

Local Plan for the Bradford District
Shipley and Canal Road Corridor Area Action Plan

Statement of Consultation

November 2015

FORWARD

This Statement of Consultation relates to the public consultation that was carried out on the Issues and Options stage of the Shipley and Canal Road Corridor Area Action Plan (AAP) in 2013 and the responses received as a result.

The Issues and Options consultation formed the first round of public consultation on the Shipley and Canal Road Corridor AAP. The consultation sought to involve interested parties and stakeholders and invite representations on the key issues and emerging development options put forward by the council.

This Statement of Consultation provides a link between the representations received and how these have been taken into account and addressed in the AAP Publication Draft document.

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1.0 INTRODUCTION & BACKGROUND

- 1.1 The Planning and Compulsory Purchase Act 2004 brought about a major change to the planning system, in particular to planning policy and how development plans are to be prepared. This means that the adopted Replacement Unitary Development Plan (RUDP) (2005) will, in time, be replaced by the Local Plan (previously Local Development Framework). The Shipley and Canal Road Corridor Area Action Plan (AAP) is being produced as part of the Bradford District Local Plan. When preparing documents which will form part of the Local Plan, the council must carry out public consultation and engage with local communities and stakeholders in order to gauge views on the plan and its soundness. The minimum requirements which all authorities must achieve are set out within the planning regulations.
- 1.2 Planning Authorities are also required to prepare and publish a Statement of Community Involvement (SCI) which explains when and how any public consultations will take place, who will be consulted and what will be done to engage with the community at each stage of the consultation process and also within planning applications. The council is fully committed to community engagement in the delivery of local services and functions. The SCI for Bradford was adopted by the Council on 8th July 2008.
- 1.3 This report contains details of the full consultation process carried out for the Shipley and Canal Road Corridor AAP Issues and Options stage, a summary of representations received and how these representations have been taken into account in the preparation of the Publication Draft.
- 1.4 Section 2 of the report sets out the methods of consultation and the programme of events. Section 3 provides a summary of the main issues raised from the consultation responses. Section 4 sets out the next steps for how the Shipley and Canal Road Corridor AAP will progress.
- 1.5 It is considered that this report provides a fair and accurate representation of comments, however some comments have necessarily been summarised. It should be noted that officers work from both these summaries and from the detailed full comments submitted to move forward to the next stage of the AAP. Appendix 5 contains a summary of all representations and Bradford Council's responses to the representations received.

Purpose of this document

- 1.6 When preparing the local plan, the council must notify key consultation bodies and stakeholders of the subject of the local plan which the council propose to prepare, invite representations about what the local plan ought to contain and take into account any representation made.
- 1.7 This Statement of Consultation report sets out how the council has involved the community and key stakeholders in the preparation of the Shipley and Canal Road Corridor Area Action Plan. It sets out what was done to consult the different organisations, agencies, and residents of the district, how this met the requirements of the regulations and how it complies with the council's adopted SCI. It also describes how the results of the consultations have been taken into account in preparing the next stage of the plan – the Publication Draft.

- 1.6 The relevant regulations as set out within the Town and Country Planning (Local Planning) (England) Regulations 2012. These regulations are listed below:
- Regulation 17- Application and interpretation of Part 6 (Local plans)
 - Regulation 18- Preparation of a local plan
 - Regulation 19- Publication of a Local Plan
 - Regulation 20- Representations relating to a local plan
 - Regulation 22- Submission of documents and information to the Secretary of State
- 1.7 This report has been prepared to provide a formal record of the consultation which has taken place to accord with Regulation 22 'Submission of documents and information to the Secretary of State'. Regulation 22 requires the submission of a local plan to be accompanied by a statement, setting out the following:
- (i) which bodies and persons the local planning authority invited to make representations under regulation 18 (see Section 2 and Appendix 1)
 - (ii) how those bodies and persons were invited to make representations under regulation 18 (Section 2 and Appendix 2-5)
 - (iii) a summary of the main issues raised by the representations made pursuant to regulation 18 (see Section 3 and Appendix 5)
 - (iv) how any representations made pursuant to regulation 18 have been taken into account (see Appendix 5)

Shipley and Canal Road Corridor Area Action Plan

- 1.8 The Shipley and Canal Road Corridor AAP is being produced as part of the Bradford District Local Plan. The Local Plan will be made up of a collection of planning documents that will guide future growth and development for the next 15-20 years. The Shipley and Canal Road Corridor AAP will set out detailed land uses and direct future development and investment.
- 1.9 There are a number of stages for preparation of the Shipley and Canal Road Corridor AAP; these are highlighted in the list below:
- 1 Pre-production scoping and evidence gathering (2010-2012)
 - 2 **Consultation on Issues and Options (2013)**
 - 3 Consultation on Publication Draft (2015)
 - 6 Submission to Secretary of State
 - 7 Examination
 - 8 Adoption following an Inspectors report.
- 1.10 The Issues and Options consultation formed the first round of public consultation on the Shipley and Canal Road Corridor AAP. The consultation sought to involve interested parties and stakeholders and invite representations on the key issues and emerging development options put forward by the council. This Statement of Consultation relates to the public consultation that was carried out for the Issues and Options stage of the Shipley and Canal Road Corridor Area Action Plan (AAP) in 2013 and the responses received as a result.

2.0 METHODS OF CONSULTATION & EVENTS PROGRAMME

- 2.0.1 The Shipley and Canal Road Corridor AAP Issues and Options Report presented key issues and emerging options for public consultation. It was the intention of the council to seek the views of key stakeholders, agencies, community groups and residents with regards to the key issues and emerging approach and content of the AAP, along with the evidence base which supported the report.
- 2.0.2 The Shipley and Canal Road Corridor Issues and Options Report was taken to the Council's Executive Committee for approval for public consultation on the 15th January 2013 and the Environment and Waste Management Overview and Scrutiny Committee on 23rd April 2013.
- 2.0.3 In line with the SCI and requirements of the planning regulations, the council undertook a planned twelve week public consultation on the Issues and Options from March to May 2013. The consultation period started 15th March and finished on 31st May 2013, covering 12 weeks in total.

Council Member Briefings

- 2.0.4 A Member briefing session was held on 26th February 2013 to enable Councillors to preview the reports and enable them to find out more about the content of the AAP and the consultation process. All members of the council were invited to this event.
- 2.0.5 14 Councillors took advantage of the session in City Hall Banqueting Suite and were able to ask questions regarding the content of the AAP reports and to find out more about the consultation process.

2.1 Consultation and Supporting Documents

- 2.1.1 The following documents were produced and made available for the Issues and Options consultation:
- **Shipley and Canal Road Corridor AAP- Issues and Options Report (2013)**
 - Shipley and Canal Road Corridor AAP- Summary Document (2013)
 - Shipley and Canal Road Corridor AAP- Baseline Evidence Report (2013)
 - Shipley and Canal Road Corridor AAP- Engagement Plan (2013)
 - Shipley and Canal Road Corridor AAP- Initial Sustainability Appraisal (2013)
 - Equality Impact Assessment (2013)
 - Shipley and Canal Road Corridor Emerging Strategic Development Framework Report (BDP) (2013)
 - Shipley and Canal Road Corridor AAP- Issues and Options Report Supporting Paper (2013)
 - Shipley and Canal Road Corridor AAP- Supporting Paper Appendix 1 SDF Community Consultation Summary (2013)
- 2.1.2 Copies of the key consultation documents were placed for inspection at the following deposit locations listed below. Notifications of these locations were given in the consultation letter and on the council's website. Deposit locations were:

- at Planning Offices in Bradford (Jacobs Well) and Ilkley Town Hall
- at Council One Stop Shops at Shipley and Keighley
- in the main local libraries in Bradford, Shipley, Bingley, Keighley and Ilkley

Evidence Base & Supporting Documents

2.1.3 In addition to the above consultation documents, the following reports which form part of the Local Plan's evidence base were made publically available on the Council's Local Plan webpages:

- Affordable Housing Economic Viability Assessment (AHEVA)
- Bradford District Employment Land Review Study
- Bradford District Housing Requirement Study
- Bradford District Retail Study
- Conservation Area Assessments & Management Plans
- Core Strategy Baseline Analysis Study
- District Wide Transport Study
- Draft Settlement Study
- Gypsy and Travellers Accommodation Assessment
- Local Economic Assessment (LEA)
- Local Infrastructure Plan
- Open Space Assessment
- Strategic Flood Risk Assessment (SFRA)
- Strategic Housing Land Availability Assessmentn (SHLAA)
- Strategic Housing Market Assessment (SHMA)

Summary Document

2.1.4 A summary document was produced to provide a concise and informative overview of the information presented in the Issues and Options Report.

2.1.5 The summary document was used extensively throughout the consultation period, it was:

- made available at Planning Offices and libraries for the public to pick up
- made available to delegates at each of the technical workshop events
- made available to members of the public at the area 'drop-in' events
- sent out to members of the public upon request
- available on the Council's local plan web pages for viewing and downloading

Area Action Plan Information Leaflets

2.1.6 Information leaflets were produced and widely distributed to facilitate people's understanding of the scope and context of the Issues and Options consultation. These leaflets included:

- how to get involved
- where to view the consultation documents
- contact details for any queries

2.2 Who was consulted?

- 2.2.1 Approximately 1,120 stakeholders, members, groups and individuals were invited to make comments to the Issues and Options consultation documents outlined above. The table below indicates those persons or bodies consulted. These are organised in line with the SCI. A full list of all those consulted can be found in Appendix 1.

Consultees List	Number of consultees
Statutory consultees	80
Previous respondents to Bradford City Centre AAP consultation	29
Other consultees	39
Councillors	90
Previous respondents to Shipley and Canal Road Strategic Development Framework	95
LDF Notification List	786
Total	1119

2.3 How the public and other stakeholders were consulted

- 2.3.1 The council used a number of different methods of community consultation and engagement which aimed to reach the different groups within the district. The ranges of methods used are outlined below:
- 2.3.2 A total of 1,119 **written notifications** were sent out on Friday 15th March 2013, either by letter or by email, to individuals, community groups, developers, agents and infrastructure providers in line with the SCI, notifying them of the consultation, how to view the documents and inviting them to make comments before the set deadline. A sample of the letter can be found in Appendix 2.
- 2.3.3 The table below provides a summary of who was consulted and by what means. Appendix 1 provides a list of all those who were directly consulted at this stage.

Links to SCI	Consultee	Method of notification
Specific Consultation Bodies	Statutory Bodies	Letter and email
	Town & Parish Councils	
General Consultation Bodies	General Consultees	Email
Other Consultees	Other Consultees	Email
List of Other Organisations and Groups not identified in Planning regulations	Bradford Councillors	Email
	Notification Request	Email
	LDF Newsletter Subscribers	Email

	Previous respondents to AAP consultation	
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- 2.3.4 The council issued two press releases in March and April. Copies of these can be found in Appendix 3. Local news press / media provided extensive coverage on the Issues and Options consultation. In particular, the Telegraph and Argus ran a series of articles to highlight the emerging options and how to get involved for the local communities. A list of the news articles published can be found in Appendix 3. The following newspaper specifically gave notice of the consultation period and consultation events to residents across the district:
- Telegraph and Argus on Friday 15th March 2013.
http://www.thetelegraphandargus.co.uk/news/10291522.Consultation_starts/?ref=rss
 - Telegraph and Argus on Thursday 9th April 2013.
http://www.thetelegraphandargus.co.uk/news/10340705.Have_your_say_on_Bradford_area_action_plans/
- 2.3.5 The **Council's local plans website** (www.bradford.gov.uk/LDF) was used to facilitate communication of the consultation and the time period. Consultation documents were made available to view and download throughout the consultation process and details of the technical and area 'drop-in' events were advertised. Details of how people could comment on the consultation documents, along with a comment form and online survey were clearly provided. A copy of the webpage can be found in Appendix 2. A link to the Issue and Options consultation was also placed on the council's main Consultation webpage <http://www.bradford.gov.uk/bmdc/Consultations>.
- 2.3.6 The use of an online survey form was trailed during the public consultation of the Issues and Options with 14 responses received though this method. The use of the online survey form was considered productive and will be used more widely for the next stages of production (Publication Draft).
- 2.3.7 **The December issue of the LDF Newsletter - Plan-It Bradford** was sent out electronically via email to over 1000 subscribers in December 2012 with details of the Issues and Options consultation. This newsletter along with past editions is available to view on the council's website. Extracts from this newsletter can be found in Appendix 2.
- 2.3.8 **A technical workshop** was organised for targeted stakeholders and providers to discuss the AAP Issues and Options documents. Stakeholders were sent targeted letters of invitation to this event to ensure that topic based issues were discussed. The workshop included an introductory PowerPoint presentation which explained the content and approach of the document and key issues. This was followed by workshop sessions organised under key themes, where council officers facilitated discussions based around key questions and delegates could seek further clarity or information if required. A list of organisations and individuals who were invited to attend the technical workshop is provided in Appendix 1. Details of the technical workshop are set out in Appendix 4.
- 2.3.9 Several **area consultation events** were organised across the Bradford district to allow stakeholders, community groups and residents to come along

and find out more about the emerging Area Action Plans and to gain a better understanding of the Local Plan process.

2.3.10 At each of these area events the following were available:

- consultation documentation (as listed in paragraph 2.1.1)
- summary leaflets and information leaflets
- exhibition panels summarising the documents, key issues and emerging options were on display (Appendix 2)
- officers from the council's Development Plans Team were available to answer any questions at each event.

2.3.12 The table below outlines the area consultation events which took place:

Date	Time	Area	Venue
Tuesday 16th April 2013	12:30pm- 7pm	City Centre	City Park Pavillion, Bradford
Wednesday 17th April 2013	12:30pm- 7pm	Wharfedale	Ilkley Library
Thursday 18th April 2013	10:00am- 5pm	Keighley	Keighley Market Hall
Saturday 20 April 2013	9am- 4pm	City Centre	Oastler Shopping Centre
Monday, 22nd April 2013	12:30pm- 7pm	Bradford North & Airedale	Shipley Library
Saturday 27th April 2013	10am- 4pm	Bradford North & Airedale	Shipley Library

2.3.13 The events were well attended and provided the opportunity for interested stakeholders and the public to talk to officers, ask questions and look in detail at the emerging plans and proposals in the AAPs. The Oastler shopping centre, Shipley Library and Ilkley events were particularly well attended. The display banners, summary documents and information leaflets were also left in strategic locations in Bradford city centre (Jacobs Well main reception and City Park Pavillion) and Shipley Library during the consultation period. Illuminated Posters advertising the AAP consultation events were installed in Markets across the Bradford District with the assistance of CBMDC Markets Service.

Neighbourhood Forums

2.3.14 A Briefing Note on the AAP consultation was sent to Neighbourhood Forum Co-ordinators on 7th March 2013 following a Briefing Meeting on 28th February. The meeting included a presentation on the AAP and a questions and answers session. Posters to help raise awareness of the AAP consultation events were sent to Neighbourhood Coordinators on 3rd April 2013. The council's Neighbourhood Support Services assisted the Development Plans Team in raising the profile of the Issues and Options consultation within neighbourhood forums across the district. Area

coordinators explained the consultation, handed out materials such as summary leaflets, information leaflets and directed members of the public to the relevant points of contact.

- 2.3.15 Planning Officers from the Development Plans Team attended a town centre forum in Shipley during the consultation period in order to raise the profile of the Issues and Options Consultation and to allow community members to gain a fuller understanding and implications of the AAP consultation document on local communities. This meeting was held on Wednesday 6th March 2013 at 7.30pm in Shipley Library. 58 members of the public attended this meeting.

Easier Access Event

- 2.3.16 Planning Officers from the Development Plans Team attended the council's annual Easier Access event on the 14th May 2013 and ran a workshop session on the AAPs. The workshop included an introductory PowerPoint presentation which explained the content and approach of the AAP and key issues. This was followed by workshop session, where staff facilitated discussions based around key questions and delegates could seek further clarity or information if required. A sign language interpreter was present during the workshop. Notes of the key issues raised were taken by council officers. A summary of the event is set out in Appendix 4.

3.0 SUMMARY OF CONSULTATION RESPONSES

- 3.1 The public consultation process is considered to have been successful, with a total of 41 representations received and a wide range of verbal comments made at consultation events. The consultation events were well attended and generally well received. The use of an online survey form was trailed during the public consultation of the AAP with 14 responses received though this method.
- 3.2 The council received a total of 41 written representations during the consultation. The methods of submissions were primarily by email and the online survey. Three representations were received by post.
- 3.3 These responses included a range of Statutory Bodies, Local Authorities, councillors, amenity and interest groups, developers, infrastructure providers, and members of the general public. The table below indicates an approximate breakdown of all consultation responses received:

Category of Respondent	Responses Received
Statutory Bodies	8
Town & Parish Councils	0
Bradford MDC Councillors	1
Community Groups	1
Organisations	5
Agents	4
Individuals	22

- 3.4 Overall, there was general support for the Shipley and Canal Road Corridor AAP Issues and Options from the representations received during the public consultation. However, some important issues and concerns were raised in particular regarding flood risk, retail and the impact of development on the road network and green space along the corridor.
- 3.5 The section below sets out the key points raised from the representations received for each section of the Issues and Options Report. The full summary of representations, council responses and actions can be found in Appendix 5 of this report.

Summary of comments and key issues by chapter

3.6 **Boundary:**

- general support for the AAP Boundary
- concern was raised in regards to planning for the area in isolation and links to surrounding areas (including Manningham)
- comments that the plan should consider whether Forster Square Retail Park might be better included within the City Centre AAP boundary
- suggestion that the AAP boundary should be expanded to include land to the north and west at the northern end of the boundary

3.7 **Vision:**

- broad support for the vision with only minor changes suggested including:
 - the vision should include the need to enhance biodiversity and to establish ecological networks and highlight the need for high quality, multifunctional green space.
 - the vision needs to include safeguarding and enhancing the significance of heritage assets in the vicinity of the AAP
 - the planned school should be a larger element in the vision.
 - the vision should include references to the public transport facilities along the corridor and specifically needs to reflect Shipley's excellent rail provision and its role as a Transport Hub
 - an explicit mention should be made to the role of water in the vision
- it was noted the vision fails to mention Manningham and areas outside the AAP boundary

3.8 **Objectives:**

- broad support for the objectives put forward in the AAP
- concern raised about potential conflict between the housing and regeneration objectives and protecting wildlife and greenspace objectives
- stronger emphasis should be placed on the Bradford Beck
- noted that although Objective 10 includes high quality open space and community facilities there is no theme relating to key pitch sport facilities within the AAP
- an additional objective should be included to deal with the phasing and delivery of sites

3.9 **General Comments:**

- the AAP should acknowledge the presence of surface coal resource and promote the prior extraction of surface coal as part of regeneration proposals
- it is important the AAP recognises the coal mining legacy in the area and requires developers to fully consider ground conditions in the Shipley and Central Section Opportunity areas
- the scale of development proposed is likely to generate an adverse impact on the Strategic Road Network.
- general support for the AAP's approach to the protecting and enhancing the natural environment
- the AAP needs to be closely aligned with and reflect development areas identified within the New Bolton Woods masterplan; greater consistency should be sought between the masterplan and AAP
- concern raised about the status of the Bradford Canal within the AAP
- noted that the AAP area includes a number of established playing field sites and the demand for sport will be likely to increase in this area as a

result of new residential development; site proposals should be consistent with Sport England's Playing Fields Policy

3.10 **Housing:**

- general support for the housing target but concern raised regarding impacts on the road network and greenspace
- comment that the housing target is not realistic or achievable as the area is constrained by flooding, contamination and low property values
- the AAP should justify why the housing target (3000) is lower than the previous Core Strategy target for the area (5000)
- support for Eco Standards but concerns regarding the viability of achieving these standards
- it was noted that brownfield land can be of high environmental value; where this is the case land of lesser value should be prioritised
- affordable housing targets should be flexible
- flood risk constraints mean that evidence a sequential test has been undertaken and passed needs to be clearly demonstrated and where necessary, an exception test also needs to be passed

3.11 **Sustainable Economic Growth:**

- comment that the corridor is an appropriate location for employment uses; the AAP must consider the loss of employment land in the context of future need for employment land
- retail, leisure and office development should be focused in Bradford city centre and not the corridor
- the AAP needs to acknowledge that housing will be required on land currently used for employment in the centre section to deliver the housing target
- New Bolton Woods is one of the most important regeneration projects in the district and a Local Centre is vital to the successful regeneration of the area; the AAP should be amended to provide a Local Centre designation in the Centre Section
- support for the need for new retail facilities in Shipley
- the redevelopment of Bolton Woods Quarry will need to provide for the prior extraction of any remaining stone reserves
- concern raised that economic growth may lead to further congestion along Canal Road despite the improvements planned for it

3.12 **Promoting sustainable transport options and connecting the Corridor:**

- the AAP needs to retain effective road transport along Canal Road to assist businesses
- broad support for a new cycle and pedestrian route along the Corridor
- noted that the West Yorkshire Transport Fund has not prioritised the Shipley Eastern Relief Road in the first round of schemes
- existing rail connectivity should have a higher importance in the AAP
- New Bolton Woods will deliver residential development in close proximity to pedestrian and cycle infrastructure, public transport linkages and employment opportunities
- comment that the Canal should not be supported as there is insufficient water available and the blue/green corridor can be delivered by re-naturalising the Beck
- the AAP should include a policy which requires developers to contribute to opening sections of the canal as part of development proposals along the corridor

3.13 Mitigating and adapting to climate change:

- strong support for inclusion of this theme
- aqua-greens, wetlands and high quality SuDs should be incorporated along the Corridor
- support for Eco town standards
- blue/ green Infrastructure should be developed in accordance with the approved New Bolton Woods masterplan as well as SFRA; the AAP should be revised to reflect the development and open space areas approved as part of the masterplan
- suggest the AAP includes a reference to reducing water in addition to reducing energy use
- the AAP should ensure that land used for SuDS is not contaminated as this can result in an unacceptable risk to the water environment
- the AAP should acknowledge the beneficial role that SuDS play in improving water quality

3.14 Protecting and enhancing the natural and built environment:

- general support for the key issues identified in this theme
- wildlife sites should be protected and enhanced by buffering them and connecting them to the wider habitat corridor
- habitats in the Beck should be included in the desired outcomes to ensure the requirements of the Water Framework Directive to achieve “good ecological potential” are met
- support for the World Heritage Site Management Plan being incorporated into the AAP
- noted that habitat creation would give tangible benefits to the community as well as a net gain in biodiversity; the AAP needs to set out how this will be secured
- suggest that the Water Framework Directive is referenced within this section
- development sites adjacent to Leeds Liverpool Canal need to fully acknowledge the water space and tow path

3.15 Promoting healthy, strong and inclusive communities:

- the high importance given to green infrastructure was welcomed but concern raised that open land maybe developed
- the AAP needs to fully consider the ecological value of sites and development should avoid areas of high ecological value
- noted that there maybe opportunities for the Manningham Masterplan Board and The Canal Road Joint Venture company to plan together on themes such as housing and health, education
- there is a need to balance existing sports facilities with any new alternative sports; any proposal to develop playing fields must comply with Sport England’s Playing Fields Policy (NPPF paras 73 &74) or face statutory objections
- noted that the Playing Pitch Strategy will help guide future investment; however Sport England will only accept the loss of playing field where they are shown to be surplus to current and future pitch sport requirements
- noted the demand for playing fields should increase with new residential development planned in the AAP, therefore disposing of playing fields should not really be an option.
- the loss of versatile natural turf playing fields and the enhancement of existing playing field sites by the addition of artificial pitches is not typically supported

- the loss of two natural turf pitches and replacement with one artificial pitch does not sit neatly with Sport England's Playing Fields Policy as in area terms there is a reduction of space; without evidence to show one natural turf pitch is surplus to requirements this will be a cause concern

3.16 **Areas of opportunity:**

- comment that the 'Centre Section' should remain principally in employment generating uses and a destination for bulky goods retail
- the AAP should extend Shipley town centre boundary and the primary shopping area northwards to link with recent growth near canal
- comment that the Shipley town centre annotations need updating to reflect NPPF; it was suggested the 'Primary Shopping Area' is renamed 'Primary Shopping Frontage' and the remainder of the 'Shopping Area' is renamed 'Secondary Shopping Frontage'
- the term fringe needs reassessing as it covers part of the Manningham Masterplan area
- Shipley town centre boundary should include Shipley station to improve linkages between the two

3.17 **Shipley emerging proposals:**

- the existing Bradford Wildlife Site should be buffered, maintained and enhanced
- support for the retention and enhancement of green spaces along Bradford Beck and the creation of new open space
- noted that all emerging options lie within the Saltaire World heritage Site buffer zone; the AAP therefore needs to evaluate the extent the development of these areas is likely to impact upon the Outstanding Universal Value of the WHS and where necessary 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
- some sites are wholly or partially within flood zones 2 and/or 3 and these need to be fully justified particularly for more vulnerable uses; a sequential approach to site layout is also advocated in NPPF
- some sites are registered licensed waste sites and have the potential to be contaminated, which may mean some remediation work will be necessary
- sites STC2 and STC4 are not considered achievable for large scale convenience retail; the AAP should make it clear sites SCT2 and SCT4 should be for comparison retail only
- concern expressed in regards to loss of Shipley market and destruction of existing buildings through re-development
- proposals within or adjacent to conservation areas will need to ensure elements which contribute to the character/setting of the Conservation Area are safeguarded and seek to identify any opportunities for enhancing the Conservation Area
- the AAP should set out a requirement for contributions towards the improvement or enhancement of the canal and towpath for sites adjacent to the canal
- the Cardinal Shopfitters site at Salts Mill Road promoted as an additional site to meet the need for future retail development in Shipley
- the AAP should consider alternative uses on land east of Otley Road as retaining the existing waste facility is a missed opportunity to maximise the development potential of an underused site; new retail development on this site would directly contribute to the AAPs vision and objectives

