <a href="http://www.environment-agency.gov.uk/research/planning/121619.aspx">http://www.environment-agency.gov.uk/research/planning/121619.aspx</a> which provides assistance to developers in dealing with land contamination issues.</p> <p><b>11.9 Flood Risk</b>  We accept that the council's flood risk information is likely to be more accurate than the our Flood Map in this area. The emerging SFRA will provide a greater understanding of the extent of flooding in the Shipley &amp; Canal Road corridor and should be used to steer development to the areas at least risk of flooding.</p> <p><b>Flood Risk and Water Management Evidence Base (Waterman, September 2011)</b>  There are no groundwater source protection zones within the corridor, however there may be some small, private water abstractions that need to be considered when designing SuDS or considering the impact of land contamination. A source protection zone of 50 metres radius should be assumed around these. Information about private abstractions should be available from the Environmental Health department.</p> <p>The proposal to use groundwater to supply the reopened canal would benefit from the production of an Environmental Impact Assessment which should consider the implications of this.</p>

## Appendices

Appendix 1: Enclosed Plan referenced in Rep 13 (Pete Gleave ID Planning on behalf of Commercial Development Projects) The AAP Boundary

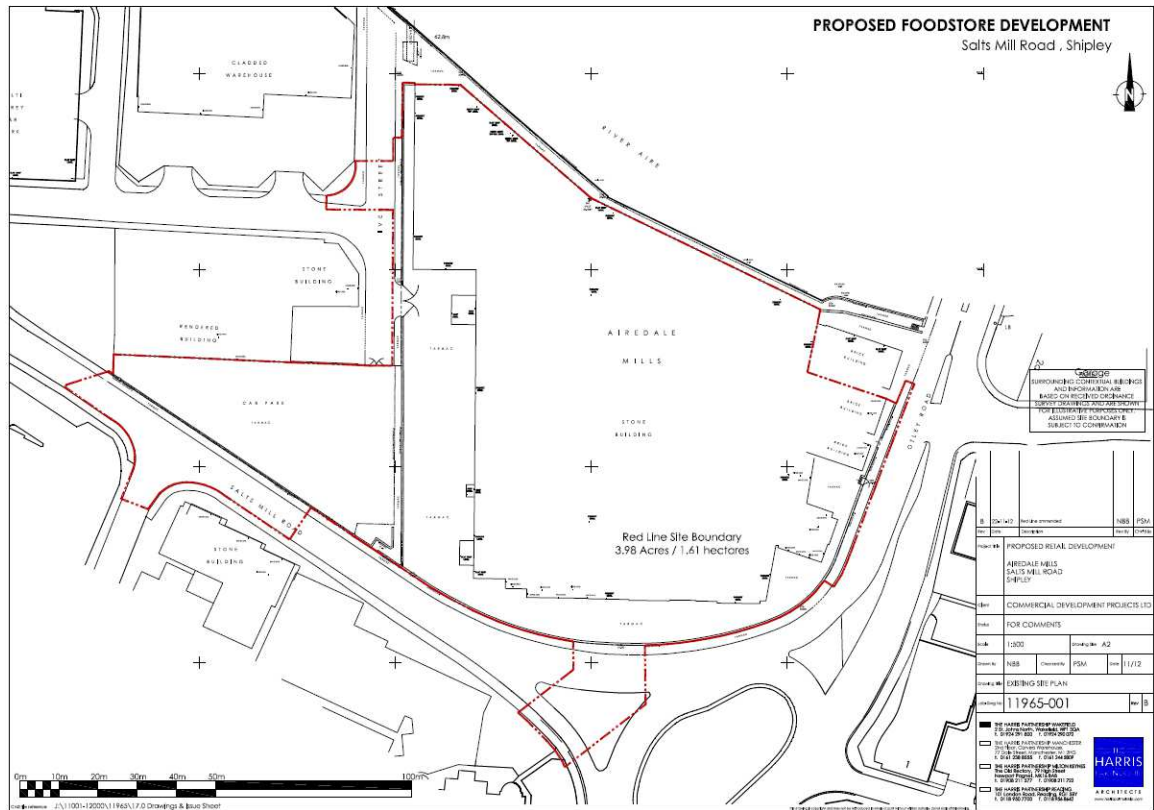
23

Figure 4: Shipley and Canal Road Corridor AAP Boundary

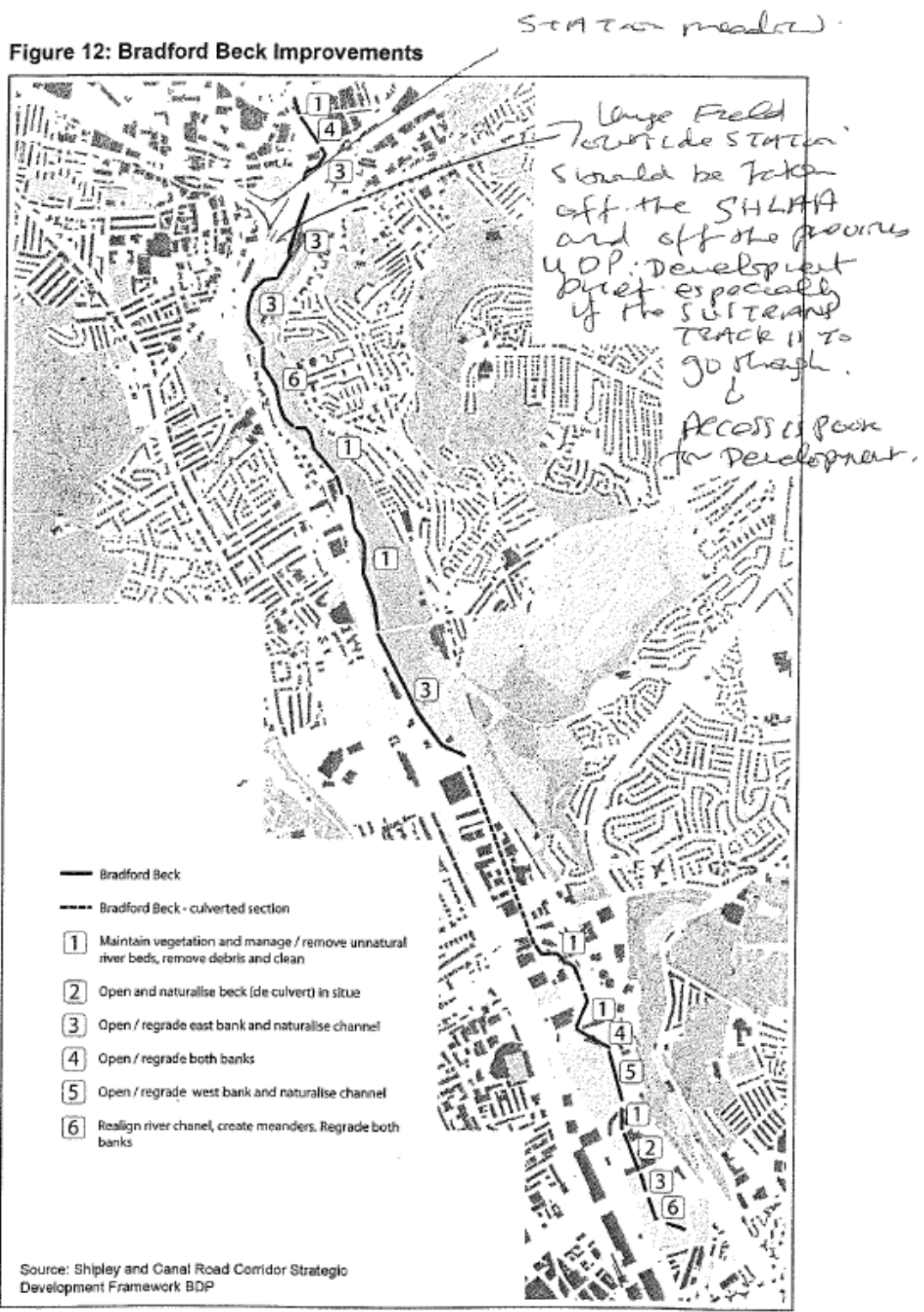


Shipley and Canal Road Corridor Area Action Plan Issues and Options Report

Appendix 2: Enclosed Plan referenced in Rep 13 (Pete Gleave ID Planning on behalf of Commercial Development Projects) Shipley Emerging Proposals