- the AAP should include the area of land between Station Road and Otley Road as a development opportunity
- site SE1 should have a requirement to include station improvements, such as parking extensions and includes a vital piece of green infrastructure and wildlife corridor which needs to be enhanced
- SE1 development options will affect protected sites; this field should be part of a local site and wildlife corridor and protected because of its proximity to the Shipley station butterfly meadow
- the AAP should include an aspiration to enhance the Beck corridor for people and wildlife; re-naturalisation of the Beck will enhance the quality of open spaces and habitats, reduce flood risk and enhance property prices

3.18 **The Centre Section Emerging Proposals:**

- some Development Options are affected by coal mining legacy; Proposals for these sites will need to consider the potential presence of unstable land and any planning applications need to be accompanied by a Coal Mining Risk Assessment
- noted there may be a legal covenant attached to Kind George V playing fields preventing its change away from community playing fields
- concern at the level of proposed development within this area
- development should provide sufficient high quality multi-functional green spaces, which are managed for the lifetime of the development
- development proposals need to take into account impact on views from registered landscapes, impact on listed buildings and safeguard elements contributing to conservation areas where appropriate
- the redevelopment of the quarry will need to provide for the prior extraction of any remaining stone
- support for development in this area as existing public transport links are available; however additional measures need to be developed to enable sustainable travel to be achieved
- the Bolton Woods Quarry Site may need new / alternative sustainable transport solutions to ensure it is a realistic alternative to the private car
- the New Bolton Woods Site Development Potential should be revised to include medium-sized foodstore and retail and food and drink uses as part of a local centre and delivery of employment uses in accordance with the approved Masterplan; this could include light industrial/ office/ live work as part of a local centre and mixed use development
- the New Bolton Woods development is an excellent opportunity to improve the Bradford Beck
- support for the creation of a wetland area which would enhance local biodiversity as well as reducing surface water flood risk
- proposals NBW6 and NBW9 will need to meet Sports England Playing Pitch policy
- proposals developing new improved sports facilities must have the support of sport governing bodies and a clear sports development plan to outweigh the loss of playing field; expect the reasoning in text and policy for final proposals at the publication draft stage.
- NBW1 and BWQ1 could provide new sports facilities/pitches

3.19 **City Centre Fringe Emerging Proposals:**

- support for protection and enhancement of Bolton Road green corridor; Boars Well nature reserve should be protected and enhanced for wildlife
- encourage the consideration of other uses that are less car dependent for this area

- support the daylighting of Bradford Beck as part of the proposed supermarket redevelopment

3.20 **Bradford Canal:**

- disappointment that the ambition to open the canal is still an ambition; concern about re-instating the canal and the impacts upon Bradford Beck and the loss of green space
- support for the establishment of a linear park and canal road greenway along the canal's alignment as a pragmatic response in the current economic climate
- the plan should not give up too easily on its longer term vision of the iconic Bradford Canal and City Centre Canal basin.
- noted there is no reference to the line of the former canal is shown on any figures; there is no provision in the AAP to protect the route.
- disagree with the proposed approach as green spaces with water features have been tried and offer less value than the restored canal
- concern how a re-opened canal will be achieved if a cycle route and greenway have already been done
- noted 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
- the canal route needs to be protected in the AAP; a policy that safeguards the route of the Bradford Canal should be included within the AAP

3.21 **Strategic Transport Infrastructure:**

- the AAP appears to rely on Core Strategy Transport policies to provide the policy context for managing the traffic impact of development
- a comprehensive approach to travel planning is 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
- the increase demand for travel must be mitigated in way which supports the Local Transport Plan Objectives
- the Shipley Eastern Bypass is a vital ingredient of any transport improvements

3.22 **The Canal Road Greenway:**

- wide support for a new cycle and pedestrian route along the corridor
- concern the route may need to change as future development occurs; future development should incorporate and link to the route to improve it

3.23 **Canal Road improvements:**

- support for the inclusion of soft landscaping as part of road improvements
- concern about a dual carriageway; this will increase the speed of the road and create further problems along the corridor and exacerbate problems around Shipley
- Canal Road should stay as it is and instead encourage people onto public transport for commuting

3.24 **Shipley, The Centre Section and City Fringe transport proposals:**

- support for improvements to the stations and new/enhanced cycle and pedestrian routes to encourage sustainable transport use
- recommend all the transport schemes are tested using the Urban Dynamic Model used for the WYTF

- noted that Shipley Eastern Relief Road was tested in the WYTF and did not make the short list of schemes for phase 1
- connectivity of Shipley East via the existing subway is supported subject to agreement with Network Rail, Northern Rail and the council agreeing responsibility for the on-going maintenance of the route

3.25 **Strategic green infrastructure:**

- general support the proposed approach, but more detail on the green infrastructure to be delivered through the AAP is needed
- long term management for green infrastructure should be secured with funding for the lifetime of the development and green spaces should also be protected from future development
- the linear park should be multi-functional and provide enhancements for wildlife
- existing floodplain as wetland habitats should be maintained to mitigate flood risk whilst also providing UKBAP priority habitat creation and new, attractive green space for the local community
- concern that the location of Strategic Green/ Blue Infrastructure as shown in Figure 11 represents a departure from the New Bolton Woods Masterplan
- noted that the plans of the three areas fail to show a protected line even for green space never mind a canal with only vague terminology used in the text
- Brow Wood should be formally adopted as a Park by Bradford MDC Parks & Landscapes Service
- the proposed balancing pond in Fig 11 may have a significant impact on existing playing fields; this will need to meet the exceptions in Sport England's playing field policy

3.26 **Flood risk:**

- support for natural flood storage being incorporated into the corridor.
- the lack of floodplain space upstream of the Canal Rd- Stanley Rd junction, is a significant risk factor; thought should be given to creating more storage space upstream to reduce the potential adverse impacts.
- consideration should be given as to how habitats can be created alongside measures aimed at controlling flood risk
- the use of SuDS can improve water quality and help achieve objectives of Water Framework Directive, which could be put into a more local context in the AAP
- recommend the SFRA is finalised as soon as possible and be used to inform the 'Flood Risk Strategy' for the AAP
- the AAP risks being found unsound if sites are allocated that have not been informed by a SFRA

3.27 **The Bradford Beck:**

- general support for de-cultivating and re-naturalising of the Bradford Beck
- the AAP should maximise biodiversity gain to create a waterway rich in wildlife
- a number of constraints must be addressed through the AAP to achieve this objective; culvert opening and setting back development away from the beck should be prioritised in the short term, over time this additional space would facilitate further measures such as re-meandering and other improvements which would enhance the local environment

3.28 **Implementation and Delivery:**

- support for the need for an infrastructure delivery plan to inform the AAP
- green infrastructure should be included in the infrastructure delivery plan and should be a priority for developer contributions
- noted the AAP doesn't provide a clear approach to how viability and deliverability will be assessed
- support for a phasing plan linked to infrastructure; phasing needs to make use of existing infrastructure in the first instance and then linked to the delivery of transport improvements
- request for the AAP takes full account of the Council's commitment with the Joint Venture Company to provide public sector objectives otherwise subject to developer contributions; request the AAP acknowledge that in this specific case it precludes the need to establish such contributions as may be required for development generally
- support for the AAP approach in providing a degree of certainty whilst ensuring sufficient flexibility to respond to changing economic circumstances
- support for the requirement to produce a viability assessment of the AAP
- comment that expenditure on well designed flood defence measures and green infrastructure can help to significantly improve the attractiveness of areas to existing businesses
- comment that New Bolton Woods Primary school needs to be built early on
- comment that if the plan assumes the canal restoration is something in the long term, then it 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
- the AAP needs to consider costs of replacement playing fields in any future project viability work
- 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 to ensure continuity for sport

4.0 Next Steps

Transition from the Issues and Options to the Publication Draft

- 4.1 The Issues and Options consultation sought the views of consultees regarding the content, key issues and emerging options for the Shipley and Canal Road Corridor AAP. The comments received in relation to this consultation are summarised in Appendix 5. These comments and further evidence base work have been taken into account in the production of in the AAP Publication Draft.

How the issues raised have been taken into consideration and addressed in the Shipley and Canal Road Corridor Publication Draft

- 4.2 The table in Appendix 5 provides a summary of the key representations and issues which have been raised by respondents during this consultation. Alongside each issue a response has been provided to explain how the council has considered the issue as it prepares the Publication Draft document and relevant evidence base reports. Any action made in relation to the representation is then clearly set out.

Further Plan Discussions: Yorkshire Design Review Panel

- 4.3 The AAP Issues and Options Report was taken to the Yorkshire Design Review Panel on the 2nd October 2013. A planning policy review panel assessed the Issues and Options Report and provided a planning policy review note with useful comments and suggestions for the council as it progresses towards the Publication Draft.
- 4.4 A summary of the planning policy review note is provided in Appendix 4.

APPENDIX 1:
LIST OF ORGANISATIONS AND BODIES CONSULTED UNDER REGULATION 18
- ISSUES AND OTPTIONS (2013)

Statutory Consultation Bodies

- Airedale NHS Foundation Trust
- Bradford & Airedale Teaching Primary Care Trust
- Bradford Hospitals NHS Trust
- NHS Airedale, Wharfedale and Craven Clinical Commissioning Group
- NHS Bradford City and Bradford Districts Clinical Commissioning Group
- North Bradford Primary Care Trust
- British Telecom
- English Heritage
- C/o National Grid
- Environment Agency
- Highways Agency, Yorkshire & Humber
- Homes and Communities Agency
- Natural England
- Network Rail
- Telewest Communications
- The Coal Authority
- West Yorkshire Police
- Yorkshire Water

Statutory Consultation Bodies - Adjoining Local Planning Authorities

- Calderdale Metropolitan Borough Council
- Craven District Council
- Harrogate District Council
- Kirklees Metropolitan Council
- Lancashire County Council
- Leeds City Council
- North Yorkshire county Council
- Pendle Borough Council
- Wakefield District Council

Statutory Consultation Bodies - Town and Parish Councils in Bradford District

- Addingham Parish Council
- Baildon Parish Council
- Bradford Trident Community Council
- Burley Parish Council
- Clayton Parish Council
- Cullingworth Parish Council
- Denholme Town Council
- Harden Parish Council
- Haworth, Cross Roads & Stanbury Parish Council
- Ilkley Parish Council
- Keighley Town Council
- Menston Parish Council
- Oxenhope Parish Council
- Sandy Lane Parish Council
- Silsden Town Council
- Steeton with Eastburn Parish Council
- Wilsden Parish Council
- Wrose Parish Council

Statutory Consultation Bodies (Town & Parish Councils in Neighbouring Authorities)

- Bradleys Both Parish Council
- Cononley Parish Council
- Cowling Parish Council
- Denton Parish Council
- Draughton Parish Council
- Drighlington Parish Council
- Farnhill Parish Council
- Gildersome Parish Council
- Glusburn Parish Council
- Laneshaw Bridge Parish Council
- Middleton Parish Council
- Nesfield with Langbar Parish Council
- Otley Town Council
- Sutton-in-Craven Parish Council
- Trawden Forest Parish Council

- Wadsworth Parish Council
- Weston Parish Council

General Consultation Bodies (Other Consultees)

- Addingham Civic Society
- Age Concern
- Banks Renewables
- Bradford District Chamber of Trade
- British Wind Energy Association
- Campaign for Real Ale
- Chatsworth Settlement Trustees - Bolton Abbey
- Council For Mosques
- CPRE Bradford District
- Design Council Caba
- First Bradford
- Forestry Commission
- Friends, Families and Travellers and Traveller Law Reform Project
- Ilkley Civic Society
- Just West Yorkshire
- KeyLand Developments
- Metro
- Mobile Operators Association
- National Federation of Gypsy Liason Groups
- National Offender Management Service
- Nature After Minerals (RSPB)
- Ramblers - Lower Wharfedale
- Ramblers Association, Bradford Group
- RSPB
- Sport England
- The Craven Trust
- The Theatres Trust
- The Woodlands Trust
- West Yorkshire Fire & Rescue Service
- West Yorkshire Archaeology Advisory Service
- Yorkshire Wildlife Trust

Other Consultees (List of other Organisations and Groups Consulted that are not identified in the Planning Regulations) – Organisations & Agents

- Accent Homes
- Ainscough Strategic Land
- Allan Booth
- Alyn Nicholls and Associates
- Andrew Coates
- Andrew Durham
- Antony Aspbury Associates
- Anthony Barnet
- Archi-Structure - A Al-Samarraie
- Arrowsmith Associates
- Arts Team
- Atkins
- B D Gill
- B R Kaupe
- B3 Architects
- Barker & Jordan Architects
- Barton Wilmore
- Beckwith Design
- Belmont Design Services
- Bellway
- Bluesky Planning
- Bowman Riley Partnership
- Brewster Bye Architects
- British Land
- Butterfield Signs Limited
- Cala Homes Yorkshire
- Carter Jonas
- CBRE
- Checkley Planning
- Chris Eyres Design
- CJS Designs
- CLR Architects
- Colliers
- Coral Windows (Bradford) Ltd
- Country Land and Business Association (CLA)
- Craven Design Partnership
- Cunningham Planning
- Dacres
- Dacres Commercial
- David Beighton Architects
- David Bruce
- David Hill
- David R Bamford & Associates
- David Richards
- Dickman Associates Ltd
- Directions Planning Consultancy
- Drivers Jonas Deloitte
- DJ Richards
- DLP Planning Consultants

- Dodd Franklin Stocks Partnership Ltd
- Douglas S Brook
- DPP
- Drivers Jonas
- DTZ
- England & Lyle Ltd
- Eric Breare Design
- Eye 4 Design
- F S K Architectural Services
- Fairhurst
- Firebird Homes
- Forward Planning & Design
- Fusion Online - Development Plan Monitoring
- GA Sorsby - Graphic Architecture
- G W P Architects
- George F White
- George Wright
- George Wimpey
- Gladman Developments
- GL Hearn
- GLR Architects
- Graham Farmer
- GVA
- Hallam Land Management
- Halton Homes
- Harrom Homes
- Healy Associates
- Heritage Planning Design
- Horsley Townsend
- ID Planning
- IHC Planning
- Iain Bath Planning
- Indigo Planning
- Integral Design Solutions
- J O Steel Consulting
- James Ellis Planning
- Janus Architecture
- Jas Architecture Services
- Jeff Redmile
- Jeff McQuillan Consulting
- Jefferson Sheard Architects
- Jennings Nicholson Associates
- John Crosse
- John Thornton Chartered Architect
- Jones Homes
- Jones Lang LaSalle
- Ken Pearson
- Khawaja Planning Services
- Leith Planning
- Linden Homes
- Level
- M W Rickaby
- Malcolm Bayliss
- Malcolm Scott Consultants
- Mark Wogden Architect
- Martin Walsh associates
- Michael Hall Associates
- Minerals Planning Group
- MSS Architectural Design Services
- Nathaniel Lichfield & Partners
- Newmason Properties
- Nexus Planning Ltd
- Nuttal Yarwood and Partners
- Orion Homes
- P M Coote
- P N Bakes Architectural Consultancy
- Patchett Homes
- Paul Kirkman
- PDS
- Peacock and Smith
- Permission Homes
- Peter Brooksbank
- Planning Potential
- Planning Matters
- Planware
- Provizion First Architecture
- R Dawson
- Rapleys LLP
- Rance Booth & Smith
- Randfield Associates
- Rex, Procter & partners
- Richard Blenkiron
- Robert Hodgkiss
- Rollinson Planning Consultancy
- Rone Design
- RPS Planning
- Rural Solutions Consulting
- SDS Consultancy
- S R Design
- Sanderson Weatherall
- Savills
- Sense of Space
- Simon Paxford
- Skipton Properties
- Spawforths
- Strutt & Parker
- The Design Works
- The Drawing Board (UK) Ltd
- The Planning Bureau Ltd
- Think Design
- Think Design
- Thomas Eggar
- Tim Bennett
- Tony Plowman
- C/O Townend Planning Consultants
- Turley Associates
- Walker Morris
- Waller and Partners
- Walsingham Planning

- Walton & Co
- Watson Batty
- White Young Green Planning
- WHP Wilkinson Helsby
- Woodhall Planning and Conservation
- Yorkshire Plans for You
- Zero Architecture Ltd

Other Consultees (List of other Organisations and Groups Consulted that are not identified in the Planning Regulations)

- A E Jones
- A Whitehouse
- Adrian Hall
- Adrian & Jackie Heath
- Adrian Weatherly
- Alan Davies
- Alan Grange
- Alan & Barbara Haigh
- Alan Mainwaring
- Alan Taylor
- Alan Wilcock
- Alison Charnock
- Alison Clarke
- Alison Plater
- Alison Whitehouse
- Alistair Tuxworth
- Andrew Carey
- Andrew Cawthray & Aimee Coltman
- Andrew & Maureen Clark
- Andrew •& Jennifer Dean
- Andrew Lund
- Andrew Ellison
- Andrew Henderson
- Andrew Ibbotson
- Andrew Robertshaw
- Andrew Stuart
- Andrew Whitman
- Andy Eastham
- Andy Hosking
- Andy Marshall
- Andy Taylor
- Angela Moulson
- Ann Gill
- Anna Watson
- Anne Briggs
- Anne Hodgson
- Anne Knight
- Anne Sherriff
- Annette Hattersley
- Annette Mullen
- Annie Galloway
- Anthony Gallagher
- Anthony Scott
- Anthony Silson
- Anwar Mohammed
- Ashley Forsyth
- Audrey Livett
- B P Briggs
- Barbara Archer
- Barbara Carney
- Barbara Cussons
- Barbara Drake
- Barbara Howerska •& Mark Guest
- Barry Eccles
- Barry Eccles
- Barry & Sue Overend
- Bernard Stone
- Beverly Brame
- Beverley Roberts
- Bev Greenall
- Bev Pease
- Bill Ayton
- Bob Sproule
- Brenda Doran
- Brett Selby
- Brett Staley
- Brian Brownutt
- Brian Clark
- Brian Hayes-Lewin
- Brian Sayer
- Brian Whitaker
- Bridget Rout
- Bryan & Susan Collins
- Bryan Rollason
- Carl Rodrigues
- Carol Bell
- Carol Aitken
- Carol Chilvers
- Carol Smith
- Caroline Wilson
- Carolyn Broadbent
- Cath Laycock
- Cath Rose
- Catherine Hall
- Ceri Lloyd
- Charles Cooper
- Charles Hall
- Charlotte Hobson

- Chas Stansfield
- Cherry Sudall
- Chris Flecknoe
- Chris Moore
- Chris O'Neill
- Chris Terry
- Chris Truss
- Chris Willetts
- Chris Wilson
- Christine Bousfield
- Christine Charles
- Christine Hardaker
- Christine Jones
- Christine Robbins
- Christine Went
- Christopher & Shirley Burns
- Christopher Holmes
- Christopher & Susan Johnson
- Clare Ravenscroft
- Clive Nichol
- Clive Nichol
- Clive Woods
- Colin Campbell (Cllr)
- Colin Child
- Colin Granby
- Colin Jolleys
- Colin Shields
- Cora Andrews
- Craig Barnes
- Damian Miller
- Dan Smith
- Dan Stead
- Daniel Bridgeman
- Daniel Highton
- Darren Baines
- Dave Jasper
- Dave Rayner
- David Austin
- David Barrett
- David Blackburn
- David Blackburn
- David Bland
- David Bretherick
- David Brown
- David Butler
- David Caswell
- David Colman
- David Gaguine
- David Griffiths
- David & Ursual Heath
- David Hemsley
- David Hirst
- David J Hobson
- David Horne
- David J Howe
- David Jenkins
- David Kershaw
- David Lonsdale
- David Naylor
- David Newbould
- David Pilsworth
- David Scholefield
- David Shoesmith
- David Smith
- David Starkey
- David Stead
- David Sudall
- David Wadsworth
- David Weatherhead
- Debbie Davies
- Debbie Ellison
- Debbie Holmes
- Deborah Ingleson
- Deirdre Collier
- Delphine Dorgu
- Denise Taylor
- Diane Bowyer
- Diane Royston
- Dilys Clark
- Dominic Collis
- Donald Wilkinson
- Doug Pratt
- Duncan Garfield
- Elaine Hanson
- Elaine Pearson
- Elaine Shoesmith
- Elizabeth Nutter
- Elizabeth Jane Whiteside
- Ellen Macpherson
- Ellen Zito
- Emma Hinkles
- Emma Moscrop
- Ena Mercy
- Eric Rawcliffe
- Faye Bland
- Fiona Holland
- Fiona & Andrew Mann
- Frances McLachlan
- Frances Griffin
- Frank Taylor
- Gail Sudall
- Gareth Brown
- Gareth Orchard
- Garry

- Gary Copping
- Gary Creighton
- Gary Robertson
- Gennine Worrallo
- Geoff Killock
- Geoff Tupholme
- Geoffrey Hale
- Geoffrey & Mollie Harrison
- Geoffrey Downs
- Geoffrey Home
- Gerard Downes
- Gill Bateman
- Gill Cartwright
- Gill Smith & D Holmes
- Gillian Coughlan
- Gilly Hoyle
- Glyn Brown
- Glynn Jones
- Gordon Dey
- Grahame Brown
- Grahame Hawkings
- Graham Peacock
- Graham Smith
- Greg Kravtshuk
- Gwyn Llewellyn
- Hannah Cummins
- Harvey Bosomworth
- Harvey Crowther
- Harriet Wood
- Hazel Goulden
- Hazlett Turner
- Heather Cook
- Helen Whitman
- Helen Willetts
- Helena Hunter
- Hilary Thomas & Donald Porritt
- Hilary Thorniley-Walker
- Howard Clough
- Howard Jenson
- Ian Bingham
- Ian & Lisa Dowson
- Ian Henderson
- Ian Holdgate
- Ian Lyle
- Ian & Kate Naylor
- Ian Palmer
- Ian Park
- Irfan Siddiqi
- J S Blessington
- J & B Hey
- Jack Dixon
- Jag Picknett
- James Blezard
- James Grimley
- James Reddington
- James Staton
- James Williams
- Jan & Lennox Towers
- Jane Cockcroft
- Jane Dobbie
- Jane Hitchcock
- Jane Hughes
- Jane Leach
- Jane Ogston
- Jane Pearson
- Jane Pratt
- Jane Skuds
- Janet Cade
- Janet Harvey
- Janet Warrior
- Janette Akeroyd
- Janette Alderman
- Jason Aldiss
- Jason Ashworth
- Jason Beckett
- Jean Hill
- Jean Holdgate
- Jean Langtry
- Jeffrey Thelwell
- Jen Barclay
- Jen White
- Jeremy & Julia Hayhurst
- Jeremy & Carole Windle
- Jill Garforth
- Jill Gilholme •& Mark Kelly
- Jill Gill
- Jill Hirst
- Jill Taylor
- Jillian Clayton •& David Earley
- Jillian Dance
- Jim Adams
- Joan Henderson
- Joanna Parker
- Joanne Angus
- Joanne Jackson
- Joe Kemp
- John D. Anderson
- John & Judy Bolland
- John Bousfield
- John & Barbara Bramley
- John Bretherick
- John C Churchman
- John Clarke
- John & Jean Crerar

- John Crosse
- John Finnigan
- John Finnigan
- John B Gambles
- John Gledhill
- John & Dianne Griffiths
- John Hanson
- John Harrison
- John & Louise Hobson
- John Huxley
- John Kane
- John Muchlinski
- John Muddiman
- John Naylor
- John Pickersgill
- John D. Pratt
- John Sharrock
- John Sudall
- John Symons
- John Tempest
- John Watmuff
- Jonathan Gadd
- Jonathan Grundy
- Jonathan Philips
- Jonathan Walton
- Jonathan White
- Jonathan Wilkinson
- Jordon Ormondroyd
- Joyce Dykes
- Joyce Newton
- Judith Brooksbank
- Judith Caunt
- Judith Gibson
- Judi Sture
- Julian Green
- Julie Cooper
- Julie Rasimowicz
- June Naylor
- June Newell
- K Knappett
- Karen Casson
- Karen Pollard
- Karl & Angela Lavery
- Karl Payne
- Kate Bothamley
- Kate Brown
- Kate Brown
- Kate Corby
- Kate Langton
- Kath McGee
- Katherine Cullen
- Kathryn Hardeman
- Kay Kirkham
- Keith & Tracey Revis
- Kelly Ison
- Ken & Julie Duckworth
- Kerry Watson
- Kester Loy
- Kevin Smith
- Kevin Waters
- Kirsten Huby
- Lavinia Nicholls
- Lee Mulley
- Lee Smith
- Leonard Oldfield
- Lesley Beebe
- Les & Shirley Burrows
- Lika Levi
- Linda Hicking
- Lisa Baker
- Liz Johnson
- Lorraine Harding
- Louisa Parry
- Louise Nash
- Louise Skelton
- Lucy Fox
- Lucy Johnson
- Lucy Pickard
- Lynda Rollason
- Lynn Airton
- Lynn Asquith
- Lynnette Cadamarteri
- Mr Anjum
- Mr & Mrs Ashworth
- Mags & Ian Pearson
- Malcolm Balmforth
- Malcolm Bentley
- Mandy Stevens
- Margaret Core
- Margaret Houchen
- Margaret Waugh
- Marianne Curtis
- Mark Auger
- Mark Busby
- Mark Fairbrass
- Mark Mangano
- Mark Robinson
- Mark & Susan Tyson
- Martin Guest
- Martin Rowat
- Martin Sinclair
- Martin Smith
- Mary Hill
- Mary Holland