Appendix 3: Enclosed Map Referenced in rep 34 (Susan Stead Bradford Urban Wildlife Group) Shipley Emerging Proposals



Appendix 4: Copy of Reports Referenced in Rep 34 (Susan Stead Bradford Urban Wildlife Group) Shipley Emerging Proposals

The other project I have been working on, for Bradford Council, is a Wildlife Habitat Network (WHN). The aim of this is to retain, and potentially enhance, linkages between protected nature sites and to allow for species mobility and the retention of healthy populations. The WHN has been produced as a digitised map using MapInfo, a Geographical Information System. It has not been formally included yet, but is proposed for use in the Local Development Framework, to be part of the guidance information for future planning and development. The WHN includes statutory nature sites, the vast majority of the current BWA's, semi-natural and less agriculturally improved habitats, linear features such as watercourses, some post-industrial land and green open spaces. The land by Bradford beck is included within the WHN, as part of a wildlife corridor. Once the WHN is formally included in the Local Development Framework, the land within it should be more of a consideration in relation to any proposed developments.

Letter

Hope that is helpful Sue. Let me know if you have any questions about any of this. If you give me a call and get the answer-phone on my mobile, please leave a message and I will get back to you as soon as I can.

Kind regards,

*E. Skinner*

Estelle Skinner  
Local Wildlife Sites Surveyor  
07917 599674  
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West Yorkshire Ecology is the local ecological records centre covering the West Yorkshire area. It is a government body, part of West Yorkshire Joint Services, and funded by Bradford, Caldwell, Kirkstall, Leeds and Wakefield District Councils.

*we support 4.3.4 & 4.3.5 from modelled  
Buller's Report for S. STEAD*

**PROPOSED CYCLE ROUTE, CANAL ROAD, BRADFORD  
ECOLOGY REPORT**

yet, actively managed to maintain and enhance its wildlife value. Thus, it is open to debate as to whether the site also has a high value for the appreciation of nature and learning which would help to justify it as a Local Wildlife Site.

4.3.4 Relevant to such a debate is the proximity of the Shipley Station Butterfly Reserve, which is listed as a 'Bradford Wildlife Area' and which is currently viewed as a provisional Local Wildlife Site (Appendix 1). This small urban meadow site is less than 30 m east from the boundary of the study area (northern end) and it is actively managed by Bradford Urban Wildlife Group and Butterfly Conservation (Yorkshire branch). The indication is that, given the opportunity, there are several active voluntary groups in the locality that could manage the nearby study area to maintain and enhance its wildlife value, so giving it a high value for the appreciation of nature and learning.

4.3.5 In summary the study area supports a variety of habitats which display a variety of structural features including rough grassland with tussocky grasses, bare ground, tall ruderal vegetation, scrub and secondary woodland. The complexity of vegetation structure, both within and between different habitat types, is important for invertebrates and, hence, the overall biodiversity of the site. Overall, the results of the Phase 1 Habitat Survey indicate that the site is of Moderate Local (District) ecological value. It is therefore possible that the site should be considered for its potential as a "Local Wildlife Site" and it is recommended that further consultation with West Yorkshire Ecology is undertaken.

**4.4 Fauna**



Here is the visual evidence for Biodiversity & Butterfly Species of the Area by Bradford Beck Shipley Station Butterflies: 2011



Shipley Station: Brimstone below The Big Field, next to the Bradford Beck. July 2011



**SHIPLEY IN BLOOM!**



Above: Marbled White. The Big Field. Back of Shipley Station, August 3<sup>rd</sup>, 2012

Below: Pronounced Ab. *Mariscolore* of the Common Blue. Back of Ilkley platform, Shipley Stn, July 23<sup>rd</sup>, 2012 (Jendo)