- Mary Robershaw
- Mary Roche
- Matt & Kate Wilde
- Matt Stocks
- Matthew Hayball
- Matthew Hydleman
- Matthew & Emma Yates
- Maureen Crossley
- Max Goode
- Melaine Addis
- Melissa Dennison
- Michael Baldwin
- Michael Branford
- Michael Dankowycz
- Michael Emmett
- Michael Moran
- Michael Parkin
- Michael Richardson
- Michael Warrior
- Michael Woodman
- Michelle Whitaker
- Mick
- Mick Cartledge
- Mike McQuaid
- Mike Ramplin
- Mike J Taylor
- Miles Timperley
- N. Wadie
- Neil Baldwin
- Neil Whitaker
- Neil Wrathmell
- Nick Sandford
- Nichola Geale
- Nicola Woodman
- Nicolas Desiqueira
- Nigel Rabbage
- Noel & Margaret Bailey
- Norma Scott
- Oliver Anderson
- Oliver & Kate Sykes
- Owen Wells
- Pamela Drury
- Pat Coote
- Pat Limb
- Patricia Smith
- Patrick Smith
- Paul Hall
- Paul Leeming
- Paul Liddle
- Paul Thackray
- Pauline Wood
- Penny North-Lewis & Richard Coverdale
- Penny Richards
- Peter Barton
- Peter Bastow
- Peter Ford
- Peter Harvey
- Peter Hill
- Peter Huby
- Peter Jenkins
- Peter Ketley
- Peter Navotni
- Peter Smith
- Peter Wilkinson
- Peter & Dorothy Wilkinson
- Philip Ashton
- Philip Garbutt
- Philip Read
- Philip Sharp
- Phillippa Taylor
- Pierre Richterich
- Pippa Eastham
- Prudence Bray
- Rachel Kerr
- Ralph Pemberton
- Ray Andrews
- Ray Bell
- Ray Graham
- Ray Wilkes
- Rebecca Wheatley
- Rebecca Whitaker
- Richard Adams
- Richard Barran
- Richard Eakin
- Richard Hayton
- Richard Hedges
- Rita Farmer
- Robert & Elizabeth Willey
- Robert Yorke
- Robin Naylor
- Rodney Mattock
- Roger Goulden
- Roger Pickering
- Roger Raper
- Roger & Joanne Wilson
- Roger & Susan Orriss
- Ronnie Bagdonavicius
- Ruth Hill
- S Redhead
- Sam Atkins
- Samantha Borley
- Samuel MacDougall

- Sandra Brown
- Santosh Mehmi
- Sara Dawe
- Sharon Grundy
- Shelagh Patrick
- Shelia Carrurthers
- Shelia Robinson
- Shirley Thompson
- Shirley Thompson
- Simon Archer
- Simon Balding
- Simon Callaghan
- Simon & Jane Foers
- Simon Kenyon
- Simon Lewis
- Simon Myres
- Simon Singh
- Ste Drye
- Stef Nykolajczuk
- Stephanie Calvert-Smith
- Stephen Blott
- Stephen Corbett
- Stephen Wood
- Steve Gambill
- Steve & Donna Harrison
- Steve Mould
- Steve Risdon
- Steve Wortner-Smith
- Steven Haley
- Stuart Netherwood
- Stuart Robinson
- Sue Barker
- Sue Downs
- Sue Grimley
- Sue Maddison
- Sue Priestley
- Sue Wright
- Susan Griffiths
- Susan Mitchell
- Susan Moore
- Susan Piper
- Susan Simpson
- Suzanne Bretherick
- Sylvia Hesp
- Terrence O'Hara
- Terry Brown
- Terry Brown
- Terry Farrer
- Thomas Sergent
- Tim Moody
- Tom Barrett
- Tom Pollard
- Tony Caunt
- Tony Holmes
- Tony Kemp
- Tony Kilcoyne
- Tony & Denise Langley
- Tony Mitchell
- Tony & Eileen Payne
- Tracy Foley
- Tracy & David Sanderson
- Tracey Revis
- Trevor Riley
- Trevor Storr
- Tricia Harwood
- Trudi Longbottom
- Val Grunwell
- Valerie James
- Vanessa Pilny
- Vanessa Wellock
- Vicky Kaye
- Vicky McGee
- Victoria Turland
- Vince Butler
- Vivian Cray
- Yvette Guy
- Willaiam Leather

Technical Workshop Invite List

Consultees	Organisation
CRC	Urbed
CRC	Aire Rivers Trust
CRC	Kirkgate Centre
CRC	RBS Architects
CRC	Quarmy Construction
CRC	Firebird Homes
CRC	BDP
CRC	HOW planning

Statutory	Highways Agency
Statutory	Natural England
Other	British Waterways
Statutory	National Grid
Statutory	NHS
Statutory	Environment Agency
Statutory	English Heritage
CRC	Sustrans
Statutory	Yorkshire Water
Statutory	Homes and Communities Agency
CRC	Marshalls (Bolton Woods quarry)
CRC	URBO
CRC	Arnold Laver
General Consultees Local Orgs	Incommunties
Other	Metro
Other	Sport England
Other	West Yorkshire Ecology
Notification Request Agents	Accent Homes
Notification Request Agents	Ainscough Strategic Land
Notification Request Agents	Allan Booth
Notification Request Agents	Alyn Nicholls and Associates
Notification Request Agents	Andrew Coates
Notification Request Agents	Andrew Durham
Notification Request Agents	Anthony Barnet
Notification Request Agents	Archial Architects
Notification Request Agents	Archi-Structure - A Al-Samarraie
Notification Request Agents	Architecture 2B
Notification Request Agents	Arrowsmith Associates
Notification Request Agents	Arts Team
Notification Request Agents	Atkins
Notification Request Agents	B D Gill
Notification Request Agents	B R Kaupe
Notification Request Agents	B3 Architects
Notification Request Agents	Barker & Jordan Architects
Notification Request Agents	Barratt Homes
Notification Request Agents	Barton Wilmore
Notification Request Agents	Beckwith Design
Notification Request Agents	Belmont Design Services
Notification Request Agents	Bluesky Planning
Notification Request Agents	Bowman Riley Partnership
Notification Request Agents	Brewster Bye Architects
Notification Request Agents	Butterfield Signs Limited
Notification Request Agents	Cala Homes Yorkshire

Notification Request Agents	Carter Jonas
Notification Request Agents	Carter Jonas
Notification Request Agents	CBRE
Notification Request Agents	Chris Eyres Design
Notification Request Agents	CJS Designs
Notification Request Agents	CLR Architects
Notification Request Agents	Colliers
Notification Request Agents	Coral Windows (Bradford) Ltd
Notification Request Agents	Craven Design Partnership
Notification Request Agents	Cunningham Planning
Notification Request Agents	Dacres Commercial
Notification Request Agents	David Beighton Architects
Notification Request Agents	David Bruce
Notification Request Agents	David Hill
Notification Request Agents	David R Bamford & Associates
Notification Request Agents	David Richards
Notification Request Agents	Directions Planning Consultancy
Notification Request Agents	Drivers Jonas Deloitte
Notification Request Agents	DJ Richards
Notification Request Agents	Dodd Franklin Stocks Partnership Ltd
Notification Request Agents	Douglas S Brook
Notification Request Agents	DLP Consultants
Notification Request Agents	DPP
Notification Request Agents	Drivers Jonas
Notification Request Agents	Eric Breare Design
Notification Request Agents	Eye 4 Design
Notification Request Agents	F S K Architectural Services
Notification Request Agents	Fairhurst
Notification Request Agents	Firebird Homes
Notification Request Agents	Forward Planning & Design
Notification Request Agents	GA Sorsby - Graphic Architecture
Notification Request Agents	G W P Architects
Notification Request Agents	George F White
Notification Request Agents	George Wright
Notification Request Agents	George Wimpey
Notification Request Agents	GL Hearn
Notification Request Agents	GLR Architects
Notification Request Agents	Graham Farmer
Notification Request Agents	GVA
Notification Request Agents	Halton Homes
Notification Request Agents	Healy Associates
Notification Request Agents	Heritage Planning Design
Notification Request Agents	Horsley Townsend
Notification Request Agents	ID Planning
Notification Request Agents	IHC Planning

Notification Request Agents	Iain Bath Planning
Notification Request Agents	Indigo Planning
Notification Request Agents	Integral Design Solutions
Notification Request Agents	J O Steel Consulting
Notification Request Agents	James Ellis Planning
Notification Request Agents	Janus Architecture
Notification Request Agents	Jas Architecture Services
Notification Request Agents	Jeff Redmile
Notification Request Agents	Jeff McQuillan Consulting
Notification Request Agents	Jefferson Sheard Architects
Notification Request Agents	John Crosse
Notification Request Agents	John Thornton Chartered Architect
Notification Request Agents	Jones Homes
Notification Request Agents	Jones Lang LaSalle
Notification Request Agents	Ken Pearson
Notification Request Agents	Khawaja Planning Services
Notification Request Agents	Land & Development Practice
Notification Request Agents	Langtry Langton
Notification Request Agents	Leith Planning
Notification Request Agents	Level
Notification Request Agents	M W Rickaby
Notification Request Agents	Malcolm Bayliss
Notification Request Agents	Mark Wogden Architect
Notification Request Agents	Martin Walsh associates
Notification Request Agents	Michael Hall Associates
Notification Request Agents	Minerals Planning Group
Notification Request Agents	MSS Architectural Design Services
Notification Request Agents	Nathaniel Lichfield & Partners
Notification Request Agents	Newmason Properties
Notification Request Agents	Nuttal Yarwood and Partners
Notification Request Agents	Orion Homes
Notification Request Agents	P M Coote
Notification Request Agents	P N Bakes Architectural Consultancy
Notification Request Agents	Patchett Homes
Notification Request Agents	Paul Kirkman
Notification Request Agents	Paul Willoughby Associates
Notification Request Agents	PDS
Notification Request Agents	Peacock and Smith
Notification Request Agents	Persimmon Homes
Notification Request Agents	Peter Brooksbank
Notification Request Agents	Planning Potential
Notification Request Agents	Planning Matters
Notification Request Agents	Provizion First Architecture
Notification Request Agents	R Dawson
Notification Request Agents	Rance Booth & Smith
Notification Request Agents	Randfield Associates

Notification Request Agents	Regan Associates
Notification Request Agents	Richard Blenkiron
Notification Request Agents	Robert Hodgkiss
Notification Request Agents	Rollinson Planning Consultancy
Notification Request Agents	Rone Design
Notification Request Agents	RPS Planning
Notification Request Agents	Rural Solutions Consulting
Notification Request Agents	SDS Consultancy
Notification Request Agents	S R Design
Notification Request Agents	Sanderson Weatherall
Notification Request Agents	Savills
Notification Request Agents	Scott Wilson Ltd
Notification Request Agents	Sense of Space
Notification Request Agents	Simon Paxford
Notification Request Agents	Skipton Properties
Notification Request Agents	Spawforths
Notification Request Agents	Stratmor
Notification Request Agents	Strutt & Parker
Notification Request Agents	The Design Works
Notification Request Agents	The Drawing Board (UK) Ltd
Notification Request Agents	Think Design
Notification Request Agents	Thomas Eggar
Notification Request Agents	Tim Bennett
Notification Request Agents	Tony Plowman
Notification Request Agents	C/O Townend Planning Consultants
Notification Request Agents	Turley Associates
Notification Request Agents	Walker Morris
Notification Request Agents	Waller and Partners
Notification Request Agents	Walsingham Planning
Notification Request Agents	Walton & Co
Notification Request Agents	Watson Batty
Notification Request Agents	White Young Green Planning
Notification Request Agents	WHP Wilkinson Helsby
Notification Request Agents	Woodhall Planning and Conservation
Notification Request Agents	Yorkshire Plans for You
Notification Request Agents	Zero Architecture Ltd
Notification Request Agents	Rapleys LLP
Notification Request Agents	City Centre Residents Association
Notification Request Agents	Fusion Online Limited
Notification Request Agents	British Land
Notification Request Agents	christine hardaker
Notification Request Agents	Raplys

Appendix 2: Examples of how organisations were consulted

Consultation Letter

Department of Regeneration & Culture

Development Plans Team
2nd Floor (South) Jacob's Well
Manchester Road
BRADFORD
West Yorkshire BD1 5RW

Tel: (01274) [REDACTED]
Fax: (01274) [REDACTED]
Minicom: (01274) [REDACTED]
E-Mail:
Web site: www.bradford.gov.uk/ldf
My Ref: TDP/P&P/LDF/AAP
15th March 2013

The Local Plan for Bradford District Bradford City Centre Area Action Plan: Further Issues and Options Shipley and Canal Road Corridor Area Action Plan: Issues and Options

I am writing to inform you that the Bradford City Centre Area Action Plan and the Shipley & Canal Road Corridor Area Action Plan are both now out for public consultation (15th March – 31st May 2013). Written representations can be sent to Development Plans Team before 31st May 2013.

The Bradford City Centre AAP and the Shipley & Canal Road Corridor AAP are key documents that form part of the Bradford Districts emerging Local Plan (formerly know as the Local Development Framework - LDF). You may be aware of the considerable masterplanning work which has already been undertaken in support of these two regeneration priority areas in the Bradford District. The Council is committed to the preparation of the Area Action Plans which seek to build upon the work already undertaken and to bring this all together into the statutory planning system to help deliver housing and economic growth over the next 15 years. The two Area Action Plans will:

- Set out the future vision and objectives for delivering housing and economic growth over the next 15 years.
- Set out detailed local planning policies for steering and shaping the development to deliver both the vision and objectives
- In particular, establish proposal statements and policies for key sites for new housing, employment and associated infrastructure
- Take account of national planning policy and the Council's policies in the Bradford Community Strategy and the emerging Local Plan Core Strategy DPD.

Hard reference copies of the Area Action Plans and supporting background documents are available to view at main libraries in Bradford City Centre, Shipley,

Bingley, Ilkley and the one stop shop in Keighley. Electronic copies can be downloaded at www.bradford.gov.uk/ldf


The Development Plans Team would welcome your views and comments on the Area Action Plans, as well as the background documents, and will take these into account when producing the Preferred Strategies. Please make your comments in writing via online comment form at www.bradford.gov.uk/ldf or write to Bradford Local Plan, Development Plans Team, 2nd Floor (South) Jacobs Well, Manchester Road, Bradford, BD1 5RW or email ldf.consultation@bradford.gov.uk.

Please note that representations cannot be treated as confidential and a schedule of all representations received will be published.

Should you require clarification on any of the above or would like to have a meeting to discuss this further, then please contact us as follows:-

Bradford City Centre Area Action Plan (01274) 43 4296
Shipley & Canal Road Corridor Area Action Plan (01274) 43 7471

Yours sincerely,



Andrew Marshall
Planning & Transport Strategy Manager

Enc.

LDF WEBSITE CONSULTATION NOTIFICATION

Shipley & Canal Road Corridor Area Action Plan DPD

What is the Shipley and Canal Road Corridor Area Action Plan?

The Shipley and Canal Road Corridor Area Action Plan (AAP) is being prepared by the City of Bradford Metropolitan District Council as part of the Local Plan for Bradford.

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

Issues and Options

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

Public Consultation – Further Issues and Options (March – May 2013)

The Further Issues and Options is now out for public consultation. The Council welcomes comments on the Area Action Plan and the supporting documents, with the link below for an on-line survey form.

How to Comment

Bradford Council fully welcomes your views, comments and ideas regarding the Vision, Key Themes, Issues and Emerging Options put forward in the Shipley and Canal Road Corridor Area Action Plan -Issues and Options Report.

Please note: The Council is keen to promote the submission of comments electronically and would encourage anyone with appropriate facilities to make their responses in this way.

Comments should be returned to the Council by using:

The online comment form: [LINK TO ONLINE SURVEY](#)

This can be downloaded in Microsoft Word format below:

[LINK TO WORD VERSION OF SURVEY](#)

Please send your completed comment Form, preferably by email to the LDF Group:

Email: ldf.consultation@bradford.gov.uk

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

Bradford District Local Plan

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

Hand Delivered to the following planning offices:

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










Consultation Events

- **Tuesday 16th April** (12:30pm til 7pm), City Park Pavillion, Bradford
- **Wednesday 17th April** (12:30pm til 7pm), Ilkley Library
- **Thursday 18th April** (10:00am til 5pm), Keighley Market Hall
- **Saturday 20 April** (9am til 4pm), Oastler Shopping Centre, Bradford
- **Monday, 22nd April** (12:30pm til 7pm), Shipley Library
- **Saturday 27th April** (10am til 4pm), Shipley Library

If you have any queries regarding the Area Action Plan or the consultation process please contact the Development Plans Team on 01274 437471 or email ldf.consultation@bradford.gov.uk

Further information about the Local Plan is available on this website: www.bradford.gov.uk/LDF

Related Links:

-  [Shipley and Canal Road Corridor Area Action Plan Issues and Options Report \(2013\) \(12902kb\)](#)
-  [Shipley and Canal Road Corridor Area Action Plan- Summary Document \(2013\) \(1180kb\)](#)
-  [Shipley and Canal Road Corridor Area Action Plan- Baseline Evidence Report \(2013\) \(11912kb\)](#)
-  [Shipley and Canal Road Corridor Area Action Plan- Initial Sustainability Appraisal \(2013\) \(522kb\)](#)
-  [Shipley and Canal Road Corridor Area Action Plan- Engagement Plan \(2013\) \(175kb\)](#)
-  [Equalities Impact Assessment \(EqIA\) \(2013\) \(68kb\)](#)
-  [Shipley and Canal Road Corridor Emerging Strategic Development Framework Report \(BDP\) \(2013\) \(11797kb\)](#)
-  [Shipley and Canal Road Corridor Area Action Plan- Issues and Options Report Supporting Paper \(2013\) \(176kb\)](#)
-  [Shipley and Canal Road Corridor Area Action Plan- Supporting Paper Appendix 1 SDF Community Consultation Summary \(2013\) \(68kb\)](#)

Extracts from Local Plans Plan-it Bradford Newsletter- December 2012

The Development Plan Team would like to wish all of their
 'Plan-it Bradford' readers a very Merry Christmas and best wishes for 2013!

Plan-it Bradford

Issue 16 DECEMBER 2012

Plan-it Bradford is the e-newsletter that keeps you up to date with the latest planning policy news and the progress being made on the Local Plan (formerly known as the Local Development Framework) for the Bradford District.



Core Strategy DPD

Publication Draft Update

The Council is reviewing possible changes in response to your comments on the Further Engagement Draft. We received representations from 1,200 bodies or individuals. Officers are also reviewing the implications of the National Planning Policy

Framework (NPPF), as well as updating technical evidence where required.

Due to the extent of the further technical work, as well as testing and appraisal of emerging changes, the earliest anticipated date for consideration of the Publication Draft Core Strategy by Elected Members is March 2013. The Publication Draft will be considered by the Council's Executive and, subject to their

approval, would then need Full Council to agree to submit the document to government for independent examination. The Publication Draft would be issued for six weeks for formal representations before being considered by the examination inspector.

Please check the Council's website www.bradford.gov.uk/ldf for updates.

Representations to the Core Strategy Further Engagement Draft

The 1,200 representations on the Core Strategy Further Engagement Draft are now available for inspection at Planning Reception on the ground floor of Jacob's Well.

All personal information about the respondents, other than the name, has been redacted in compliance with the Data Protection Act 1998, and as indicated on the representation forms used for the consultation.

The representations are available on a data stick for use on the computers in the new reception area. Anybody wishing to use the data stick will be asked to provide contact details for monitoring and data security purposes. The

representations are indexed by a representation number and the name of the respondent. They are available to view only, and no copies will be permitted or provided.

The computers cannot be pre-booked or reserved.

Planning Reception opening hours:
 Monday to Thursday: 9am - 5pm
 Friday: 9am - 4.30pm

www.bradford.gov.uk/ldf City of Bradford MDC

complete understanding of how much demand there is for playing pitches in Bradford, as well as establishing exactly what facilities are currently available and what condition these are in. The study will also provide predictions of anticipated demand linked to future residential development in the District.

Retail and Leisure Assessment

The Bradford District Retail and Leisure Assessment will be published in January 2013. The assessment is an integral part of the evidence base for the forthcoming Core Strategy Development Plan, Bradford City Centre Area Action Plan, Shipley Canal Road Corridor Area Action

Plan and will inform development management decisions relating to retail and leisure uses. The previous study was undertaken in 2007.

There are also a number of detailed assessments which are ongoing at present.

Habitats Regulations Assessment

As the plan-making body, the Council is responsible, under the Conservation of Habitats and Species Regulations 2010, for assessing the potential for adverse impacts of proposals on European Sites, primarily the South Pennine Moors and North Pennine Moors Special Areas of Conservation and Special Protection Areas.

Following an initial screening, consultants Urban Edge Environmental Consulting have been engaged to investigate in greater detail the potential impacts of the level of growth proposed in the Core Strategy on the protected habitats and bird species.

Health Impact Assessment

Officers are working with NHS colleagues to assess the impacts of the plan on determinants of health and appropriate mitigations.

Ongoing updates also to the Strategic Floor Risk Assessment (SFRA), Sustainability Appraisal and Equalities Impact Assessment.

Local Plan Timetable Update

The Council is in the process of preparing a number of Development Plan Documents (DPDs) which will form part of the district's Local Plan. The key planning documents are listed below along with an indication of their current progress and anticipated public consultation timetables:

- Core Strategy DPD - Draft Publication: April 2013
- Waste Management DPD - Draft Publication: February 2013
- Allocations DPD - Issues and Options: Summer 2013
- Shipley and Canal Road Corridor Area Action Plan DPD - Issues and Options: Feb 2013
- Bradford City Centre Area Action Plan DPD - Further Issues and Options: February 2013

Bradford City Centre Area Action Plan

We are preparing a further engagement draft of the Bradford City Centre Area Action Plan (AAP), following the publication of the National Planning Policy Framework, the Mary Portas Review of the High Street and the recent launch of the Bradford City Centre Growth Zone. The Bradford City Centre AAP is anticipated to be out for public consultation in February 2013 (subject to Executive Member approval).



Shipley and Canal Road Corridor Area Action Plan

The Shipley and Canal Road Corridor Area Action Plan (AAP) – Issues and Options Report is due to be published for public consultation in February 2013 (subject to Executive Member approval). The AAP has been informed by the strategic master plan framework for the corridor (prepared by the Building Design Partnership, BDP, on behalf of the Council) and the aspirations of a number of landowners and developers, including the Canal Road Urban Village Limited aspirations for New Bolton Woods. The AAP will be the statutory development plan to deliver homes, jobs and associated infrastructure in the corridor.

Area Consultation Events



Banner and photos of Area Consultation Event (ShIPLEY Library)

SHIPLEY AND CANAL ROAD CORRIDOR AREA ACTION PLAN

Issues and Options Consultation


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

The Area Action Plan (AAP) will guide the regeneration of the Corridor area to 2028.



The Council is seeking your views on what the area could be like in the future and what changes need to happen to achieve this.

www.bradford.gov.uk/ldf



City of Bradford MDC
www.bradford.gov.uk



Appendix 3: Details of Media and Press Releases Issues and Options Consultation (2013)

Date	Newspaper	Article Title
10/01/2013	Telegraph and Argus	New Corridor Parkland will link to Town and City
11/01/2013	Telegraph and Argus	Plans for Towns must now be put into action
11/01/2013	Telegraph and Argus	Area Action Plan for Shipley is welcomed
15/03/2013	Telegraph and Argus	Council press release
09/04/2013	Telegraph and Argus	Public consultation gets under way on regeneration of key city zones
12/04//2013	Wharfedale Observer	Ilkley Library hosts Bradford area action plan exhibition
12/04//2013	Ilkley Gazette	Ilkley Library hosts Bradford area action plan exhibition

First Press Release March 2013

A major public consultation about the future development strategy of two priority regeneration areas - Bradford city centre and the Shipley and Canal Road Corridor - has started.

Key organisations and residents in the district will be asked their views on draft documents, drawn up by Bradford Council planners, to help shape the blueprint for development over the next 15 to 20 years

The Bradford City Centre Area Action Plan and the Shipley and Canal Road Corridor Area Action form part of the Local Plan, a new development proposal for the district.

The Local Plan (formerly known as the local development framework – LDF) replaces the existing Replacement Unitary Development Plan and will be used to determine, develop and deliver regeneration schemes and associated infrastructure.

The Area Action Plans draws on the extensive work and engagement already undertaken by the Council and its partners in support of the regeneration of the city centre and the Shipley and Canal Road Corridor.

Residents and key businesses and organisations will be asked for their views on major issues affecting the two regeneration areas, such as the provision of housing, jobs, education, shopping and delivery of infrastructure such as highway, public transport, open space and schools.

Views will also be sought on detailed development proposals for buildings and sites in the city centre and the Shipley and Canal Road Corridor.

The eleven week consultation period will commence on Friday, 15 March till Friday, 31 May.

The Bradford City Centre Action Plan and the Shipley and Canal Road Corridor Area Action Plan and can be accessed online at www.bradford.gov.uk/ldf and at main local libraries in Bradford, Shipley, Bingley and Ilkley, Keighley One Stop Shop and the planning office at Jacobs Well, Bradford, from Friday, 15 March.

A series of drop-in sessions are planned for members of the public to engage with Bradford Council planners in April as follows:

- Tuesday 16th April, 12:30pm to 7pm, City Park Pavillion, Bradford.
- Wednesday 17th April, 12:30pm to 7pm, Ilkley Library.
- Thursday 18th April, 10am to 5pm, Keighley Market Hall.
- Saturday 20 April, 9am to 4pm, Oastler Shopping Centre, Bradford.
- Monday, 22nd April, 12:30pm to 7pm, Shipley Library.
- Saturday 27th April, 10am to 4pm, Shipley Library.

Further details of these Drop In Events will appear on the Council's website in due course at (www.bradford.gov.uk/ldf).

Councillor Val Slater, Bradford Council Executive Member for Housing, Planning and Transport, said: "The two area action plans will provide guidelines when determining regeneration schemes in the city centre and the Shipley and Canal Road Corridor so it is crucial that landowners, businesses, retailers, residents and community groups get involved and help shape future developments."

Andrew Marshall, Bradford Council Planning and Transport Strategy Manager, said: "There is a real purpose to this - to deliver the long-term changes in the city centre and Shipley and Canal Road Corridor to meet our future housing and employment needs and build on what's already been done.

"The Area Action Plans draw on the masterplans for the two priority regeneration areas and will focus on the key building and sites for change over the next 15 to 20 years."

The consultation will last for 11 weeks.

END

Second Press Release April 2013

Drop-in sessions are starting next Tuesday (April 16) for people to give their views on plans to regenerate the Bradford city centre and the Shipley and Canal Road corridor.

Residents and key businesses will be able to give their opinions on major issues affecting those areas such as the provision of housing, jobs, education, shopping, the highways, public transport, open spaces and schools.

People can also comment on detailed development proposals for buildings and sites in the city centre and the Shipley and Canal Road Corridor.

The drop-in sessions will take place at:

- Tuesday 16th April, 12:30pm to 7pm, City Park Pavillion, Bradford.
- Wednesday 17th April, 12:30pm to 7pm, Ilkley Library.
- Thursday 18th April, 10am to 5pm, Keighley Market Hall.
- Saturday 20 April, 9am to 4pm, Oastler Shopping Centre, Bradford.
- Monday, 22nd April, 12:30pm to 7pm, Shipley Library.
- Saturday 27th April, 10am to 4pm, Shipley Library.

The documents will be available to view at these drop-in sessions that will help shape the blueprint for development over the next 15 to 20 years.

The Bradford City Centre Area Action Plan and the Shipley and Canal Road Area Action form part of the Local Plan – a new development proposal for the district.

The Local Plan, which was formerly known as the local development framework (LDF), replaces the existing Replacement Unitary Development Plan and will be used to determine, develop and deliver regeneration schemes and associated infrastructure.

The Area Action Plans draws on the extensive work and engagement already undertaken by the Council and its partners in support of the regeneration of the city centre and the Shipley and Canal Road Corridor.

For those who are not able to attend the drop-in sessions, the plans can be studied online at www.bradford.gov.uk/ldf and at the main libraries in Shipley, Bingley and Ilkley, the Keighley One Stop Shop and the planning office at Jacob's Well in Bradford from now until Friday, 31 May.

Councillor Val Slater, Bradford Council Executive Member for Housing, Planning and Transport, said: "The two area action plans will provide guidelines when determining regeneration schemes in the city centre and the Shipley and Canal Road Corridor so it is crucial that landowners, businesses, retailers, residents and community groups get involved and help shape future developments."

Andrew Marshall, Bradford Council Planning and Transport Strategy Manager, said: "There is a real purpose to this - to deliver the long-term changes in the city centre and Shipley and Canal Road Corridor to meet our future housing and employment needs and build on what's already been done.

"The Area Action Plans for the two priority regeneration areas will focus on the key building and sites for change over the next 15 to 20 years."

END

Tuesday, April 9, 2013

4 NEWS

Buy copies of our pictures at telegraphandargus.co.uk

DJs gather for annual conference

DJs from across the country will hone their skills during a conference in Bradford this Sunday. The National Association of Disc Jockeys (NADJ), a national profit organisation, is bringing its annual meeting to the New Eccleford Playhouse by the Cornes, where members will get business advice to help them through the tough economic climate. Paul Ansell (pictured), NADJ chairman, who is from Bradford, said: "The NADJ strives to help all DJs to develop their business and to get through this rough period. "Our professional secretaries will leave stage advice and guidance on marketing, presentation, DJing skills and so much more." Entry to the event is free for NADJ members, or £5 on the door.

The event runs from 11am to 4pm. For more information, visit nadj.org.uk or djspecc.co.uk.

IN BRIEF

Relatives sought

Relatives are being sought of Stella Worsley, 87, from the Manningham area, who has fled at Bradford Royal Infirmary. Anyone who can help is asked to contact the bereavement office at the infirmary on 01274 384477, Monday to Friday, between 8.30am and 4.30pm.

Burglary charge

A 19-year-old man, of Haines Wood, Bradford, has been charged with burglary in connection with a break-in at the Superdrug store on the Weaverthorpe Industrial Estate off Tong Street, Bradford, on March 28 this year in which £1,000 cash was stolen from an office. He is due to appear before Bradford and Keighley Magistrates' Court.

Man in court

A 22-year-old man is due to appear before Bradford and Keighley magistrates today, charged with causing £2,000 of damage to the gates at 25, Brimley Way, 2, Brimley Way, November. The accused, who lives in Skipton, was arrested last month.

Deli 'thankyou'

An evening celebration with lots of a Bradford charity will be held on Thursday (Jan). Churches is holding an appreciation evening at Forster's Square and Dalson Centenary Square, where it will give the success of its winter homeless project.

'Danger' driver banned for 14 days

A passenger in a VW transporter was sitting between the Bradford driver and another man on a toolbox which was not fastened down. Also, he was not wearing a seatbelt, magistrates were told. A police officer who stopped the VW on Skipton's northern bypass believed it was a dangerous situation and there was risk of serious injury.

The driver, David Gott, 31, of Pentland Avenue, Clayton, Bradford, pleaded guilty at Skipton Magistrates' Court to using a motor vehicle in a manner likely to cause danger. He was banned from driving for 14 days under the totting up procedure, fined £175 and ordered to pay £85 court costs and a £20 victims surcharge.



Cheers team off to USA

A Bradford team has triumphed at the British Cheerleading Championships, and will now compete in the US. The dancers are from Panache Cheerschool, owned and run by Robyn Morrison and her husband Glenn Morrison, former Bulls player

and now coach of Dovesbury Rams. "Our competition teams entered the National British Cheerleading Championships in Telford and we won three first places, one second place, and three world bids to attend the US Finals in Virginia in May 2014," said Mrs Morrison. "Our teams that won the bids were our youngest teams - the mini team, six to nine, the youth team, nine to 12 and the intermediates, 12 to 14. "This is a remarkable achievement; no other team has ever won three bids in three consecutive age groups to attend the US finals."

Banners and sign refused by planners

Plans for an illuminated sign above the front door of a Grade II-listed former pub, along with two high-level banners on the side, have been refused. The planning application, put forward by Mr Zeeshan Haider, related to the New House At Home, at 639 Little Horton Lane, Bradford. A planning officer's report said the signage had already been installed and it could be seen that it adversely affected the character of the host property due to extending over the doorframe and window sills and due to the illuminated nature of the sign and the projection from the front elevation of the listed building. "There is no justification for the banner signs to the gable elevation and they do not maintain or enhance the special interest of the building. Banner signs high on the prominent gable detract from the character of the building and street scene."

Fine threat to rat-run motorists

Rat-running drivers illegally using a Pudsey street have been warned that they risk being fined. Police have been taking action in Moorland Road, which has restricted access, after complaints by residents. Sergeant Mark Czerniaszek said: "Our team at Pudsey is committed to increasing the quality of life of our residents and ensuring that we address our communities' concerns in a proactive and thorough manner. "Residents in Pudsey have spoken to us about their issues which are affecting them on a daily basis and so we have taken action."

Consultation reminder

People have been reminded that a public consultation over a review of services for disabled children and young adults in the Bradford district ends on April 30. The survey is being run by Bradford Council, the Parents' Forum for Bradford and Airedale and the health and voluntary sectors. Parents and carers have been urged to make their views known in the online survey at bradford.gov.uk.

Have your say on area action plans

Public consultation gets under way on the regeneration of two key city zones

by Kathie Griffiths T&A Reporter

A public consultation starts next week for views on plans to regenerate Bradford city centre and the Shipley and Canal Road corridor. Residents and key businesses will be able to have their say on issues such as housing, jobs, schools, shopping, roads, public transport and open spaces. People will also be able to comment on detailed development proposals for buildings and sites. "On view at drop-in sessions will be the documents that will help shape the blueprint for development over the next 15 to 20 years. The Bradford City Centre Area Action Plan and the Shipley and Canal

Road Area Action Plan form part of the Local Plan - a new development proposal for the district. The Local Plan, formerly known as the local development framework, replaces the existing Replacement Unitary Development Plan. The area action plans are based on work the Council and its partners have already done in support of the regeneration of the city centre and the Shipley and Canal Road Corridor. Anyone interested but who cannot make any of the organised sessions can still see them online at bradford.gov.uk/ldf or at the main libraries in Shipley, Dingley and Ilkley the Keighley One Stop Shop and the planning office at Jacob's Well in Bradford, until Friday May 31. Councillor Val Slater, Bradford Council's executive member for housing, planning and transport, said: "It is crucial that landowners, businesses, retailers, residents and community groups get involved and help shape future developments. The Council's planning and transport strategy manager, Andrew Marshall, said: "There is a real purpose to this

to deliver the long term changes in the city centre and Shipley and Canal Road Corridor to meet our housing and employment needs and build on what's already been done." The drop-in sessions will take place on Tuesday April 16, from 12.30pm to 7pm at City Park Pavilion, Bradford; Wednesday April 17, from 12.30pm to 7pm at Ilkley Library; Thursday April 18, from 10am to 5pm at Keighley Market Hall; Saturday April 20, from 9am to 4pm at Oastler Shopping Centre, Bradford; Monday April 22, from 12.30pm to 7pm at Shipley Library; Saturday April 27, from 10am to 4pm at Shipley Library. e-mail: kathie.griffiths@telegraphandargus.co.uk

SEND US YOUR VIEWS
Will you be having your say on the regeneration plans for the city centre and Shipley/Canal Road?
Send your letters to: Telegraph & Argus, Hall Ings, Bradford, BD1 3JR

Appendix 4: Events and Technical Workshop Summary

Bradford City Centre & Shipley and Canal Road Corridor Area Action Plans TECHNICAL WORKSHOP- 30TH APRIL 2013- CITY HALL, BRADFORD

Attendees

NAME	COMPANY
Andy Dainty	Director - Urbo
Bev Lambert	Environment Agency
Claire Wright	Sustrans
Clive Brook	Dacres Commercial
David Rudlin	Urbed
Ian Holmes	Accent Group
Ian Smith	English Heritage
Jeff McQuillan	Local Consultant
Martin Millmore	Minerals Planning Group
Michael Long	METRO
Sean Kelly	Firebird Homes
Simon Woodhurst	CBMDC
Andy Welsh	Bradford College
Charles Wytt	Wetherby Engineering Company
Michael Exley & Christine Exley	Property Owner
Mistry Shack plus 1	Property Owner
Steve Jenkins	Bradford University
Chris Sinton	HOW Planning
Paul Merrett	Sustrans
Pete Gleave	ID Planning

Present

Andrew Marshall- CBMDC Planning and Transport Strategy Manager
Bhupinder Dev- CBMDC Development Plans Team
Michelle Green- CBMDC Development Plans Team
Alex Bartle- CBMDC Development Plans Team
Ben Marchant- CBMDC Development Plans Team
Ali Abed- CBMDC Development Plans Team
Simon Latimer- CBMDC Development Plans Team
Joe Grint CBMDC Principal Engineer, Transport
Tony Poole CBMDC Principal Engineer, Drainage
Danny Jackson CBMDC Countryside & Rights of Way Service Manager

Format of Session

The session began with an introduction by Andrew Marshall setting out the strategic context and preparation process for the Local Plan. A short 10 minutes presentation was then given on the historical context, preparation process, key issues and emerging options for the AAP. This was followed by facilitated discussions on each of the key workshop themes which included Housing and Economic Development, Viability and deliverability, Green Infrastructure and Flood Risk and Transport. The discussions were facilitated and recorded by officers from the Development Plans Team. Officers with specialism's and expertise in each specific theme moved

between the tables to be on hand to give further detailed information and answer specific queries when each theme was being discussed.

TABLE A Facilitator Ben Marchant CBMDC

Andy Dainty	Director - Urbo
Ian Smith	English Heritage
Martin Millmore	Minerals Planning Group
Paul Merrett	Sustrans

TABLE B Facilitator Alex Bartle CBMDC

Clive Brook	Dacres Commercial
Jeff McQuillan	Consultant
Sean Kelly	Firebird Homes
Pete Gleave	ID Planning

TABLE C Facilitator Michelle Greenwood CBMDC

Bev Lambert	Environment Agency
David Rudlin	Urbed
Michael Long	METRO
Simon Woodhurst	BMDC

TABLE D Facilitator Ali Abed CBMDC

Claire Wright	Sustrans
Ian Holmes	Accent Group
Chris Sinton	HOW Planning

Summary of Key Issues Raised

Table A

Workshop Theme Housing and Economic Development

- general support for the housing figure / growth in Shipley and Canal Road Corridor, although noted that the housing target will be very challenging
- development sector broadly think 30% affordable housing is slightly too high; Flexibility is key in the delivery of affordable housing

Workshop Theme Transport

- Frizinghall station is considered very important to the corridor and there is a clear need for a larger car park at Frizinghall Station; a key challenge is crossing Canal Road from New Bolton Woods to Frizinghall Station
- support for a bus service on Canal Road following the development of the New Bolton Woods site
- clear need to improve Canal Road identified
- overall support for the Canal Road Greenway

Green infrastructure & Flood Risk

- support for SUDS if it is implemented correctly
- the AAP must move beyond token flood alleviation schemes such as balancing ponds
- opinion split over the pro's and con's of the naturalisation of Bradford Beck
- support for the wildlife benefits of naturalisation; however noted that this isn't the only way these can be achieved and it's not just about encouraging water wildlife

- connectivity of wildlife corridors within the AAP boundary is seen as key to biodiversity and ensuring these are not blocked by proposed developments

Viability/Deliverability

- high Eco Standards supported as long as they are viable

Table B

Workshop Theme Housing and Economic Development

- there is a housing need in the district and also a need for affordable housing within the city of Bradford
- the AAP will need to consider the impact on the housing markets of the surrounding areas, in particular Manningham
- there is a potential to look at affordable housing targets of a site by site basis
- the AAP should deliver a mix of housing of different house types and sizes
- Manningham has a large elderly populations; there maybe opportunities for specialist older peoples accommodation within the Urban Eco Settlement
- limited retail is supported in the centre section; however this will need to be limited so as not to not compete with sites in Shipley
- the AAP should contain more detail and emphasis on improvements to Shipley town centre

Workshop Theme Transport

- the concept of the Greenway was strongly supported; this should be a priority in the short term for the AAP
- the impact on Manningham will need to be considered at the same time as Canal Road
- improvements to Shipley station are supported including new car parking
- concerns were raised about creating a duel carriage way in terms of impact on future residential living; however, a boulevard approach was supported

Workshop Theme Green infrastructure & Flood Risk

- there is a lot of existing open space ion the Corridor; The City Centre fringe area undeveloped in terms of a Green Corridor approach in the AAP
- there a number of issues with opening up the Beck but the priorities need to be flood risk management, regeneration and improving water quality
- in regards to balancing ponds, less can be more.
- it was suggested that balancing ponds could be used to create a hub rather than just have a linear feature
- SUDS are only a tiny part of a flood risk strategy
- the Corridor has a steep catchment and the topography is complicated in terms of overland flows for flood risk

Workshop Theme Viability/Deliverability

- 30% is a challenging target for affordable housing; this target needs to be viability tested and the policy should include a subject to viability clause
- setting appropriate standards will be fundamental in giving developers certainty
- in regards to delivering transport infrastructure, Canal Road and links to Airedale in particular will be very important.
- the AAP will need to balance the needs of the wider district in terms of travel and transport with development ambitions for the Corridor

- the AAP will need to consider seeking contributions from outside the AAP boundary; this is where CIL could be of use
- development in the Centre Section will be long term

Table C

Workshop Theme Housing and Economic Development

- affordability – incomes \ availability of properties; question if there is the need in Bradford rather than places like Wharfedale
- need for specific information on a site by site basis
- under new NPPF requirements sites that are not viable should not be in the plan
- the Urban Eco settlement includes Eco Town standards that did not work for the whole country and made site unviable or undeliverable
- priorities are needed for what contributions are needed from housing sites i.e. education, open space monies for road improvements etc because schemes cannot be expected to pay for all requirements and still be viable/deliverable.; also need to work out a mechanism for collecting contributions that is fair for all developers and equal for all sites
- Lifetime homes – page 28 is written as a requirement and this makes its application to sites unviable
- all the proposed houses will add pressure on movement in the corridor

Workshop Theme Transport

- capacity – impact of additional traffic on all roads in the corridor will lead to more rat running on quieter residential streets
- complete duelling of Canal Road to speed up traffic and Otley Road junction improvements
- Manningham Lane will be made more suitable for cyclists, traffic reduction will improve access and speed for buses and good links from Manningham Lane to the train station
- improvements at Frizinghall Station to improve safety and Security
- better design and practice will encourage improvements to bus routes
- Shipley train station to become a hub under a trial including better information, improved links to buses and additional parking etc
- Frizinghall station will provide good links/access for the new Bolton Woods development
- A new access road with good capacity could be provided through the quarry site as a new route into and out of the corridor to ease pressure on other routes
- potential for schemes to be funded from city region transport fund

Workshop Theme Green infrastructure & Flood Risk

- question on when the SFRA will be produced and is the Flood risk tunnel located near to Lexus garage near to capacity?
- flood risk mapping issues, need to agree which system should be used for consistency
- development in Valley area sides will need to be done as layers of terracing and the flat valley bottom may have to be used for open space or the linear park to alleviate flood issues
- SUDs to be used in small/medium schemes but they do not solve 1 in 100 year flood problems.
- options for flooding include:
 - raised kerbs

- permeable surfaces
 - use wildlife corridor to help flood deviation
- Beck - problems with smells from the Beck, problems where it runs under or through older properties, water quality may be an issue
- Linear Park – is to create good links from Bradford to Shipley along the route of the Beck; Once created maintenance and future funding will be an issue

Workshop Theme Viability/Deliverability

- An area wide approach is needed – until schemes arrive at development management stage when conditions should be negotiated to deal with deliverability
- the priorities for the area need to be widely known to provide certainty
- viability and deliverability are affected by other market conditions
- the amount of housing stated for the Canal Road Corridor is undevelopable whilst we are in recession. .
- consideration should be given to removing some of contributions required from new developments until market has picked up this would get new developments off the ground and help bring investment into the city
- JVC could achieve either sustainable properties or eco standard properties but not both
- need to reduce the affordable % build rates to get smaller schemes off the ground
- CIL Policy should be to spend 25% locally
- S106 are still being used and will affect education, open space and affordable housing
- priorities for the spending of contributions need to be clear to all developers and also the community of the area
- contribution amounts affect viability of developments therefore when market conditions are not favourable to developers contributions could be relaxed
- the AAP should be the vehicle that sets out the priorities for spending contributions as well as listing desired spending of other funding streams in the area
- the AAP could also state higher or improved standards of spending and contributions when certain levels of improvements have been reached in the market conditions
- statements in AAP requiring higher aspirations for quality and design standard could lead to some schemes becoming more viable
- open space standards need to be made clear throughout the AAP
- on larger sites it will be important to phase the build rates linked in to the payment of contributions to help viability
- some development may be encouraged to start once funding from the WY Transport fund starts to be spent and signs of improvement are made
- Yorkshire Water will want to phase units to help them accommodate increase and pressure on the existing systems

**Easier Access Event - Tuesday 14th May 2013 Mecure Bradford Bankfield Hotel
Bradford Road, Bingley**

Present

Bhupinder Dev- CBMDC Development Plans Team
Michelle Green- CBMDC Development Plans Team
Alex Bartle- CBMDC Development Plans Team
Ben Marchant- CBMDC Development Plans Team
Ali Abed- CBMDC Development Plans Team

The key issues that were raised during workshop

- City Centre regeneration is important for the whole district and that should be guided by a clear strategy such as the Area Action Plan
- Canal Road Corridor is another key area that is in need of investment and any future housing/economic development in the corridor should be sustainable
- public consultations on the AAPs are encouraging and it is appreciated that the council has made efforts to reach people who might have special needs and support to get involved

Where these issues will be fed into

Comments made during the workshops will be taken into account during the review of the AAPs to prepare a Preferred Strategy later this year.

Any actions people agreed to do

People were encouraged to take the online questionnaire survey on the AAPs currently available on council website.

Any specific observations from the session

People are passionate about their City - where they live, work and visit, and want to see a clear direction ahead to help deliver the much needed housing and economic growth.

**Design Review Service for Yorkshire and the Humber - 2nd October 2013
Jacobs Well, Bradford**

Present

Bhupinder Dev- CBMDC Development Plans Team
Ben Marchant- CBMDC Development Plans Team
Ali Abed- CBMDC Development Plans Team

The key issues that were raised

- the panel believe that the AAP is an extremely competent price of work
- the Centre section is critical but on the way to being resolved; the role of the AAP is to secure long term buy in
- the panel advocates exploring ways to enhance the public realm between Shipley and Saltaire as key drivers of regenerating Shipley Town centre
- excitement about eco-settlement ambitions
- there maybe merit in using 3D graphics to enhance the document
- a design review of the centre section maybe beneficial as the scheme develops

- there maybe potential to enhance the Greenway with references to history and archaeology in the document
- given housing numbers the council will have to engage with volume house builders; to promote deliverability there maybe merit in looking across the settlement at where standard products maybe appropriate and what the strategic ambitions are however, the panel encourages the council to retain high aspirations
- the guidance in place needs to be clear to developers setting out aspects which cannot be compromised on
- the panel supports the resolution to support the line of the canal and encourages the council not to overly deliberate over its practical use as a navigable waterway; It is likely to serve greater purpose in the medium terms as an amenity route and in terms of delivery small sections could be opened up over time.
- the aspirations behind the Greenway are laudable; the nature and attractiveness of the route needs to be considered
- the panel feel there is real power in the green spine as a point in principal

APPENDIX 5

Shipley and Canal Road Corridor AAP Publication Draft – Summary of comments received and the council response

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	

SCHEDULE OF WRITTEN REPRESENTATIONS

GENERAL COMMENTS				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
1	Roy Clough - Individual	The main problem with the area is traffic congestion. Building extra houses and industrial units is not going to improve this situation. Where are the tenants coming from if they cannot get anywhere in their cars or vans?	<p>Comment noted. Transport improvements/proposals for overcoming issues facing the Corridor will be tested through the Transport Study.</p> <p>The Transport Study will assess existing and future transport issues, and test proposals to overcome these issues and potentially put forward alternative solutions.</p> <p>The results and recommendations of the Transport Study will be taken forward into the Publication Draft document.</p>	The findings of the Transport Study have been incorporated into the Publication Draft Policy Framework and have informed the table of Key Transport Measures and Policy SCRC/ST1: Transport Improvements
2	Jenny March - Individual	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. All of these would really help to improve the area for the better.	Support welcomed.	The approach to pedestrian and cycle movements are set out in Policy SCRC/ST5 of the AAP Publication Draft
3	Mark Harrison -The Coal Authority	There are surface coal resources present across the southern part of the AAP area. The AAP should acknowledge the presence of this mineral resource and promote the prior extraction of the surface coal as part of regeneration proposals. Paragraph 143 of the NPPF promotes the prior extraction of mineral resources to avoid their	The Council recognises the importance of coal resources raised within the Coal Authority's representation.	Reference to coal resources have been incorporated into the AAP Publication Draft Policy Framework

GENERAL COMMENTS				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
		<p>unnecessary by non-mineral development. We consider that there is no reason to exclude this requirement from the AAP.</p> <p>The Coal Authority would therefore wish to see the following paragraph added to the AAP: <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 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>Reason – In order to ensure that coal resources are not unnecessarily sterilised by new development, in line with paragraph 143 of the NPPF.</p>	The importance of coal resources and its potential extraction will be stipulated within the Preferred Approach document.	Minerals Safeguarding Section and Policy SCRC/SE7: Minerals Safeguarding
3	Mark Harrison - The Coal Authority	<p>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. It is 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 paragraphs 120-121 of the NPPF.</p> <p>Reason – 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>	See previous response.	See previous action.
4	Bob Watson - Individual	The plan is not forward thinking enough and the three highest priority items that need addressing (Shipley eastern bypass, dual carriageway all along Canal Road, road tunnel from Cottingley to Canal Road) are not covered in the documents making them a non starter.	The AAP identifies the strategic transport infrastructure required to support sustainable development.	The findings of the Transport Study have been incorporated into the AAP Publication

GENERAL COMMENTS				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
			<p>The AAP will be informed by an Infrastructure Delivery Plan and transport improvements/proposals will be tested through the Transport Study.</p> <p>In accordance with the NPPF the AAP will identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice</p> <p>The results and recommendations of the Transport Study will be taken forward into the Publication Draft document.</p> <p>The Shipley Eastern Relief Road and improvements to Canal Road including duelling part of the road are identified in the Core Strategy and AAP Issues and Options document.</p> <p>The road tunnel has not been identified in the draft Core Strategy or the Connecting Airedale project and as such is</p>	<p>Draft Policy Framework and have informed the table of Key Transport Measures and Policy SCRC/ST1: Transport Improvements</p>

GENERAL COMMENTS				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
			not considered deliverable over the plan period.	
5	Joanne Dearing - Yorkshire Wildlife Trust	Part of the AAP area is within the Aire Valley Living Landscape. This is an area identified as an important corridor for wildlife which connects habitats and allows wildlife to move between areas. In these areas we hope to restore, recreate and reconnect wildlife-rich areas. The Aire Valley is also identified within the Further Engagement Draft of the Core Strategy as an important strategic green infrastructure asset (Policy SC6). Therefore we support improvements to green infrastructure and Urban Eco Village but concern that the level of development may result in green space being condensed and its value reduce. Green space and future development should be designed and planned to maximise its value by providing multiple functions and be linked to wider GI/habitat networks. Therefore we would like to see more detailed proposals for these areas.	<p>Noted. The council recognise the importance of the area in terms of strategic green infrastructure.</p> <p>The Publication Draft will be informed by a Green Infrastructure Study to support the strategic approach to green infrastructure and detailed proposals in the AAP.</p> <p>The results and recommendations of the study will be taken forward into the Publication Draft document.</p>	The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 Green Infrastructure and relevant site allocation statements
6	Toni Rios - Highways Agency	<p>The key issue 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 Strategic Road Network, in particular, on the operation of the M606 and Junctions 26 (Chain Bar) and 27 (Gildersome) on the M62.</p> <p>The policy context for the AAP will eventually be provided by the Core Strategy DPD. The Preferred Spatial Development Option in the Core Strategy Further Engagement Draft (2011) 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 proposed is likely to generate an adverse</p>	<p>Noted. It is considered that the cumulative impact of development has been assessed through the District-Wide Transport Study in support of the Core Strategy.</p> <p>Transport improvements for overcoming issues facing the road network will be tested through the Transport Study.</p> <p>The Transport Study will assess impacts on the Strategic Road</p>	The findings of the Transport Study have been incorporated into the AAP Publication Draft Policy Framework and have informed the table of Key Transport Measures and Policy SCRC/ST1: Transport Improvements

GENERAL COMMENTS				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
		impact on the SRN even though it is some distance away. It will combine with development proposals in Airedale and Bradford city centre to make that impact more substantial.	Network, and test options for mitigating any predicted impacts. The results and recommendations of the Transport Study will be taken forward into the Publication Draft document.	
6	Toni Rios - Highways Agency	The information on transport is very focused on local issues and movement within the AAP area. The proposed improvement of Canal Road "as a strategic transport link" and the Shipley Eastern Relief Road scheme are of interest as they would improve access from the Aire Valley to the Strategic Road Network via Bradford by addressing congestion at a number of locations.	See previous comment.	See previous action.
6	Toni Rios - Highways Agency	The documents are somewhat inward looking. In transport terms the 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 supporting documents indicate there is significant movement in the Leeds direction.	See previous comment.	See previous action.
8 11 12 16	Brian Teale - Individual Mr and Mrs Shaw - Individual Mr John Wood - Individual Mrs Lynne Slinger - Individual	Overall 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.	Noted. The emerging options in the AAP are considered to be aspirational but realistic when considered against the available evidence. The AAP will be supported by a viability assessment and infrastructure delivery plan to ensure the AAP is deliverable.	The findings of the Local Infrastructure Plan and Viability Assessment have been incorporated into the AAP Publication Draft Implementation and Delivery Section

GENERAL COMMENTS				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
9	Martyn Clay - Wakefield Council	Wakefield Council has no comments to make regarding the AAP.	Noted.	
13	Pete Gleave - ID Planning on behalf Commercial Development Projects	Whilst a number of elements within the AAP are welcomed, sections need to be amended in order to provide sufficient comfort that future development will be welcomed.	Noted. Detailed proposals will be set out in the Publication Draft document.	Detailed Policies and proposals have been set out in the site allocation statements and AAP policy framework
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.	The status of the AAP is set out in the introduction section of the AAP.	No change proposed
15	John King - Natural England	Natural England support the policy approaches to the protection and enhancement of the natural environment.	Support welcomed.	The approach to protecting the natural and build environment is set out in the AAP Publication Draft Policy Framework
17	Suzanne Phillipson - Nathaniel Lichfield and Partners on behalf of GMI	The application site for new retail development on land to the east of Otley Road provides the opportunity to directly contribute to the AAPs vision and objectives.	Noted. Potential sites will be assessed by the council and detailed site proposals will be set out in the AAP Publication Draft document in the sub area development frameworks. Sites and proposals in the AAP will be informed by a robust and up to date evidence base evidence base, including the Retail and Leisure Study.	The site proposed has not been identified for retail development in the AAP Publication Draft as an approved planning permission has been granted for development including a new food store, which meets Shipley's retail needs on land at

GENERAL COMMENTS				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
			This site is also considered an important part of the District's waste management infrastructure.	Shipleigh East (SE1). The site is identified as existing waste management facility under Policy SCRC/SE8 in the AAP Publication Draft
19	Christopher Sinton - HOW Planning on behalf of Canal Road Urban Village Limited	<p>The New Bolton Woods Technical masterplan was considered and approved at BMDC's Executive Committee on the 9th October 2012. This approved the masterplan as a material consideration that can be taken into account in the consideration of any future planning applications. 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.</p> <p>The emerging AAP should therefore be closely aligned with the approved vision and reflect development areas identified within the New Bolton Woods masterplan.</p>	Noted. The council recognise the New Bolton Woods Masterplan is a material consideration. The masterplan has informed the emerging proposals in the AAP and detailed proposals will be tested through the Development Plan process.	Development proposals for New Bolton Woods site (NBW1) are set out in the Centre Section Development Framework and relevant site allocation statement (NBW1) of the AAP Publication Draft
19	Christopher Sinton - HOW Planning on behalf of Canal Road Urban Village Limited	<p>The Council should seek to ensure greater consistency between the New Bolton Woods masterplan and the draft AAP. Whilst CRUVL broadly support the Issues and Options there are key areas of discrepancy and we request that the appropriate changes are made to the emerging AAP. 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>	<p>Noted. The council recognise the Masterplan is a material consideration, however the masterplan has not been tested through the statutory local plan process.</p> <p>Sites and proposals in the AAP will be informed by a robust and up to date evidence base evidence base, including a Strategic Flood Risk Assessment Level 2 in regards</p>	Development Proposals for New Bolton Woods site (NBW1) are set out in the Centre Section Development Framework and relevant site allocation statement (NBW1) which will be consulted on as part of the Publication Draft stage

GENERAL COMMENTS				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
			<p>to flood risk and Retail and Leisure Study.</p> <p>The council will seek to engage with all key stakeholders, including CRUVL, in regards preparing to the AAP.</p>	
37	Ian Moore - The Inland Waterways Association	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.	Concern noted. The approach to the Bradford canal will be set out in AAP Publication Draft.	Proposals for protecting a line for the Bradford Canal are identified in Policy SCRC/ST8: in the AAP Publication Draft
39	Helen Ledger - Sport England	<p>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.</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 www.activeplacespower.com which lists all publically accessible sports facilities.</p> <p>It is likely demand for sport will rise in this area as a result of new</p>	<p>Noted. The council recognise that demand for sport will increase in the area as a result of new development and will seek to work closely with Sport England and key stakeholders in developing the AAP Publication Draft.</p> <p>The council has produced a Playing Pitch Strategy, the results of which will be taken forward into the Publication Draft Document and will form part of the updated AAP evidence base.</p>	The findings of the Playing Pitch Strategy have been incorporated into AAP Publication Draft and Policy SCRC/HSC2 and relevant site allocation statements

GENERAL COMMENTS				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
		residential development.		
39	Helen Ledger - Sport England	<p>Advise that as the AAP 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.</p> <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.</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 NPPF. These exceptions are:</p> <ul style="list-style-type: none"> • 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. • 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. • 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. • 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 	<p>The council notes Sport England's Playing Fields Policy and will take it into account when assessing sites to be taken forward in the Publication Draft.</p> <p>The council will actively engage with Sport England in regards to key issues around future sport provision</p>	Proposals for sport recreation and open space are set out in Policy SCRC/HSC2 and relevant site allocation statements of the AAP Publication Draft

GENERAL COMMENTS				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
		<p>better management arrangements, prior to the commencement of development.</p> <ul style="list-style-type: none"> • 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.' 		

AAP BOUNDARY				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
5	Joanne Dearing - Yorkshire Wildlife Trust	The boundary for the AAP appears to be appropriate	Noted. The council will review the AAP boundary based on comments received and any further updated evidence.	The AAP boundary has been amended in the AAP Publication Draft to reflect comments received and updated evidence
20	David Lerner - Aire Rivers trust			
7	Ian Smith English Heritage	Given the interrelationship between Forster Square retail park and the city centre, consideration should be given as to whether Forster Square Retail Park might be better included within the City Centre AAP boundary.	The council is committed to a concentrated approach to regeneration in the city centre and therefore does not consider that that whole Forster Square Retail Park should be included within the City Centre AAP boundary. However, the council considers Phase 1 of the Forester Square retail park below the Hamm Strasse should be included in the City Centre AAP boundary due to linkages between this retail area and the city centre	The AAP boundary in the Publication Draft has been amended to exclude phase 1 of Forster Square Retail Park south of Hamm Strasse, which is now included in the City Centre AAP boundary

AAP BOUNDARY				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
10	Hannah Taylor-Hemmingway White Young Green on behalf of Caddick Developments Ltd	<p>Conditioning House is located on Cape Street. The site is well located to deliver a number of land-uses and contribute positively to the continued regeneration of Bradford city. 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 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 which is excluded.</p> <p>Request the AAP boundary is realigned to include Cape Street. 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>	<p>Conditioning House is located with the City Centre AAP boundary. The council recognise the interrelationship between the two AAP boundaries is not clearly shown and will address this in the Publication Draft Document.</p> <p>The council recognise the site is a key site to contribute to the regeneration of Bradford city centre and therefore does not consider the AAP boundary should be re-aligned as this areas will be covered by the policies in the City Centre AAP.</p>	The AAP boundary is identified in Section 2 of the Publication Draft
13	Pete Gleave ID Planning on behalf Commercial Development Projects	<p>The boundary should include land to the north and west at the northern end of the currently defined AAP boundary. 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. This area is considered to have potential for change over the coming years. The expansion of the AAP boundary would assist in meeting the aims of need to expand the retail, leisure and office offer within Shipley as well as protecting and enhancing Saltaire’s heritage and setting and controlling the level of development within the northern part of the town. The extended boundary would also help create linkages and further connectivity between the north of Shipley and the remainder of the AAP boundary.</p> <p>The area identified on the enclosed plan should be accommodated</p>	The council do not consider that the AAP boundary should be extended to the north and west to meet the retail leisure and office needs of Shipley as this is not justified by the evidence in the Retail and Leisure Study 2013	No change proposed to AAP boundary to the north and west of Shipley

AAP BOUNDARY				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
		within the AAP boundary (see appendix).		
17	Suzanne Phillipson Nathaniel Lichfield and Partners on behalf of GMI	Support for the proposed boundary.	Support welcomed. The council will review the AAP Issues and Options boundary based on comments received and any further updated evidence.	The AAP boundary has been amended in the AAP Publication Draft to reflect comments received and updated evidence
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.	The council is committed to a concentrated approach to regeneration in the city centre and therefore does not consider that that whole Forster Square Retail Park should be included in the City Centre AAP boundary. However the council consider phase 1 of the Forester Square retail park below the Hamm Strasse should be included in the city centre AAP boundary due to linkages between this retail area and the city centre	The AAP boundary in the Publication Draft has been amended to exclude phase 1 of Forster Square Retail Park south of Hamm Strasse which is now included in the City Centre AAP boundary
22	Vera Swaine Individual	Why build on a lovely green area when so much of the land bordering Canal Road needs tidying up? Start with Laver's	The Corridor has been identified by the Council as an area with significant regeneration potential and key growth area in the Core Strategy. The key drivers for change are set out in the Background and Strategic context section of the AAP.	The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 Green

AAP BOUNDARY				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
			<p>To meet the AAP housing requirement some areas of existing open space within the AAP boundary will need to be developed. However the AAP will aim to ensure a least 55% of development is on brown field land, safeguard important areas of open space and ensure development provides new and enhanced areas of green space</p> <p>The Publication Draft will be informed by a Green Infrastructure Study to support the strategic approach to green infrastructure and detailed proposals in the AAP. The results and recommendations of the study will be taken forward into the Publication Draft document.</p>	Infrastructure and relevant site allocation statements
30	Ellie Clement Individual	Unsure how this area fits with other areas, Manningham, Saltaire, Frizinghall etc. Concern over patchy development rather than holistic change.	Concern noted. Future development across the district will be guided by the Local Plan, which the AAP will form a part of. The AAPs have been progressed in advance of the Allocations Plan for the District as the city centre and Shipley and Canal Road Corridor are	Key links to adjoining areas including Saltaire, Lister Park and the city centre are identified on FIGURE 12: SCRC Pedestrian and Cycle Routes under Policy SCRC/ST5: Pedestrian

AAP BOUNDARY				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
			<p>the council's priority regeneration areas.</p> <p>The council recognise a key issue for the AAP will be links to surrounding areas. Key areas outside the AAP boundary such as Sataire and Lister Park have been considered through the AAP evidence base. The AAP will identify important links to adjoining areas.</p>	<p>and Cycle Movements in the AAP Publication Draft</p> <p>Heritage Assets close to the AAP boundary are identified in Figure 16: Heritage Assets under Policy SCRC/NBE5 Heritage and Conservation</p>

VISION				
Rep ID	Name Organisation	Summary of Representation	Council Response	Action
5	Joanne Dearing - Yorkshire Wildlife Trust	<p>The vision should include the need to enhance biodiversity and to establish coherent ecological networks and highlight the need for high quality, multifunctional green space which is one of the Core planning principles of the NPPF.</p> <p>Suggest an addition to the first paragraph of the vision to say: <i>'...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.'</i></p>	<p>The Council recognise the importance of enhancing biodiversity and the need for high quality multifunctional greensapce, and will look to strengthen links to this within the Vision and Objectives in the Publication Draft.</p>	<p>AAP Vision amended to include reference to multi functional green corridor and enhancing biodiversity and ecological networks</p>

VISION				
Rep ID	Name Organisation	Summary of Representation	Council Response	Action
7	Ian Smith - English Heritage	<p>Broadly support the Vision. Especially those aspects which relate to:-</p> <ul style="list-style-type: none"> • Improving linkages from Shipley to the Leeds Liverpool Canal and Saltaire. • Future developments creating an area that is worthy of its location in close proximity to the World Heritage Site, and • The area being managed in a way which enhances both Shipley and the Saltaire World Heritage Site. 	Support welcomed.	AAP Publication Draft Vision amended to reflect comments received and further evidence
7	Ian Smith - English Heritage	<p>There are a number of designated heritage assets in the vicinity of the AAP. It is important that the AAP safeguards (and where, appropriate, enhances) the significance of these heritage assets.</p> <p>Suggest that the second Paragraph of the Vision is amended along the following lines:- <i>"... 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.."</i></p>	The council recognise the importance of protecting and enhancing designated heritage assets in the vicinity of the AAP, including Saltaire World Heritage Site and its setting and will look to strengthen links to this within the Vision and Objectives	AAP Publication Draft Vision amended as proposed
14	Paul North - Manningham Masterplan Board	The Plan does not make reference to Manningham and areas beyond the AAP boundary.	Noted. The council recognise Manningham is a priority regeneration area, however it is not considered appropriate for the Vision to make reference to Manningham	No change proposed

VISION				
Rep ID	Name Organisation	Summary of Representation	Council Response	Action
14	Paul North - Manningham Masterplan Board	The plan should recognise the growing population within areas adjacent to the AAP and the need for housing to serve this population. Manningham Neighbourhood Development Plan, identified opportunities from the emerging AAP to meet the economic and social needs and aspirations of the young growing population in the Manningham Masterplan area.	The AAP has been informed by the Core Strategy which sets the District's housing requirement. The Shipley and Canal Road Corridor has been identified as a key growth area to help meet the District's housing requirement in the Core Straegy. This is reflected in the Vision	No change proposed
14	Paul North - Manningham Masterplan Board	The vision lists factors that support the 3000 homes but omits the school which is within the plans. It is unfortunate that the school element can not be larger.	Agree that community facilities, including education, should be included in the AAP Vision as this will be a key component of creating sustainable neighbourhoods.	AAP Publication Draft Vision amended to vision to include reference to community facilities.
17	Suzanne Phillipson - Nathaniel Lichfield and Partners on behalf of GMI	Support the proposed vision	Support welcomed.	AAP Publication Draft Vision amended to reflect comments received and further evidence
18	Michael Long - Metro	The vision lacks any references to the public transport facilities along the corridor. The vision also needs to aim to enhance public transport both in terms of their use and improvements to their quality. The vision for Shipley specifically needs reflect the excellent rail provision and its role as a Transport Hub.	Agree the AAP Vision should include reference to enhanced public transport facilities and specifically Shipley Transport hub.	Vision amended to include reference to key public transport enhancements and Shipley Transport Hub

VISION				
Rep ID	Name Organisation	Summary of Representation	Council Response	Action
20	David Lerner - Aire Rivers trust	<p>Agree with the vision although would prefer an explicit mention of the role of water.</p> <p>Suggest edits as follows: <i>" ... connected by a blue-green corridor of the linear park, revitalised Bradford Beck and Canal Road Greenway running from Bradford city centre to Shipley."</i></p>	Agree the re-vitalised Beck should be included in the AAP vision, however do not consider that green corridor should be changed to blue-green as green corridors can include water/ivers etc	AAP Vision revised to include reference to the re-vitalised Beck
30	Ellie Clement - Individual	Broadly support the vision, particularly the greenway, but very concerned about the proposed dual carriageway. There is not enough capacity once canal road gets to Shipley and the problems will just be further backed up.	Concern noted. The Vision does not refer to the dual carriageway, however the council consider that highway improvements along Canal Road are needed to support growth and maintain Canal Road as a key transport corridor.	Comment addressed in the Canal Road improvements section (below).
31	Richard Radcliffe - Individual	The Shipley railway station hub is sadly lacking from the Vision.	Noted. Agree the vision should include reference to Shipley Transport hub.	AAP Vision amended to include reference to Shipley Transport Hub
36	Bev Lambert - Environment Agency	<p>Welcome and support for the inclusion of a green corridor/linear park within the AAP boundary.</p> <p>The final sentence regarding creating a better offer should include workers as well as residents and visitors.</p>	Support for green corridor/linear park welcomed. Agree the final sentence should include workers as well as residents and visitors.	Vision revised to include reference to workers as suggested.
40	Jen Partington- Individual	Agree with Vision	Noted.	AAP Vision amended to reflect comments received and further evidence
41	Geraldine Graham- Individual			

OBJECTIVES				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
5	Joanne Dearing - Yorkshire Wildlife Trust	Objective 1. It should be noted in 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).	Comment noted. However it is not considered necessary to repeat the NPPF in the AAP objectives	No change proposed
5	Joanne Dearing - Yorkshire Wildlife Trust	Objective 7. Pleased to see the inclusion of this objective in line with the NPPF (paragraph 17)	Support for objective 7 welcomed.	The AAP objectives are set out in Section 2 of the AAP Publication Draft
5	Joanne Dearing - Yorkshire Wildlife Trust	Objective 8. Support the inclusion of the objective	Support for objective 8 welcomed	The AAP objectives are set out in Section 2 of the AAP Publication Draft
5	Joanne Dearing - Yorkshire Wildlife Trust	Objective 9. Support the need for sustainable transport	Support for objective 9 welcomed	The AAP objectives are set out in Section 2 of the AAP Publication Draft
5	Joanne Dearing - Yorkshire Wildlife Trust	Objective 10. Pleased to see that the importance of high quality open space for resident's health and education is highlighted	Support for objective 10 welcomed	The AAP objectives are set out in Section 2 of the AAP Publication Draft
7	Ian Smith - English Heritage	Endorse the proposed Strategic Objectives especially Objective 6	Support welcomed.	The AAP objectives are set out in Section 2 of the AAP Publication Draft
7	Ian Smith - English Heritage	There are a number of designated heritage assets within the AAP area. It is important that the AAP 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:-	The council recognise the importance and significance of heritage assets within and around the AAP boundary and agree an additional heritage objective should be included in the AAP Publication Draft	Additional heritage objective (Objective 11) included in the AAP Publication Draft. The AAP objectives are set out in Section 2 of the AAP Publication Draft

OBJECTIVES				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
		<i>“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”</i>		
14	Paul North - Manningham Masterplan Board	Objective 10. Recognise the need for a school within the AAP area and the potential health needs implications of 3000 new households.	Agree reference to new school should be included in Objective 10.	Objective 10 amended to include reference to new school. The AAP objectives are set out in Section 2 of the AAP Publication Draft
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.	Noted. Support for green infrastructure and biodiversity enhancement in objectives welcomed.	The AAP objectives are set out in Section 2 of the AAP Publication Draft
17	Suzanne Phillipson - Nathaniel Lichfield and Partners on behalf of GMI	Support the proposed objectives	Support for objectives welcomed.	The AAP objectives are set out in Section 2 of the AAP Publication Draft
18	Michael Long - Metro	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.	The council does not consider an additional objective should be included to deal with phasing and delivery as this is covered in Objective 9 and details will be set out in the implementation and delivery section of the AAP Publication Draft.	Information relating to infrastructure and phasing included in Section 4: Implementation and Delivery of the Publication Draft

OBJECTIVES				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
20	David Lerner - Aire Rivers trust	Prefer to see a stronger emphasis on the Bradford Beck in Objective 7, as follows: <i>"7. Protect and enhance biodiversity and green infrastructure by establishing and protecting ecological networks and establishing a linear park; consisting of a chain of green spaces and natural environments linked to an improved Bradford Beck and Canal Road Greenway."</i>	The council recognise the importance of the Bradford Beck and therefore agree with proposed change.	Objective 7 revised as proposed. The AAP objectives are set out in Section 2 of the AAP Publication Draft
25	Stephen Blundell - Individual	Objective 9. Include something about actively rebalancing the transport infrastructure in the corridor. Everything is engineered with the objective of maximising traffic flow, which creates a hostile and barren environment.	Objective 9 includes the promotion of sustainable transport options. However, it is considered important that an objective of the AAP is to maintain and improve Canal Road as a key strategic transport link to support sustainable economic growth in the district. However, agree reference to sustainable transport options should be strengthened in the AAP Publication Draft	Objective 9 revised in Publication Draft to maximising sustainable transport options. The AAP objectives are set out in Section 2 of the AAP Publication Draft

OBJECTIVES				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
30	Ellie Clement - Individual	Objective 2. Concern with loss of more green space with 40% of housing development on not previously developed land.	<p>Concern noted. This is a minimum target and the AAP will seek to maximise delivery of development on previously developed land where deliverable, however the AAP must set a target that is realistic and achievable.</p> <p>Evidence on land supply indicates that to meet objectively assessed needs within the boundary will require some development on land which is not previously developed.</p>	No change proposed. The AAP objectives are set out in Section 2 of the AAP Publication Draft
30	Ellie Clement - Individual	Objective 9 No explicit mention is made of the 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	Objective 9 includes improving Canal Road as a key strategic transport link. Detailed transport proposals will be set out in the AAP Publication Draft Policy Framework therefore the council do not consider the objective should refer to duelling of Canal Road.	No change proposed. The AAP objectives are set out in Section 2 of the AAP Publication Draft

OBJECTIVES				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
34	Susan Stead - Bradford Urban Wildlife Group	There are contradictions in the objectives. Housing and Regeneration has been included and this will almost rule out biodiversity protection and green spaces in certain areas by station.	The Council acknowledges that some development may occur on green spaces; however the council considers that both objectives can be achieved. For instance, new development can enhance and provide new greenspace and gains in biodiversity.	No change proposed. The AAP objectives are set out in Section 2 of the AAP Publication Draft
34	Susan Stead - Bradford Urban Wildlife Group	Objective 9. Support the cycle route along the Corridor to Shipley.	Support for cycle route welcomed.	The AAP objectives are set out in Section 2 of the AAP Publication Draft
36	Bev Lambert - Environment Agency	Objective 2 Fully support the objective to develop on previously developed land.	Support welcomed.	The AAP objectives are set out in Section 2 of the AAP Publication Draft
36	Bev Lambert - Environment Agency	Objective 7 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). The current objective could be made more aspirational, and more consistent with NPPF and the England Biodiversity Strategy by rewording it as: "Protect and enhance biodiversity and expand green infrastructure by establishing new, and protecting existing ecological networks..."	The council recognises the importance of green infrastructure and biodiversity, however the proposed change in wording is not considered necessary to add to the objective. However the council agree that strengthening ecological networks should be included in the objective.	Objective 7 revised to refer to strengthening ecological networks. The AAP objectives are set out in Section 2 of the AAP Publication Draft

OBJECTIVES				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
36	Bev Lambert - Environment Agency	Objective 8 – Pleased to see the inclusion of reducing pollution Recommend that water efficiency is included, alongside energy efficiency.	Agree reference to water efficiency should be included in the Objective.	Objective 8 revised as proposed. The AAP objectives are set out in Section 2 of the AAP Publication Draft
39	Helen Ledger - Sport England	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.	Support welcomed. Agree a reference should be directly made to sport in Objective 10.	Objective 10 revised to include reference to sport as appropriate. The AAP objectives are set out in Section 2 of the AAP Publication Draft

KEY THEMES				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
7	Ian Smith - English Heritage	Agree with / support the six identified Strategic Themes.	Support welcomed.	The key themes have been taken forward in Section 3 Policy Framework of the AAP Publication Draft
13	Pete Gleave - ID Planning on behalf Commercial Development Projects			
17	Suzanne Phillipson - Nathaniel Lichfield and Partners on behalf of GMI			
18	Michael Long - Metro			
19	Christopher Sinton - HOW Planning on behalf of Canal Road Urban Village Limited			
20	David Lerner - Aire Rivers trust			
5	Joanne Dearing - Yorkshire Wildlife Trust	Pleased to see that protecting and enhancing the natural and built environment has been included as a strategic theme.	Support welcomed.	Protecting and enhancing the built and natural environment included as a key theme in Policy Framework of AAP Publication Draft

KEY THEMES				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
7	Ian Smith - English Heritage	There are a number of heritage assets in and around the AAP, including 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 enhance their significance.	<p>Comment noted. The council recognise there a number of key heritage assets in and around the AAP boundary including the WHS of Saltaire.</p> <p>Sites and proposals in the AAP will be informed by a robust and up to date evidence base, including a Heritage impact assessment in regards to sites and proposals within the WHS buffer zone. The AAP will include a policy on heritage and conservation to safeguard and enhance key heritage assets within and beyond the AAP.</p> <p>The results and recommendations of the Heritage impact assessment will be taken forward into the AAP Publication Draft document.</p>	<p>The findings of the Heritage Impact Assessment have been incorporated into the AAP Publication Draft Policy Framework and relevant site allocations</p> <p>Policy SCRC/NBE5 addresses heritage and conservation in the AAP Publication Draft Policy Framework</p>
18	Michael Long - Metro	Particularly welcome the inclusion of Strategic Theme 3. It also reaffirms the reference to sustainable transport to be included in the Vision.	Support welcomed.	Promoting sustainable transport options and connecting the Corridor included as a key theme in the Policy Framework of AAP Publication Draft

KEY THEMES				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
19	Christopher Sinton - HOW Planning on behalf of Canal Road Urban Village Limited	<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"> 1. A choice of High Quality Housing 2. A new local centre at the heart of the community 3. A sustainable place 4. Attractive Landscape and open spaces 5. New and improved sports facilities for the community 6. Strong identity and unique character 7. A strong sense of community 8. Contemporary design that is built to last 9. A place with a village feel 	Comment noted.	The key themes have been taken forward in Section 3 Policy Framework of the AAP Publication Draft

Theme 1: Delivering a wide choice of high quality homes in the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
5	Joanne Dearing - Yorkshire Wildlife Trust	Fully support the intention to ensure that housing in the area meets the Eco Town standards.	Support welcomed. The Government's Housing Standards review and National Planning Practice Guidance have superseded the Eco Town PPS. The AAP Publication Draft will set out the local approach to delivering Eco town principles which are considered viable and deliverable.	Policy SCRC/H2 sets out the approach to housing quality in the AAP. Urban Eco Settlement Principles are set out in Appendix E and relevant policies in the AAP Publication Draft.
5	Joanne Dearing - Yorkshire Wildlife Trust	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	Comment noted. The AAP will be supported by an Ecological Assessment. The results of which will be taken forward to	The findings of the Ecological Assessment have been incorporated into the Publication

Theme 1: Delivering a wide choice of high quality homes in the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
			the AAP Publication Draft	Draft Policy Framework and relevant site allocations.
19	Christopher Sinton - HOW Planning on behalf of Canal Road Urban Village Limited	Support the level of housing development proposed at New Bolton Woods as well as the approach of maintaining the flexibility in terms of type and mix of housing.	Support welcomed.	The approach to housing mix and the housing requirement is out in policies SCRC/HSC1 and SCRC/HSC2 and relevant site allocation statements including the New Bolton Woods site (NBW1) identified in the Centre Section Development Framework of the AAP Publication Draft
19	Christopher Sinton - HOW Planning on behalf of Canal Road Urban Village Limited	<p>The affordable housing target should be flexible and not treated as a blanket target. Each site has its own constraints and therefore each planning application should be considered on its own merits. There should be sufficient flexibility within the Core Strategy and AAP affordable housing policies to allow viability testing to take place.</p> <p>CRUVL will balance the various objectives for regeneration whilst pursuing the 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. affordable housing may not also be afforded at the required levels of 30% without preventing on-going delivery of housing.</p>	<p>Comment noted. The affordable housing target will be flexible in line with the Draft Core Strategy Affordable Housing Policy HO11 and be subject to economic viability.</p> <p>The affordable housing target for the area in the Draft Core Strategy has been lowered to 20% to reflect viability issues.</p>	Affordable housing target revised to 20% in accordance with Draft Core Strategy Policy HO11 as set out in Policy SCRC/H2 of the AAP Publication Draft

Theme 1: Delivering a wide choice of high quality homes in the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
		In parts of the site viability is inevitably challenging 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. 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.		
19	Christopher Sinton - HOW Planning on behalf of Canal Road Urban Village Limited	<p>The PPS 1 'Eco-Towns' supplement referenced has been revoked through the publication of the NPPF and therefore should not be used to define housing standards</p> <p>It is still the aspiration of CRUVL to deliver a highly sustainable development at the site. CRUVL has agreed to pursue the Eco Settlement subject to the constraints of viability and the overriding objective of viable delivery of good quality housing.</p> <p>Recommend that where reference is made to the 'eco-settlement' reference is made to delivery in this form being subject to viability.</p>	<p>The council recognise that the Eco Towns PPS1 supplement has been cancelled from March 2015. However, the council's ambition is still to aim to deliver an Urban Eco Settlement which meets high sustainability standards in line with the Leeds City Region and Draft Core Strategy</p> <p>The council consider that the AAP should develop local Eco town principles for the area that are achievable and deliverable.</p>	Urban Eco Settlement Principles set out Appendix E and relevant policies in the AAP Publication Draft, in particular policies SCRC/NBE1, NBE2, NBE6, CC1 and CC2
21	Mark Penny - Individual	Supporter of the development of sustainable eco-settlements and encourage the Council to create opportunities for people to come together to create Low Impact Living Affordable Communities.	Support for eco settlement welcomed. A key objective for the AAP will be to deliver new homes which meet high environmental standards and reduce the impact on the environment.	Urban Eco Settlement Principles set out Appendix E and relevant policies in the AAP Publication Draft, in particular policies SCRC/NBE1, NBE2, NBE6, CC1 and CC2

Theme 1: Delivering a wide choice of high quality homes in the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
				Policy SCRC/H2 and relevant site allocations in the AAP Publication Draft set out that larger scale housing sites should provide specialist housing products, including custom build/self build plots
35	David Blackburn - Individual	The AAP should explain the reduction in housing units (3000 rather than the previous 5000) as it is such a major change from past proposals. There is a lack of housing density information which clouds how the 3000 figure has been arrived at.	<p>The housing target has been informed by the Core Strategy Policies HO3 and BD1, and evidence base including the SHLAA and further detailed evidence.</p> <p>Housing densities will be informed by the Core Strategy housing density Policy HO5 and any local density targets in the AAP will be developed as part of detailed site proposal statements.</p>	<p>The AAP housing target is set out in Policy SCRC/H1 of the AAP Publication Draft</p> <p>Policy SCRC/H2 and relevant site allocations set out the approach to residential densities and estimated site capacities</p>
36	Bev Lambert - Environment Agency	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>Comment noted. The Council recognise flood risk constraints and will undertake sequential testing in line with NPPF requirements when undertaking site assessments.</p> <p>The Publication Draft will be</p>	<p>The findings of the SFRA Level 2 have been incorporated into the AAP Publication Draft and have informed Policy SCRC/CC1 and the relevant site</p>

Theme 1: Delivering a wide choice of high quality homes in the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
			informed by a Strategic flood Risk Assessment Level 2 to support the approach to flood risk and land allocations in the AAP. The results and recommendations of the study will be taken forward into the Publication Draft document.	allocations
36	Bev Lambert - Environment Agency	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.	Comment noted. The AAP Publication Draft will be informed by a Strategic Flood Risk Assessment Level 2 to support the approach to managing flood risk and land allocations in the AAP.	The findings of the SFRA Level 2 have been incorporated into the AAP Publication Draft and have informed Policy SCRC/CC1 and the relevant site allocations where flood risk is an issue

Theme 2: Achieving sustainable economic growth in the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
5	Joanne Dearing - Yorkshire Wildlife Trust	Like to see a commitment to economic development providing the same high quality green infrastructure design as within the housing developments.	<p>The council recognise the importance high quality green infrastructure. The AAP Publication Draft will be informed by a Green Infrastructure Study to support the strategic approach to green infrastructure and detailed proposals in the AAP.</p> <p>The results and recommendations of the study will be taken forward into the Publication Draft document.</p>	The findings of the Green Infrastructure Study have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 and the relevant site allocations, including within the Canal Road employment zone and Valley Road Retail Area
7	Ian Smith - English Heritage	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.	Support welcomed.	Policy SCRC/SE7 and the Bolton Woods Quarry site allocation (BWQ) set out the approach to minerals safeguarding in the AAP Publication Draft.
13	Pete Gleave - ID Planning on behalf Commercial Development Projects	Agree with the recognition there will be a need for new retail facilities within Shipley.	Comment noted.	The strategy for retail development in the AAP Publication Draft is set out in Policy SCRC/SE4: and relevant sub area development frameworks.

Theme 2: Achieving sustainable economic growth in the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
19	Christopher Sinton - HOW Planning on behalf of Canal Road Urban Village Limited	In order to achieve the Core Strategy housing target of 3000 new homes, 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	Noted. The council recognise that some land currently in employment use will be required to deliver the AAP housing requirement and will consider this as part of the site assessments in the production of the Publication Draft document.	The approach to economic growth is set out in Policy SCRC/SE1 in the AAP Publication Draft The boundary of Canal Road Employment Zone has been amended to exclude the area within New Bolton Woods site (NBW1)
19	Christopher Sinton - HOW Planning on behalf of Canal Road Urban Village Limited	<p>The New Bolton Woods masterplan includes a local centre. 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. It is important to provide employment in line with the AAP strategic objectives.</p> <p>Invite the Council to amend the draft AAP to provide a Local Centre designation based on the quantum and type of retail proposed.</p> <p>New Bolton Woods is one of the most important regeneration projects in Bradford. The Local Centre is absolutely vital to the successful regeneration of the local area. Concern 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.</p>	<p>The Council recognise that as part of new large residential developments there is a need to promote a mix of uses in order to provide opportunities to undertake day to day activities, which are of neighbourhood significance and reduce the need to travel. However, the scale of development should not have an adverse impact on the vitality and viability of the network and Core Strategy hierarchy of centres.</p> <p>The council consider that the New Bolton Woods site should include a neighbourhood centre to meet local retail needs and</p>	New Neighbourhood Centre identified within the New Bolton woods Site (NBW1) in Policy SCRC/SE4 and on the Policies Map in the AAP Publication Draft

Theme 2: Achieving sustainable economic growth in the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
			<p>provide local employment. However, disagree this should be of a scale to warrant a local centre designation as this is not supported in the Core Strategy Retail Hierarchy or evidence in the Retail and leisure Study (2013).</p> <p>It is considered a Neighbourhood Centre designation is appropriate in this location to meet local needs and manage any impacts on higher order centres.</p>	
33	Julie Rasimowicz - Individual	Sustaining the economy is important but economic growth is not necessary as this could lead to further congestion along a busy route despite the improvements planned for it	<p>Noted. A key issue for the Core Strategy and AAP is improving the economy. The NPPF places significant weight on the need to support economic growth through the planning system.</p> <p>However, the council recognise potential impacts on transport infrastructure also need to be considered. Therefore, a key objective for the AAP is to maintain and improve the function of Canal Road.</p> <p>The Transport Study will assess impacts on the Strategic Road</p>	The findings of the Transport Study have been incorporated into the AAP Publication Draft Policy Framework and have informed the table of Key Transport Measures and Policy SCRC/ST1: Transport Improvements

Theme 2: Achieving sustainable economic growth in the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
			Network, and test options for mitigating any predicted impacts. The results and recommendations of the Transport Study will be taken forward into the AAP Publication Draft document.	

Theme 3: Promoting sustainable transport options and connecting the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
5	Joanne Dearing - Yorkshire Wildlife Trust	Support the inclusion of a new cycle and pedestrian route along the corridor	Support welcomed	The Canal Road Greenway is identified as a key strategic pedestrian and cycle route on the Policies Map under Policies SCRC/ST5 and STC6 in the AAP Publication Draft
20	David Lerner - Aire Rivers Trust			
5	Joanne Dearing - Yorkshire Wildlife Trust	Concern that the cycle 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 in place.	Concern noted. Agree future developments should incorporate and link to the greenway route	The Canal Road Greenway is identified as a key strategic pedestrian and cycle route on the Policies Map. Policies SCRC/ST5 and STC6 and relevant site allocation statements set out the approach to protecting and

Theme 3: Promoting sustainable transport options and connecting the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
				incorporating the route through the AAP
5	Joanne Dearing - Yorkshire Wildlife Trust	New developments should provide other cycling facilities and should be designed to make sustainable transport the preferred option.	Comment noted. Agree new developments should seek to maximise sustainable transport options, including providing cycling facilities.	The approach to maximising sustainable transport options and pedestrian and cycle routes is set out in Policies SCRC/ST3 and SCRC/ST5 in the AAP Publication Draft
7	Ian Smith - English Heritage	If the retail park at Forster Square remains in this AAP 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.	Comment noted. Agree this will be a key issue for the Shipley and Canal Road Corridor and City Centre AAPs.	Key links between the Corridor and city centre are identified in FIGURE 12: SCRC Pedestrian and Cycle Routes and Policy SCRC/ST5 and are set out in the city centre fringe sub area Development Framework in the AAP Publication Draft
14	Paul North - Manningham Masterplan Board	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.	Noted. As the re-introduction of the Bradford canal, or sections of it, is still a long term ambition for the council the canal is considered appropriate term to use in the AAP.	No change to AAP proposed

Theme 3: Promoting sustainable transport options and connecting the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
14	Paul North - Manningham Masterplan Board	The need to retain effective road transport along the corridor to assist business in Airedale is important.	<p>Agree. A key objective for the AAP is to maintain and improve the function of Canal Road.</p> <p>The Transport Study will assess impacts on the Strategic Road Network, and test options for mitigating any predicted impacts. The results and recommendations of the Transport Study will be taken forward into the Publication Draft document.</p>	The findings of the Transport Study have been incorporated into the AAP Publication Draft Policy Framework and have informed the table of Key Transport Measures and Policy SCRC/ST1: Transport Improvements

Theme 3: Promoting sustainable transport options and connecting the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
14	Paul North - Manningham Masterplan Board	Existing rail connectivity should have a higher importance. It may be useful to incorporate strengthened public transport arrangements between Canal Road and Manningham to facilitate demand and connection. Add intentions to promote rail travel via Frizinghall station.	Noted. Agree Frizinghall station should be recognised as a key transport asset in the Corridor. Improvements to accessibility and facilities of Frizinghall station are identified in the emerging transport options. The Transport Study will assess impacts on the Strategic Road Network, and test options for mitigating any predicted impacts. The results and recommendations of the Transport Study will be taken forward into the Publication Draft document.	Policy SCRC/ST4 in the AAP Publication Draft sets out the approach to station improvements, including Frizinghall station.
19	Christopher Sinton - HOW Planning on behalf of Canal Road Urban Village Limited	Broadly agree with the aspiration to improve accessibility, enhance the strategic road network and encourage sustainable transport patterns.	Comment noted.	Policies SCRC/ST1, 2, 3, 4, 5 and 6 in the Publication Draft set out the AAP approach to transport improvements, accessibility and sustainable transport
19	Christopher Sinton - HOW Planning on behalf of Canal Road Urban Village Limited	New Bolton Woods will deliver residential development in close proximity to pedestrian and cycle infrastructure, public transport linkages and employment opportunities. The proposals would not preclude the strategic proposals to widen Canal Road on its western side.	Comment noted. The accessibility of sites will be considered through the AAP Development Plan process and Sustainability Appraisal of AAP	The findings of the Transport Study have been incorporated into the AAP Publication Draft Policy Framework

Theme 3: Promoting sustainable transport options and connecting the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
			<p>sites.</p> <p>The Transport Study will assess impacts on the Strategic Road Network, and test options for mitigating any predicted impacts.</p>	<p>and have informed the table of Key Transport Measures and Policy SCRC/ST1: Transport Improvement</p>
19	Christopher Sinton - HOW Planning on behalf of Canal Road Urban Village Limited	A Transport Assessment and a Framework Travel Plan for New Bolton Woods will be prepared and submitted in support of the site wide proposals to ensure that the transport impacts are identified and duly mitigated against.	Noted. Agree a transport assessment and Travel Plan will be vital to ensure transport impacts of the new development in the Centre Section are identified and mitigated.	The New Bolton Woods Site allocation (NBW1) in the AAP Publication Draft sets out transport requirements
19	Christopher Sinton - HOW Planning on behalf of Canal Road Urban Village Limited	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.	Agree the Greenway is a critical consideration in the New Bolton Woods site layout.	The Canal Road Greenway is identified as a key strategic pedestrian and cycle route on the Policies Map. Policies SCRC/ST5 and STC6 and relevant site allocation statements including New Bolton Woods set out the approach to protecting the route through the AAP

Theme 3: Promoting sustainable transport options and connecting the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
19	Christopher Sinton - HOW Planning on behalf of Canal Road Urban Village Limited	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.	Comment noted. Frizinghall station is recognised as a key transport asset in the Corridor.	Policy SCRC/ST4 in the Publication Draft sets out the approach to station improvements, including Frizinghall station
20	David Lerner - Aire Rivers Trust	Do not support the re-introduction of the Bradford Canal for two reasons: 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. 2. The blue element of the blue-green corridor from Shipley to the City Centre can be delivered by renaturalising the Beck.	Comment noted. The re introduction of the canal is a long term ambition for the council and the AAP will seek to protect an alignment for safeguarding the route for the long term. The proposed approach for the AAP in the short to medium term is to deliver the benefits of the canal through the linear park and greenway. A key part of this will include improvements to the Bradford Beck.	The line of Canal to be protected is set out in Policy SCRC/ST8: Policy NBE3 sets out the approach to Bradford Beck including supporting re-naturalisation of the Beck, where appropriate
36	Bev Lambert - Environment Agency	Strongly support any measures to open up the canal from a biodiversity point of view. Even opening short sections would enhance biodiversity.	Support noted. The re introduction of the canal is a long term ambition for the council and the AAP will seek to protect an alignment for the route for the long term. The proposed option for the AAP in	The line of Canal to be protected is set out in Policy SCRC/ST8: Policy NBE3 sets out the approach to Bradford back including

Theme 3: Promoting sustainable transport options and connecting the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
			the short to medium term is to deliver the benefits of the canal through the linear park and greenway.	supporting re naturalisation of the Beck, where appropriate
36	Bev Lambert - Environment Agency	Wholesale opening of the canal corridor may be prohibitively expensive, but support a policy which requires developers to contribute to opening sections of the canal as part of development proposals along the corridor.	Support noted. The re introduction of the canal is a long term ambition for the council and the AAP will seek to protect an alignment for the route for the long term. The proposed option for the AAP in the short to medium term is to deliver the benefits of the canal through the linear park and	The line of Canal to be protected is set out in Policy SCRC/ST8:
37	Ian Moore - The Inland Waterways Association	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.	<p>The re introduction of the canal is still a long term ambition for the council. However, since the original studies on the potential of re-introducing the canal the economic conditions have significantly changed.</p> <p>The AAP will seek to protect an alignment for the route for the longer term. The proposed option for the AAP in the short to medium term is to deliver the benefits of the canal through the linear park and greenway.</p>	The line of Canal to be protected is set out in Policy SCRC/ST8:

Theme 3: Promoting sustainable transport options and connecting the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
37	Ian Moore - The Inland Waterways Association	Para 6.42 “the regenerative effects of a high quality green corridor could provide similar benefits to a reopened canal”. This 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.	<p>Noted. The council recognise there are different levels of benefits, however in the short to medium term it is not considered that a fully restored canal is deliverable. It is considered the linear park with water features and the Greenway walking and cycling route could provide similar benefits while protecting the route of the canal for the longer term.</p> <p>The AAP Publication Draft will be informed by a Green Infrastructure Study to support the strategic approach to green infrastructure and detailed proposals in the AAP.</p> <p>The results and recommendations of the study will be taken forward into the Publication Draft document.</p>	The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1

Theme 4: Mitigating and adapting to climate change along the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
5	Joanne Dearing - Yorkshire Wildlife Trust	Like to see aqua-greens, wetlands and high quality SuDs schemes, including green roofs, incorporated into the corridor.	<p>The Publication Draft will be informed by a Green Infrastructure Study, Ecological Assessment and SFRA Level 2 to support the strategic approach to green infrastructure, ecology and flood risk and detailed proposals in the AAP.</p> <p>The results and recommendations of the studies will be taken forward into the Publication Draft document.</p>	The findings of the studies have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE2, NBE3 and NBE4 and relevant site allocations
5	Joanne Dearing - Yorkshire Wildlife Trust	Support the intention to deliver the housing to the Eco Town standards.	Support noted. The council will seek to deliver Urban Eco Settlement Principles through the AAP which are considered locally appropriate and deliverable and viable	Urban Eco Settlement Principles are set out Appendix E and relevant policies in the AAP Publication Draft, in particular policies SCRC/NBE1, NBE2, NBE6, CC1 and CC2

Theme 4: Mitigating and adapting to climate change along the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
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 SFRA.</p> <p>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 Publication Draft will be informed by a Green Infrastructure Study to support the strategic approach to green infrastructure and detailed proposals in the AAP.</p> <p>The results and recommendations of the study will be taken forward into the Publication Draft document.</p> <p>Green infrastructure and open space will be considered as part of the production of the Publication Draft and be informed by the New Bolton Woods Masterplan as well as further evidence base work including the SFRA Level 2, Playing Pitch Strategy and Green Infrastructure Study.</p>	<p>The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 and the relevant site allocations including New Bolton Woods (NBW1).</p> <p>New Bolton Woods is identified as a key site for new greenspace within development on the polices map under policy SCRC/NBE1</p>
36	Bev Lambert - Environment Agency	<p>Strongly support the inclusion of this strategic theme and are particularly pleased to see the efficient use of water included.</p> <p>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>Support welcomed.</p> <p>Agree with proposed change. The AAP will seek to maximise the use of resources, including energy and water.</p>	<p>The approach to minimising water consumption is set out in Policy SCRC/CC2 of the AAP Publication Draft</p>

Theme 4: Mitigating and adapting to climate change along the Corridor.

Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
36	Bev Lambert - Environment Agency	<p>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> <p>Paragraph 6.61 could also acknowledge the beneficial role that SuDS play in improving water quality.</p>	Noted. The council recognise the issue of potential land contamination and SuDS and will explore this further in developing the AAP Publication Draft.	Contamination issues are addressed in the Land Quality section of the Publication Draft and Policy SCRC/NBE2 and SCRC/CCF1 set out the approach to SUDs

Theme 5: Protecting and enhancing the natural and built environment of the Corridor.

Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
5	Joanne Dearing - Yorkshire Wildlife Trust	Pleased to see the inclusion of this Strategic Theme.	Support welcomed.	This Strategic theme has been taken forward into the Policy Framework of the AAP Publication Draft
5	Joanne Dearing - Yorkshire Wildlife Trust	<p>Support the intention to deliver habitat enhancement along the corridor and to improve the water quality of the beck</p> <p>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</p>	<p>Support welcomed.</p> <p>The council recognise the importance of habitat networks and enhancements</p> <p>The AAP Publication Draft will be informed by an Ecological Assessment to support the strategic approach to protecting biodiversity and ecology and detailed proposals in the AAP.</p> <p>The results and</p>	<p>The findings of the Ecological Assessment and Green Infrastructure Study have been incorporated into the AAP Publication Draft Policy Framework and have informed Policies SCRC/NBE1 and NBE4 and the relevant site allocations</p> <p>Habitat Highways and</p>

Theme 5: Protecting and enhancing the natural and built environment of the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
			recommendations of the study will be taken forward into the Publication Draft document.	locally designated wildlife sites are identified in Policy NBE4 and on the policies map
7	Ian Smith - English Heritage	Support the key issues identified under this Theme and endorse the World Heritage Site Management Plan being incorporated into the AAP as a material consideration in planning applications	Support noted. The Council recognise the Saltaire WHS Management Plan is a key document which should be referenced in the AAP.	Reference to the WHS management plan is included in Policy SCRC/NBE5 of the AAP Publication Draft
14	Paul North - Manningham Masterplan Board	The design and quality of the housing should be good and reflect and complement the stock beyond the AAP boundary.	Agree the design quality of new housing should be high quality.	Reference to delivering high quality housing is set out in Policy SCRC/H2 of the Publication Draft

Theme 5: Protecting and enhancing the natural and built environment of the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
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. However, the Green/ Blue infrastructure should accord with the approved masterplan.	<p>Support welcomed. The AAP Publication Draft will be informed by a Green Infrastructure Study to support the strategic approach to green infrastructure and detailed proposals in the AAP.</p> <p>The results and recommendations of the study will be taken forward into the Publication Draft document.</p> <p>Green infrastructure and open space will be considered as part of the site assessments in the production of the Preferred Approach and be informed by the New Bolton Woods Masterplan as well as further evidence base work including the SFRA, Playing Pitch Strategy and Green Infrastructure Study.</p>	The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 and the relevant site allocations including New Bolton Woods NBW1

Theme 5: Protecting and enhancing the natural and built environment of the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
20	David Lerner - Aire Rivers Trust	<p>Support the intention to deliver habitat enhancement along the corridor and to improve the water quality of the beck</p> <p>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.</p>	<p>Support welcomed. Agree reference should be made to Water Framework Directive in the AAP Publication Draft. The Council will have due regard to compliance with the EU Water Framework Directive. Outcomes will be developed for the monitoring and delivery section of the AAP.</p> <p>The water and environmental quality of the Bradford Beck and other key waterways will be monitored and reported on by the Council and key partners, in accordance with the aims of the Water Frameworks Directive.</p>	<p>The approach to water quality is set out in the AAP Publication Draft Policy SCRC/NBE2 and Bradford Beck in Policy SCRC/NBE4 including reference to Water Framework Directive.</p> <p>TABLE 5 of the AAP Publication Draft sets out the AAP Monitoring Framework</p>

Theme 5: Protecting and enhancing the natural and built environment of the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
36	Bev Lambert - Environment Agency	<p>Welcome and support the inclusion of this theme. Habitat creation 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.</p> <p>Suggest that Water Framework Directive 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.</p>	<p>Support welcomed. The AAP Publication Draft will be informed by an Ecological Assessment to support the strategic approach to protecting biodiversity and ecology and detailed proposals in the AAP.</p> <p>The results and recommendations of the study will be taken forward into the Publication Draft document.</p> <p>Agree reference should be made to Water Framework Directive. The Council will have due regard to compliance with the EU Water Framework Directive</p> <p>The water and environmental quality of the Bradford Beck and other key waterways will be monitored and reported on by the Council and key partners, in accordance with the aims of the Water Frameworks Directive.</p>	<p>The findings of the Ecological Assessment and Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 and SCRC/NBE4 and the relevant site allocations</p> <p>Habitat Highways and locally designated wildlife sites are identified in Policy SCRC/NBE4 and on the Policies Map</p> <p>The approach to the water quality framework is set out in Policy SCRC/NBE2 and Bradford Beck in Policy SCRC/NBE4 including reference to Water Framework directive.</p>

Theme 5: Protecting and enhancing the natural and built environment of the Corridor.

Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
38	Martyn Coy - The Canal & River Trust	Welcome that the AAP requires new development to protect and enhance the Leeds and Liverpool Canal Conservation Area.	Comment noted.	The Leeds and Liverpool Conservation Area boundary is identified on the policies map under policy SCRC/NBE5 of the AAP Draft
38	Martyn Coy - The Canal & River Trust	The AAP identifies several development sites adjacent to the canal within the conservation area. 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.	Noted. Agree this is an important issue which will be considered as part of the site proposals in the production of the AAP Preferred Approach document.	<p>The AAP sets out the requirements in regards to the Leeds and Liverpool</p> <p>Conservation Area in relevant development site allocation statements.</p> <p>The Leeds and Liverpool conservation area boundary is identified on the policies map under policy SCRC/NBE5</p>

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

Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
5	Joanne Dearing - Yorkshire Wildlife Trust	Welcome the high importance given to green infrastructure. However, concerned that development may take place on open land. If this is the case then expect the ecological value of the site to be fully considered and for development to avoid areas of high ecological value.	The AAP Publication Draft will be informed by an Ecological Assessment to support the strategic approach to protecting	The findings of the Ecological Assessment and Green Infrastructure Study

Theme 6: Promoting healthy, strong and inclusive communities living in and alongside the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
			<p>biodiversity and ecology and detailed proposals in the AAP.</p> <p>The results and recommendations of the study will be taken forward into the Publication Draft document.</p>	<p>and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 and NBE4 and the relevant site allocations</p> <p>Habitat Highways and locally designated wildlife sites are identified in Policy NBE4 and on the policies map</p>
14	Paul North - Manningham Masterplan Board	There may be opportunities for the Manningham Masterplan Board and The Canal Road Joint Venture company to plan together to rationalise infrastructure solutions. It may be useful to plan across Manningham and Canal Road on themes such as housing and health, education.	<p>The council recognise the importance Manningham and support joint working between CRUVL and the Manningham Masterplan Board.</p> <p>The policies and proposals in the AAP will guide development within the AAP boundary. However the council recognise the importance of links to surrounding communities</p>	The AAP will expect the Joint Venture Company to work with the Council, key stakeholders, and the local community to bring forward a scheme that will deliver the comprehensive regeneration and required infrastructure for the site as a whole.

Theme 6: Promoting healthy, strong and inclusive communities living in and alongside the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
19	Christopher Sinton - HOW Planning on behalf of Canal Road Urban Village Limited	Support theme 6. The NBW masterplan proposes a number of community facilities including a new primary school and sports pitches as per the vision for the site.	Comment noted. The council agree that larger scale residential site will be expected to provide supporting infrastructure and community uses such as schools and sports provision on site where appropriate	<p>The Publication Draft identifies in the relevant site allocation statement for New Bolton Woods (NBW1) expected uses including supporting community facilities, sports facilities and new primary school.</p> <p>The approach to community infrastructure provision is set out in Policy SCRC/HSC3 in the AAP Publication Draft.</p>
36	Bev Lambert - Environment Agency	Environment Agency guidance on land contamination will assist developers in remediating land without causing unacceptable risk to water quality which can lead to risk to human health.	Noted. The council recognise the importance of the issue of potential land contamination. Where there is evidence of contamination, remedial measures must be identified to ensure that the development will not pose a risk to human health, public safety and the environment, in accordance with Core Strategy Policy EN8: Environmental Protection.	The approach to contamination is set out in Land quality section of the AAP Publication Draft

Theme 6: Promoting healthy, strong and inclusive communities living in and alongside the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
39	Helen Ledger - Sport England	Welcome the reference to sport under the aim to 'create a high quality open space network'. Need to balance existing sports facilities with any new alternative sports, any proposal in this respect will need to meet Sport England's Playing Fields Policy . The Playing Pitch Strategy will help guide future investment with the support of local representatives. Worth linking up investment plans in cycling with, British Cycling, to get the best design and opportunities out of plans.	Noted. The council recognise the importance of sport and will seek to ensure Sport England's Playing Fields Policy is referenced in the AAP where appropriate.	Open space, sport and recreation issues, including Sport England's Playing Pitch Strategy are set out in Policy SCRC/HSC2 in the AAP Publication Draft.
39	Helen Ledger - Sport England	Concern with section 6.89 – 6.92. Any proposals to develop playing fields must comply with Sport England's Playing Fields Policy (NPPF paras 73 &74) or face statutory objections. 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. With new residential development in the AAP demand for playing fields should increase, therefore disposing of playing fields should not really be an option.	Noted. Open space and playing pitch provision will be considered as part of the production of the Publication Draft and be informed by the evidence base work including the SFRA, Playing Pitch Strategy and Green Infrastructure Study.	Open space, sport and recreation issues, including Sport England's Playing Pitch Strategy are set out in Policy SCRC/HSC2 in the AAP Publication Draft. Playing pitches are identified on the policies map under Policy SCRC/HSC2

Theme 6: Promoting healthy, strong and inclusive communities living in and alongside the Corridor.				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
39	Helen Ledger - Sport England	We will not typically accept the loss of versatile natural turf playing fields and the enhancement of existing playing field sites 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. The loss of two natural turf pitches and replacement with one artificial pitch does not sit neatly with our policy 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.	Noted. Open space and playing pitch provision will be considered as part of the production of the Publication Draft and be informed by the evidence base work including the SFRA, Playing Pitch Strategy and Green Infrastructure Study.	Open space, sport and recreation issues, including Sport England's Playing Pitch Strategy are set out in Policy SCRC/HSC2 in the AAP Publication Draft. The approach to sport, recreation and playing provision is set out in relevant site allocation statements.

KEY ISSUES				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
8 11 12 16	Brian Teale - Individual Mr and Mrs Shaw - Individual Mr John Wood - Individual Mrs Lynne Slinger- Individual	The delivery of 3,000 high quality homes is not 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.	Noted. The council considers the housing target realistic and deliverable. It has been informed by the Core Strategy and evidence including the SHLAA, Shipley and Canal Road Corridor SDF and New Bolton Woods Masterplan. The council recognises delivery is challenging and has formed a Joint Venture Company to deliver significant regeneration of the Central	Policy HO1 sets out the housing target for the AAP. The implementation and delivery section sets out how the AAP provides the necessary framework for co-ordinating investment and action across all partners to ensure

KEY ISSUES				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
			<p>Section.</p> <p>The council has taken into account constraints such as flood risk and ecology. The AAP will be supported by a Ecological Assessment and SFRA Level 2 to consider flooding and ecological issues. In addition the AAP will be supported by a viability assessment and Infrastructure Delivery Plan to demonstrate it is achievable and deliverable.</p>	delivery.
8	Brian Teale-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	Noted. The Council agree main town centre uses should be primarily located within Bradford City Centre.	The retail strategy and approach to economic growth is set out in the Policy Framework section of the AAP Publication Draft. The Strategy for retail development is set out in Policy SCRC/SE4:
11	Mr and Mrs Shaw-Individual			
12	Mr John Wood - Individual		The AAP will ensure any proposals for town centre uses outside existing centres will not adversely impact the viability and viability of Bradford city centre. However it is considered that there is a need for a mix of uses on larger scale residential sites in the centre section including a New Neighbourhood centre within the New Bolton Woods site, to meet day to day needs and minimise the need to travel.	
16	Mrs Lynne Slinger-Individual			

KEY ISSUES				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
8	Brian Teale-Individual	The loss of employment land within the corridor must be considered in the context of future need for employment land. If employment land is given over to housing new employment land will 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. This 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.	<p>Noted. The AAP has been informed by the Employment Land review and Draft Core Strategy. The Core Strategy sets the strategic approach to future development across the district and proposes the Corridor as a housing growth area to deliver over 3100 homes.</p> <p>The council recognise that the Corridor is an important employment location. The AAP proposes to safeguard key areas of employment and deliver new economic growth. However the council acknowledges to deliver the housing target some land currently in use for employment in the centre section will be required for other uses.</p>	<p>The approach to economic growth is set out in the Policy Framework section of the AAP Publication Draft.</p> <p>The approach to Sustainable Economic Growth is set out in Policies SCRC/SE1. Policies SCRC/SE2 and SE3 set out the approach to identifying and safeguarding Canal Road Employment Zone and Valley Road Retail Area. The AAP identifies where mixed use development including employment uses will be appropriate in relevant site allocation statements.</p>
11	Mr and Mrs Shaw-Individual			
12	Mr John Wood - Individual			
16	Mrs Lynne Slinger-Individual			

KEY ISSUES				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
18	Michael Long - Metro	The 'Impact on the road network' is an important issue that needs to be managed to deal with the scale of development proposed.	<p>Comment noted. The AAP will be supported by a Transport Study. Improvements/proposals for overcoming transport issues facing the Shipley and Canal Road Corridor will be tested through the Transport Study</p> <p>The Transport Study will assess existing and future transport issues, and test proposals to overcome these issues and potentially put forward alternative solutions.</p> <p>The results and recommendations of the Transport Study will be taken forward into the Publication Draft document.</p>	The findings of the Transport Study have been incorporated into the Publication Draft Policy Framework and have informed the table of Key Transport Measures and Policy SCRC/ST1: Transport Improvements
18	Michael Long - Metro	The West Yorkshire Transport Fund includes some improvements to the Canal Road corridor. Whilst we don't object to the aspiration for the Shipley Eastern Relief Road, the WYTF has not prioritised this scheme in the first round of the WYTF schemes.	Noted. The council acknowledge that the Shipley Eastern Relief Road may not be deliverable in the short term, however it is considered important to safeguard an alignment for the scheme through the AAP and to include the scheme as a longer term priority and key transport improvement measure	<p>The findings of the Transport Study have been incorporated into the Publication Draft Policy Framework and have informed the table of Key Transport Measures and Policy SCRC/ST1: Transport Improvements</p> <p>The approach to the</p>

KEY ISSUES				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
				Shipleigh Eastern Relief Road is set out in Policy SCRC/ST2 of the AAP Publication Draft and key transport improvement measure under Policy SCRC/ST1
18	Michael Long - Metro	Welcome the inclusion of 'Delivering more sustainable transport patterns'. The text associated with this issue is supported. The AAP needs to also look at how the proposed development can make use of the existing infrastructure that is in place.	<p>Support welcomed The AAP will be supported by a Transport Study. Improvements/proposals for overcoming transport issues facing the Shipleigh and Canal Road Corridor will be tested through the Transport Study</p> <p>The Transport Study will assess existing and future transport issues, and test proposals to overcome these issues and potentially put forward alternative solutions.</p> <p>The results and recommendations of the Transport Study will be taken forward into the Publication Draft document.</p>	<p>The findings of the Transport Study have been incorporated into the Publication Draft Policy Framework and have informed the table of Key Transport Measures and Policy SCRC/ST1: Transport Improvements</p> <p>Policies SCRC/ST3, ST4, ST5 and ST6 set out the APA approach to maximising sustainable transport options.</p>

KEY ISSUES				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
27	Lisa Dryden - Individual	Additional key issue- being inclusive	Noted. The council recognise inclusivity is an important issue. However, an additional key issue in the AAP on being inclusive is not considered necessary as the AAP is supported by an Equality Impact Assessments to ensure its policies are fair and do not discriminating against any particular group	No change to AAP proposed
28	R Shields - Individual	Additional key issue- Reduce the trading size of Shipley Asda and encourage growth of smaller business and shops	The council and AAP will support the growth of smaller businesses and shops within Shipley town centre but disagree that reducing the trading size of Asda should be an additional key issue for the AAP.	No change to AAP
30	Ellie Clement - Individual	No mention is made of ensuring new communities have adequate community funding to develop into proper communities	A key issue for the AAP is to promote healthy, strong and inclusive communities along the Corridor. However, it is not considered the role of the AAP to ensure communities have adequate community funding.	No change to AAP
31	Richard Radcliffe - Individual	Additional key issue- it should be accepted that Shipley is and will continue to grow as a Leeds satellite housing area	Noted. The council recognise Shipley's good transport links with Leeds but disagree this should be an additional key issue.	No change to AAP

AREAS OF OPPORTUNITY				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
8 11 12 16	Brian Teale – Individual Mr and Mrs Shaw - Individual Mr John Wood - Individual Mrs Lynne Slinger- Individual	The 'Centre Section' should remain principally in employment generating uses and a destination for bulky goods retail. It is an excellent locality for such uses which should be encouraged and expanded to meet the needs of the economy, generate jobs and provide retail opportunities for large and bulky goods which do not compete with the retail offer of existing centres.	Noted. The council recognise that the Corridor is an important employment location. The AAP proposes to safeguard key areas of employment and deliver new economic growth but disagree the Centre Section should remain principally for employment. The area has been identified as offering the potential for a new urban eco settlement and a housing growth area in the Draft Core Strategy. The council has formed a Joint Venture Company to deliver significant regeneration of the central section. This will include new employment uses as well as significant new housing in a sustainable location.	The approach to the centre sections set out in the Centre Section Development Framework in the AAP Publication Draft.
8 11 12 16	Brian Teale - Individual Mr and Mrs Shaw - Individual Mr John Wood - Individual	Welcome any improvements Shipley Town Centre and its links with the surrounding area. This should be achieved by consolidating and improving the existing retail, leisure and office offer. Halting decline will be a hard enough challenge, planning for a significant expansion may be unrealistic.	Comment noted. Agree significant expansion of Shipley town centre is unrealistic. The AAP will identify scale of sites needed to meet the identified retail needs for Shipley as evidenced in the Retail and Leisure Study.	The approach to Shipley town centre is set out in the Shipley sub area Development Framework. The Strategy for retail development is set out in the Policy Framework and

AREAS OF OPPORTUNITY				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
	Mrs Lynne Slinger- Individual			ShIPLEY town centre in Policy SCRC/SE5 of the AAP Publication Draft
13	Pete Gleave - ID Planning on behalf of Commercial Development Projects	<p>Do not agree with the existing town centre boundary and believe it should be extended to the north. This part of ShIPLEY should be included in the wider town centre boundary.</p> <p>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>	Noted. The council disagree that the town centre boundary should be extended to the north as this is not supported by evidence of retail need in the Bradford Retail and Leisure Study.	<p>No change to the town centre boundary proposed.</p> <p>The ShIPLEY town centre is identified in Policy SCRC/SE5 and on the policies map of the AAP Publication Draft</p>
13	Pete Gleave - ID Planning on behalf of Commercial Development Projects	<p>The annotations on Map1 are incorrect and need updating to reflect the guidance within the NPPF. The 'Primary Shopping Area' 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.</p> <p>Suggest the 'Primary Shopping Area' is 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>	Noted. The Town Centre annotations will be considered and be revised in accordance with the NPPF as appropriate in the preferred approach.	The ShIPLEY town centre boundary and Primary Shopping areas boundary have been identified in Policy SCRC/SE5 and on the policies map of the AAP Publication Draft
14	Paul North - Manningham Masterplan Board	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.	Comment noted. It is considered the city centre fringe is an appropriate term for this sub area.	The approach to city centre fringe is set out in the City Centre fringe sub area Development Framework in the AAP

AREAS OF OPPORTUNITY				
Rep ID	Name/Organisation	Summary of Representation	Council Response	Action
				Publication Draft
18	Michael Long - Metro	Encourage the defined town centre to incorporate Shipley Station. By incorporating the station area into the town centre, the linkages may be improved as a result.	The Shipley town centre boundary incorporates Shipley Station.	The Shipley town centre boundary are identified in Policy SCRC/SE5 and on the policies map of the AAP Publication Draft
29	Hugh Firman - Individual	Extend primary shopping area northwards to link with recent growth near canal	The council disagree that the town centre boundary should be extended to the north as this is not supported by evidence of need in the Bradford Retail and Leisure Study.	No change proposed to town centre boundary The Shipley town centre boundary are identified in Policy SCRC/SE5 and on the policies map of the AAP Publication Draft
30	Ellie Clement - Individual	The Town centre boundary seems relatively arbitrary	Comment noted. The Shipley town centre boundary has considered through the Retail and Leisure Study and been considered appropriate	The Shipley town centre boundary are identified in Policy SCRC/SE5 and on the policies map of the AAP Publication Draft

SHIPLEY EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
5	Joanne Dearing Yorkshire Wildlife Trust	<p>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</p> <p>Want to see the existing Bradford Wildlife Site buffered, maintained and enhanced.</p>	<p>The council recognise that the ecological value of sites need to fully considered</p> <p>The council has commissioned an Ecological Assessment and Green Infrastructure Study to support the AAP. The results and recommendations of the assessment will be taken forward into the Preferred Approach document.</p> <p>The Council will consider comments on the existing Bradford Wildlife Site in production of the Preferred Approach document.</p>	<p>The findings of the Green Infrastructure Study and Green Infrastructure Framework hand Ecological Assessment have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 and the relevant site allocations including Shipley East (SE1)</p> <p>The approach to locally designated wildlife sites is set out in Policy NBE4 and sites are identified on the policies map in the AAP Publication Drat.</p>

SHIPLEY EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
5	Joanne Dearing Yorkshire Wildlife Trust	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	<p>Comment noted. The council recognise the importance of green infrastructure.</p> <p>The Publication Draft will be informed by a Green Infrastructure Study and Ecological Assessment to support the strategic approach to green infrastructure and biodiversity and detailed proposals in the AAP.</p> <p>The results and recommendations of the studies will be taken forward into the Publication Draft document.</p>	<p>The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed the approach to green infrastructure and Leeds and Liverpool Canal in the Shipley sub area development framework and relevant site allocations in the Shipley sub area</p>

SHIPLEY EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
7	Ian Smith English Heritage	<p>All the Shipley Emerging Development options lie within the Buffer Zone of the Saltaire World Heritage Site. It is essential that the development of these sites does not result in harm to the Outstanding Universal Value of Saltaire.</p> <p>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.</p>	<p>The council recognise the outstanding universal value of Saltaire and agree that an evaluation of development options in the Buffer Zone should to be undertaken.</p> <p>The Publication Draft will be informed by an Impact Assessment of sites in the WHS buffer zone to ensure any impacts are identified and mitigated through the policies and detailed site proposals in the AAP.</p> <p>The results and recommendations of the assessment will be taken forward into the Publication Draft document.</p>	<p>The findings of the assessment has been incorporated into the AAP Publication Draft Policy Framework Policy SCRC/NBE5 and have informed and the relevant site allocations in the WHS buffer zone</p>
7	Ian Smith English Heritage	<p>DF1 , DF3, DF5, DF7 , DF8</p> <p>Development proposals for these sites will need to ensure that those elements which contribute to the character or setting of the adjacent Conservation Area are safeguarded. The redevelopment of these sites should also seek to identify if there are any opportunities for enhancing the Conservation Area.</p>	<p>The Council recognise the importance of conservation areas and will include reference to conservation areas within the allocation statements of the Preferred Approach document.</p>	<p>Conservation areas are identified on the policies map under SCRC/NBE5 in the AAP Publication Draft and have informed and the relevant site allocations within and adjacent to the conservation area</p>

SHIPLEY EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
7	Ian Smith English Heritage	DF2 , DF6. Development proposals for these sites will need to ensure that those elements which contribute to the character or setting of the Conservation Area and the Listed bridge are safeguarded. 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. Any buildings that positive contribution to the Conservation Area should be retained. The redevelopment of these sites should also seek to identify if there are any opportunities for enhancing the Conservation Area.	The Council recognise the importance of conservation areas and listed buildings and will include reference to conservation areas and listed buildings within the allocation statements of the Preferred Approach document.	Conservation areas are identified on the policies map under SCRC/NBE5 in the AAP Publication Draft and the relevant site allocations within and adjacent to the conservation areas and impacting listing buildings
7	Ian Smith English Heritage	STC2. Wesleyan Reformed Church 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.	Noted. See previous comment	See previous response
13	Pete Gleave ID Planning on behalf of Commercial Development Projects	Do not agree with the emerging development options in Shipley. Two sites (SCT2 and SCT4) are identified as potential retail led development. 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. Future stages of the AAP should make it clear sites SCT2 and SCT4 should be for comparison retail only.	Noted. The Shipley development proposals have been informed by the evidence base including the Retail Study Update (2013). These sites are identified for town centre mixed use redevelopment opportunities and not large scale convenience retail. It is considered that the extant planning permission at SE1 will meet the identified retail needs for Shipley.	Proposed sites in Shipley town centre are identified in the Shipley Development Framework in the AAP Publication Draft.
13	Pete Gleave ID Planning on behalf of Commercial	There is a general acknowledgment within the AAP and wider LDF evidence base that there is a need for an additional large food store in Shipley . We believe the Cardinal Shopfitters site at Salts Mill Road is best placed to meet the need for future retail development within Shipley and has fewer constraints than other potential sites	Noted. The site is outside the AAP boundary and not considered appropriate for a large food store to meet the needs of Shipley as it is located	Proposed sites in Shipley town centre are identified in the Shipley Development Framework in the AAP

SHIPLEY EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
	Development Projects	<p>which may come forward during this consultation process.</p> <p>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.</p>	<p>out of centre and is not sequentially preferable when considered against other sites in or adjacent to the town centre.</p> <p>It is considered that the extant planning permission at SE1 will meet the identified retail needs for Shipley.</p>	<p>Publication Draft</p> <p>The AAP Publication Draft does not include the proposed site.</p>
17	Suzanne Phillipson Nathaniel Litchfield and Partners on behalf of GMI Developments Limited	<p>The application for new retail development on land to the east of Otley Road provides the opportunity to directly contribute to the AAPs vision and objectives. The proposed redevelopment of the site for new retail development is considered to make an important contribution to the aims and aspirations of the AAP. Redevelopment of the site will not 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>	<p>Noted. The site is identified as an existing Waste Management Site with a rail siding which is considered important to the management of waste in the district.</p> <p>It is considered that extant planning permission at SE1 will meet the identified retail needs for Shipley.</p>	<p>Proposed sites in Shipley town centre are identified in the Shipley Development Framework in the AAP Publication Draft</p> <p>The proposed site is identified as an existing Waste Management Site in the AAP Publication Draft under Policy SCRC/SE8</p>

SHIPLEY EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
18	Michael Long Metro	<p>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.</p> <p>The area of land between Station Road and Otley Road should be included as a development opportunity.</p>	<p>Noted. The site is considered to present the opportunity for additional station parking if re-developed. However, the site is an existing Waste Management Facility with a rail siding which is considered important to the management of waste in the district.</p> <p>Planning permission has been granted for retail use on the SE1 which will meet the retail needs of Shipley.</p>	<p>Proposed sites in Shipley town centre are identified in the Shipley Development Framework in the AAP Publication Draft</p> <p>The proposed site is identified as an existing Waste Management Site in the AAP Publication Draft under Policy SCRC/SE8</p>
18	Michael Long Metro	SE1 should have a requirement to include station improvements, such as parking extensions.	Agree. This will be taken forward in the allocation proposals statement in the Publication Draft document	The site SE1 will be expected to support the role of Shipley station as a transport hub through the provision of car parking for the station as set out in the allocation statement for SE1 in the AAP Publication Draft
20	David Lerner Aire Rivers Trust	Broadly support the emerging development options for Shipley.	Support welcomed.	Proposed sites in Shipley town centre are identified in the Shipley Development Framework in the AAP Publication Draft

SHIPLEY EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
20	David Lerner Aire Rivers Trust	Support the retention and enhancement of green spaces along Bradford Beck and the creation of new open space. 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.	<p>Support welcomed. The council recognise the importance of improving the Beck and will include a policy supporting improvements to the Beck, including re-naturalisation where appropriate.</p> <p>The AAP Publication Draft will be informed by a Green Infrastructure Study and Ecological Assessment to support the strategic approach to green infrastructure and detailed proposals in the AAP.</p> <p>The results and recommendations of the studies will be taken forward into the Publication Draft document.</p>	The findings of the studies have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE2, NBE3 and NBE4 and the relevant Shipley site allocations
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).	Agree. See comment above	The findings of the studies have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1, NBE2 and NBE3 and the relevant Shipley site allocations

SHIPLEY EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
				The Bradford Beck is identified on the Policies Map as Strategic Green Infrastructure under Policy SCRC/NBE3.
24	Gary Robertson Individual	Proposals all too vague. Hands off both the markets. Hands off Bank Street. No new road from the station. No destruction of existing buildings. It's OK to improve the station and add things but DO NOT KNOCK ANYTHING DOWN ANYWHERE.	Comment noted. More detailed proposals will be set out at the Publication Draft stage.	Proposed sites and development proposals in Shipley are identified in the Shipley Development Framework in the AAP Publication Draft
24	Gary Robertson Individual	Market what we already. Lower costs for traders in both markets and shops to stimulate new stalls. We love Shipley. Leave it alone and appreciate it for what it is. We do not want your so called improvements.	Comment noted. Costs for traders does not fall within the remit of the forward planning system or AAP. The council recognise the importance of Shipley town centre and in accordance with council's aim of supporting the vitality and viability of existing centres, a key objective of the AAP is to support and enhance Shipley town centre.	Proposed sites and development proposals in Shipley are identified in the Shipley Development Framework in the AAP Publication Draft
25	Stephen Blundell Individual	The development of Shipley town centre is limited by the hostile and over-engineered roads that encircle Shipley. This is a fundamental problem which requires a more explicit focus.	The council acknowledge transport is a key issue. The Publication Draft will be informed by a Transport Study to support the AAP transport approach. The Transport Study will assess	The findings of the Transport Study have been incorporated into the AAP Publication Draft Policy Framework and have informed the table of Key Transport

SHIPLEY EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
			<p>impacts on the Strategic Road Network, and test options for mitigating any predicted impacts.</p> <p>The results and recommendations of the Transport Study will be taken forward into the Publication Draft document.</p>	<p>Measures and Policy SCRC/ST1: Transport Improvements</p> <p>Improved links around Shipley are identified as a key transport improvement measure.</p>
25	Stephen Blundell Individual	The town centre part of Kirkgate would lend itself well to a shared space treatment. Market Square: the highway space in the bus station area is excessive. Bus shelters obliterate shop fronts and damage the viability of the retail units they obscure. Again, shared space may offer a more satisfactory solution.	Comment noted. The land and buildings around market square are identified as a development opportunity in the AAP	<p>Development proposals in Shipley are identified in the Shipley Development Framework in the AAP Publication Draft</p> <p>Potential public realm and highway environmental improvements around Shipley town centre are identified in figure 12 of the AAP under Policy SCRC/ST5 of the AAP Publication Draft</p>
26	Paul Bolton Individual	The clock tower MUST go! Really drags down what could be a good town centre	The AAP identifies the indoor market site for mixed use redevelopment. The Clock Tower is a distinctive Shipley landmark and any re- development could either retain the tower or create a new Town Centre landmark.	Development proposals in Shipley are identified in the Shipley Development Framework in the AAP Publication Draft

SHIPLEY EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
26	Paul Bolton Individual	Higher quality shops (less charity shops) More coffee/cafe/deli like on Gordon terrace	The council recognise the importance of Shipley town centre. A key objective of the AAP is to support and enhance Shipley town centre as a thriving place for shopping, leisure, tourism and business.	Development proposals in Shipley are identified in the Shipley Development Framework in the AAP Publication Draft. The Shipley town centre and Primary Shopping Area are identified under Policy SCRC/SE5
28	R Shields Individual	Extend the outdoor market area. Improve parking time limits from 20 min to 1 hour in market area	The council recognise the importance of Shipley town centre. The primary focus for the town centre is to enhance the main retail area of Market Square.	Development proposals in Shipley are identified in the Shipley Development Framework in the AAP Publication Draft. Proposals for enhancing the market and parking around market square are identified in the Shipley development framework and Policy SCRC/SE6..
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	The council recognise the importance of Green Infrastructure along the corridor and improving the Beck. A key objective for the AAP is to protect and enhance biodiversity and	The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the

SHIPLEY EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
			<p>green infrastructure by establishing and protecting ecological networks.</p> <p>The Publication Draft will be informed by a Green Infrastructure Study to support the strategic approach to green infrastructure and detailed proposals in the AAP.</p> <p>The results and recommendations of the study will be taken forward into the Publication Draft document.</p>	<p>AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 and SE1 site allocation statement</p>
29	Hugh Firman Individual	SE2 - 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.	<p>Support noted. A key objective for the AAP is to protect and enhance biodiversity and green infrastructure by establishing and protecting ecological networks.</p> <p>The Publication Draft will be informed by a Green Infrastructure Study and Ecological Assessment to support the strategic approach to green infrastructure and ecology and detailed proposals in the AAP.</p> <p>The results and recommendations of the study will be taken forward into the</p>	<p>The findings of the these studies have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 and NBE4</p> <p>Locally designated wildlife sites are identified on the policies map under Policy SCRC/NBE1. This includes Shipley butterfly meadow. Policy SCRC/ST4</p>

SHIPLEY EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
			Publication Draft document	identifies any improvements should enhance biodiversity and ecological assets
29	Hugh Firman Individual	Enhance biodiversity	Comment noted. The Publication Draft will be informed by an Ecological Assessment to support the strategic approach to green ecology and detailed proposals in the AAP. The results and recommendations of the study will be taken forward into the Publication Draft document	The findings of the ecological study has been incorporated into the AAP Publication Draft Policy Framework and has informed Policy SCRC/NBE1 and NBE4
30	Ellie Clement Individual	Some of the proposals are fine but some seem crazy. The biggest problems are traffic around asda and lack of diverse retail in the town centre.	Comment noted. The council acknowledge transport is a key issue. The AAP Publication Draft will be informed by a Transport Study to support the AAP transport approach. The results and recommendations of the Transport Study will be taken forward into the Publication Draft document.	Development proposals in Shipley are identified in the Shipley Development Framework in the AAP Publication Draft. The Shipley town centre and Primary Shopping Area are identified under Policy SCRC/SE5
30	Ellie Clement Individual	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!)	Comment noted. Business rates do not fall within the remit of the forward planning system or AAP.	Development proposals in Shipley are identified in the Shipley Development

SHIPLEY EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
			<p>The council recognise the importance of Shipley town centre. The primary focus for the town centre is to enhance the main retail area of Market Square.</p>	<p>Framework in the AAP Publication Draft.</p> <p>The AAP identifies in the Policy Framework that the council will support the production of a Town Centre Strategy for Shipley in partnership with key stakeholders including local businesses and communities to enhance Shipley town centre and help deliver the vision for its future</p>
31	Richard Radcliffe Individual	The Shipley railway station requires additional free parking. Improved access and public transport links are considered essential. Early redevelopment of the former Bingo Hall at Fox Corner is required.	<p>Comment noted. The council recognise Shipley station is a key asset and agree the AAP should support additional parking and improved access around the station.</p> <p>The redevelopment of the former cinema and vacant buildings along Briggate is identified in the AAP.</p>	<p>Detailed proposals for transport improvements for Shipley station are set out in Policy SCRC/ST4</p> <p>Site STC6 is identified in the Shipley Development Framework.</p>

SHIPLEY EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
32	Mrs Lesley Radcliffe Individual	ShipleY station is important. 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 and more parking spaces, surely these are basic needs.	Comment noted. The council recognise ShipleY station is a key asset and agree the AAP should support additional parking and improved access around the station.	Development proposals in ShipleY are identified in the ShipleY Development Framework in the AAP Publication Draft. This includes more attractive pedestrian and cycle links and connections between the town centre, Leeds and Liverpool Canal, Saltaire and ShipleY railway station Detailed proposals for transport improvements for ShipleY station are set out in Policy SCRC/ST4:
34	Susan Stead Bradford Urban Wildlife Group	Do not agree with the emerging development options. SE1- 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". A Biodiversity Action Plan exists for this species. This field should be part of a local site and wildlife corridor and protected because of its proximity to the ShipleY station butterfly meadow.	A key objective for the AAP is to protect and enhance biodiversity and green infrastructure by establishing and protecting ecological networks. It is considered site SE1 offers potential as a sustainable location for residential led mixed use development linked to the station	The findings of the ecological assessment have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 and NBE4 and site allocation statement for

SHIPLEY EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
			<p>and is considered necessary to allocate to meet the AAP housing requirement.</p> <p>However, the council recognise the development of the site should retain and enhance areas of greenspace and ecological areas alongside the Beck as part of the Linear Park.</p> <p>The Publication Draft will be informed by an Ecological Assessment to support the strategic approach to green infrastructure and ecology and detailed proposals in the AAP.</p> <p>The results and recommendations of the study will be taken forward into the Publication Draft document</p>	<p>SE1.</p> <p>Development proposals in Shipley are identified in the Shipley Development Framework in the AAP Publication Draft. This includes enhanced green infrastructure and ecological networks along the Bradford Beck</p>
34	Susan Stead Bradford Urban Wildlife Group	Sustrans has a planning application in for a cycle route. Their route to the station has been altered and will probably go through the field in question. If this is passed at planning level – how will it affect proposed developments	The AAP will include a policy on the Canal Road greenway and proposed developments will need to link to and contribute to enhancing and maintaining the quality of the Greenway route and retain its attractiveness in terms of gradient and directness.	Development proposals in Shipley are identified in the Shipley Development Framework in the AAP Publication Draft. This includes enhanced green infrastructure and ecological

SHIPLEY EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
				<p>networks along the Bradford Beck.</p> <p>The AAP sets out that Site SE1 will be expected to incorporate and facilitate high quality Canal Road Greenway cycle links</p> <p>The Canal Road Greenway is identified as a key pedestrian and cycle route on the Policies Map and Policies SCRC/ST5 and ST6</p>
34	Susan Stead Bradford Urban Wildlife Group	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)	The council recognised flood risk as a key issue and have identified areas of flood risk through an SFRA Level 2. The council will use the SFRA L2 to ensure future development is located in areas of lowest flood risk where possible and avoid the functional floodplain.	The findings of the SFRA Level 2 have been incorporated into the AAP Publication Draft and have informed Policy SCRC/CC1 and the relevant site allocations
34	Susan Stead Bradford Urban Wildlife Group	<p>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.</p> <p>Large field outside station should be taken off the SHLAA and off the previous UDP development brief. Especially if Sustrans track is to go</p>	A key objective for the AAP is to protect and enhance biodiversity and green infrastructure by establishing and protecting ecological networks.	The findings of the ecological assessment have been incorporated into the AAP Publication Draft Policy Framework and

SHIPLEY EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
		through. Access is poor for development	<p>It is considered site SE1 offers potential as a sustainable location for residential led mixed use development linked to the station and is considered necessary to meet the AAP housing requirement</p> <p>However, the council acknowledge the development of the site should retain and enhance areas of greenspace and ecological areas alongside the Beck as part of the Linear Park.</p> <p>The Publication Draft will be informed by an Ecological Assessment to support the strategic approach to green infrastructure and ecology and detailed proposals in the AAP.</p> <p>The results and recommendations of the study will be taken forward into the Publication Draft document</p>	<p>have informed Policy SCRC/NBE1 and NBE4 and site allocation statement for SE1.</p> <p>Development proposals in Shipley are identified in the Shipley Development Framework in the AAP Publication Draft. This includes enhanced green infrastructure and ecological networks along the Bradford Beck</p> <p>Policy SCRC/NBE4 aims to minimise impacts on biodiversity and provide net gains in biodiversity where possible</p>

SHIPLEY EMERGING PROPOSALS				
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	Susan Stead Bradford Urban Wildlife Group	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.	Noted. See previous comment	See previous action
36	Bev Lambert Environment Agency	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. 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.	The council recognise flood risk as a key issue and have identified areas of flood risk through an SFRA Level 2. The council will use the SFRA L2 to ensure future development is located in areas of lowest flood risk where possible and avoid the functional floodplain.	The findings of the SFRA Level 2 have been incorporated into the AAP Publication Draft and have informed Policy SCRC/CC1 and site allocation statement for SE1.
36	Bev Lambert Environment Agency	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.	Noted. The council recognise the importance of the issue of potential land contamination. Where there is evidence of contamination, remedial measures must be identified to ensure that the development will not pose a risk to human health, public safety and the environment, in accordance with Core Strategy Policy EN8: Environmental Protection.	The approach to contamination is set out in Land quality section of the AAP Publication Draft

SHIPLEY EMERGING PROPOSALS				
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38	Martyn Coy The Canal and River Trust	New developments in the vicinity of the canal can lead to an increased burden on the waterway infrastructure. The AAP should set out a requirement for developers to make a contribution towards the improvement or enhancement of the canal and its towpath.	Comment noted. Agree that sites adjacent the Canal should provide proportionate enhancements to the canal and towpath	Development proposals in Shipley are identified in the Shipley Development Framework and relevant site allocation statements in the AAP Publication Draft. This includes enhancements to the canal and towpath where relevant
38	Martyn Coy The Canal and River Trust	Support proposals to improve access within Shipley and the canal	Support welcomed	Development proposals in Shipley are identified in the Shipley Development Framework in the AAP Publication Draft. This includes enhanced links between the town centre and canal

THE CENTRE SECTION EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
3	Mark Harrison The Coal Authority	A number of the Development Options are affected by coal mining legacy. Development proposals for these sites will need to consider the potential presence of unstable land and any planning applications are expected to be accompanied by a Coal Mining Risk Assessment	Comment noted. The council recognise the issue of past mining and unstable land and agree this requirement should be highlighted in relevant allocation statements.	Reference to coal resources have been incorporated into the Publication Draft Policy Framework Minerals

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Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
		Recommend that this requirement is highlighted in the AAP for site allocations within this area affected by coal mining hazards		Safeguarding Section and Policy SCRC/SE7: Minerals Safeguarding
5	Joanne Dearing Yorkshire Wildlife Trust	Agree with the need to establish new and protect existing wildlife areas and green spaces within the New Bolton Woods 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.	Noted. The AAP will be supported by an Ecological Assessment and Green Infrastructure Study. The results and recommendations of the assessments will be taken forward into the Publication Draft document	The findings of the ecological assessment have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE4 and relevant site allocation statements. Locally designated wildlife sites are identified on the policies map under policy SCRC/NBE4
5	Joanne Dearing Yorkshire Wildlife Trust	The wildlife value of any new 'water features' or green space should be maximised Natural Play areas could be incorporated into the proposed development areas.	See previous comment. Agree large scale residential sites should include new areas of green space and open space. This may include natural play areas.	See previous comment New Bolton Woods (NBW1) and Bolton Woods Quarry (BWQ) sites are identified as new sites for greenspace within development under SCRC/policy NBE1

THE CENTRE SECTION EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
5	Joanne Dearing Yorkshire Wildlife Trust	<p>Concern at 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.</p> <p>Yorkshire Wildlife Trust want to see the Bradford Wildlife Sites in this area maintained, enhanced and buffered</p>	<p>Concern noted, however the AAP area is considered a sustainable location to accommodate housing growth within the city of Bradford.</p> <p>The AAP will be supported by an Ecological Assessment and Green Infrastructure Study. The results and recommendations of the assessments will be taken forward into the Preferred Approach document</p> <p>Agree large scale residential sites should include new areas of green space.</p>	<p>The findings of the Ecological Assessment have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE4 and relevant site allocation statements in the Centre Section sub area development framework</p> <p>Locally designated wildlife sites are identified on the policies map under policy SCRC/NBE4</p>
7	Ian Smith English Heritage	NBW3, NBW5- These sites lie on the opposite side of the valley to the Grade II Historic Park and Garden at Lister Park. Development proposals for this site should have regard to the potential impact upon any important views from this Registered landscape.	The council recognise the importance of listed buildings and will include reference to listed buildings and historic parks and gardens within the relevant allocation statements of the Publication Draft document.	Key heritage assets are identified within the relevant sites allocation statements in AAP Publication Draft
7	Ian Smith English Heritage	NBW13 This site adjoins the boundary of the St Paul Conservation Area. Any development proposals for this site would need to ensure those elements which contribute to the character or setting of the Conservation Area are safeguarded. The redevelopment of these sites should also seek to identify if there are any opportunities for enhancing the Conservation Area.	The council acknowledges the importance of Conservation Areas and will include reference to Conservation Areas within the allocation statements of the Publication Draft document	Key heritage assets identified within the relevant sites allocation statements in AAP Publication Draft

THE CENTRE SECTION EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
7	Ian Smith English Heritage	BWQ1 There are two Grade II* Listed Buildings at the eastern corner of this area (Bolton Old Hall and Bolton Old Hall Cottage). Development proposals for the eastern end of this site need to ensure that those elements which contribute to the character or setting of these important buildings are preserved. The site lies on the opposite side of the valley to the Grade II Historic Park and Garden at Lister Park. Development proposals for this site should have regard to the potential impact upon any important views from this Registered landscape. The Bolton Woods Quarry building stone products have helped to contribute to the distinct identity of the District. The redevelopment of the quarry will need to provide for the prior extraction of any remaining stone reserves.	The council acknowledges the importance of listed buildings and conservation areas and will include reference to conservation areas within the allocation statements of the Publication Draft document Agree the redevelopment of the site should be expected to provide for the prior extraction of any remaining high quality stone reserves	Key heritage assets identified and the requirement for prior extraction of high quality stone reserves within the BWQ site are set out in the allocation statement in AAP Publication Draft
13	Pete Gleave ID Planning on behalf of Commercial Development Projects	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.	Noted. The council consider future retail proposals in the Centre Section should be of a scale which does not harm the viability and viability of other centres including the city centre and Shipley. The quantum and balance of uses should be of a scale appropriate to a neighbourhood centre. New Bolton Woods (NBW1) has an extant planning permission which includes retail uses within the mixed use site. It is considered a Neighbourhood Centre designation is appropriate in this location to meet local	Development proposals for New Bolton Woods are identified in the Centre Section Development Framework and relevant site allocation statement in the AAP Publication Draft New Neighbourhood Centre identified within the New Bolton Woods Site (NBW1) in Policy SCRC/SE4 and on the Policies Map in AAP Publication Draft

THE CENTRE SECTION EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
			needs, reduce the need to travel and manage any impacts on higher order centres.	
18	Michael Long Metro	In principle, Metro support development in this sector because of 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. The challenge is to maximise the use of sustainable modes from the proposed sites. Additional measures need to be developed to enable sustainable travel to be achieved.	<p>Support welcomed. The council recognise the key issue of mitigating impacts on the road network. The AAP will be supported by a Transport Study to support the approach to strategic approach to transport infrastructure and detailed proposals.</p> <p>The results and recommendations of the study will be taken forward into the Publication Draft document.</p> <p>The council will consider these comments when producing the allocation statement for the Publication Draft document.</p>	<p>The findings of the Transport Study have been incorporated into the AAP Publication Draft Policy Framework and have informed the table of Key Transport Measures and Policy SCRC/ST1: Transport Improvements and relevant site proposals statements in the centre section</p> <p>The approach to maximising sustainable transport options is set out in policies SCRC/ST1 and SCRC/ST3</p>
18	Michael Long Metro	The area includes some places a significant distance from Canal Road. For example the The Bolton Woods Quarry Site (BWQ1) may need new / alternative sustainable transport solutions to ensure it is a realistic alternative to the private car.	Noted. See previous comment	See previous action

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Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
19	Christopher Sinton HOW Planning on behalf of Canal Road Urban Village Limited	<p>Whilst the vision of the AAP and masterplan align there is a divergence in terms of the development detail</p> <p>The New Bolton Woods masterplan Site Development Potential should be revised to.</p> <p>Retail: Medium-sized foodstore and retail and food and drink uses as part of a local centre to meet an identified need.</p> <p>Business: Delivery of employment uses in accordance with the approved Masterplan. This could include light industrial/ office/ live work as part of a local centre and mixed use development.</p> <p>Community: A new primary school, new and improved playing pitches and other supporting uses.</p>	<p>Comment noted. The scale and balance of uses that are appropriate will be considered as part of the AAP Publication Draft based on the available evidence base. The council consider that future retail proposals in the centre section should be of a scale which does not harm the viability and viability of other centres including the city centre and Shipley.</p> <p>The quantum and balance of uses should therefore be of a scale appropriate to a neighbourhood centre. New Bolton woods (NBW1) has an extant planning permission which includes retail uses within the mixed use site</p> <p>It is considered a neighbourhood centre designation is appropriate in this location to meet local needs, reduce the need to travel and manage any impacts on higher order centres.</p>	<p>Proposals for New Bolton Woods site (NBW1) are identified in the Centre Section Development Framework and relevant site allocation statement in the AAP Publication Draft.</p> <p>A New Neighbourhood centre is identified within the New Bolton Woods Site (NBW1) in Policy SCRC/SE4 and on the Policies Map in AAP Publication Draft</p>

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19	Christopher Sinton HOW Planning on behalf of Canal Road Urban Village Limited	A number of the development areas identified within Table 2 and on the supporting plan at Figure 6 do not align with the approved masterplan. CRUVL request that the following amendments are carried forwards into the next version of the AAP. NBW1 Employment and residential area NBW2 Employment , Residential and open space (Bradford Wildlife Area) NBW9 Playing fields/all weather pitch open space and sports and leisure uses NBW10 Residential Development	See previous comment	See previous action
19	Christopher Sinton HOW Planning on behalf of Canal Road Urban Village Limited	Area ref. NBW13 'North Queens Road' is not shown on figure 6 and should be included on future drafts for completeness.	The area is identified as a development proposal in the AAP Publication Draft	Proposals for the site north of Queens Road (NBW6) are identified in the Centre Section Development Framework and relevant site allocation statement in the AAP Publication Draft
19	Christopher Sinton HOW Planning on behalf of Canal Road Urban Village Limited	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'.	Detailed proposals for sport and open space will be considered as part of the site assessments in the production of the Publication Draft document.	Proposals for the New Bolton Woods site (NBW1) are identified in the Centre Section Development Framework and relevant site allocation statement in the AAP Publication Draft Areas of open space,

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				including playing pitch provision are identified on the policies map under policy SCRC/HSC2
20	David Lerner Aire Rivers Trust	Broadly agree with the emerging development options and support the creation of walking and cycling routes through the new development. These should complement and link to the proposed route along the linear park	Comment noted. Support welcomed.	Key links are identified on Figure 12: and strategic Pedestrian and Cycle Routes on the policies map under Policy SCRC/ST5 in the AAP Publication Draft
20	David Lerner Aire Rivers Trust	The New Bolton Woods development is an excellent opportunity to improve the Bradford Beck. 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.	Comment noted. The council recognise the importance of improving the Beck and will look to include a policy supporting improvements to the Beck. Detailed proposals will be considered as part of the production of the Publication Draft document and will be informed by the evidence base including the Green Infrastructure Study, Ecological Assessment.	The Bradford Beck is identified as strategic green infrastructure on the policies map under Policy SCRC/NBE 5. Proposals for New Bolton Woods site (NBW1) are identified in the Centre Section Development Framework and relevant site allocation statement in the AAP Publication Draft
22	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. Nothing should be started until Canal road is upgraded. Poppers Park would be dangerous for access due to school and a nuisance to existing house-holders	Comment noted. The council recognise viability and phasing will be key issues for the AAP. The Publication Draft will be supported by a Viability Assessment and Infrastructure	Proposals for New Bolton Woods site (NBW1) are identified in the Centre Section Development Framework and

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Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
			<p>Delivery Plan to support the strategic approach viability, deliverability and phasing in the AAP.</p> <p>Transport improvements/proposals for overcoming issues facing the Shipley and Canal Road Corridor will be tested through the Transport Study.</p> <p>The results and recommendations of these studies will be taken forward into the Publication Draft document.</p>	<p>relevant site allocation statement in the AAP Publication Draft</p> <p>The findings of the Transport Study have been incorporated into the Publication Draft Policy Framework and have informed the table of Key Transport Measures and Policy SCRC/ST1: Transport Improvements</p>
22	Vera Swaine Individual	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. Has anything been done to ensure that Poppers Park road will not become a "rat run"?	<p>The site BN H1.33 was allocated as a phase 1 housing site in the RUDP 2005 and will form the first phase of new housing at New Bolton Woods.</p> <p>The Centre Section has been identified in the Core Strategy as a key housing growth area and focus for an Urban Eco Settlement</p>	Proposals for New Bolton Woods site (NBW1) are identified in the Centre Section Development Framework and relevant site allocation statement in the AAP Publication Draft
24	Gary Robertson Individual	All too vague to really know. Like the idea of the linear park and cycle path.	Comment noted. Detailed proposals and policies will be set out in the Publication Draft.	Proposed development sites are identified in the sub area development frameworks and Policy

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				NBE1 and ST5 and ST6 of the AAP Publication Draft
24	Gary Robertson Individual	Avoid zoning. Always mix industry, retail, leisure and housing.	Comment noted. The AAP will promote mixed use developments around Shipley and on larger scale residential sites in accordance with the NPPF.	Proposed development sites are identified in the sub area development frameworks of the AAP Publication Draft
24	Gary Robertson Individual	You are zoning. Avoid zoning, mix industry, retail, leisure and housing. Mixing everything is greener as it cuts travel times.	See previous comment	See previous comment
25	Stephen Blundell Individual	The idea of an eco village is interesting, given that the corridor is noted for having an extremely high level of air pollution due to a legacy of grandiose road schemes.	Noted. The council recognise air quality as a key issue and this is identified in Strategic Objective 9. The approach to how air quality is managed will be set out in the Publication Draft. The AAP will be supported by a Health Impact Assessment to ensure these issues are considered through the AAP.	The approach to managing air quality is set out in the Promoting Healthy, Strong and Inclusive Communities along the Corridor section and relevant site allocation statements in the AAP Publication Draft
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.	Comment noted. In accordance with the NPPF the AAP will seek to ensure new developments are of high design quality.	The approach to achieving high quality design is set out in Policy SCRC/NBE6 and Policy SCRC/SE3 Valley road retail Area in the AAP Publication Draft

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Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
26	Paul Bolton Individual	Make the environment nice and people will want to live there	Comment noted. Agree creating a high quality environment is important. The AAP will be supported by a green Infrastructure Study and Ecological Assessment. The results of these studies will be taken forward into the Publication Draft.	The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 and the relevant site allocations
29	Hugh Firman Individual	Some residential development may be possible. However, Bradford Wildlife Areas and other areas of wildlife value should be protected and enhanced. Bradford beck should be enhanced and opened up.	Agree that locally designated wildlife sites and the Beck should be protected and enhanced. This is identified in Strategic Objective 7. The AAP will be supported by a Green Infrastructure Study and Ecological Assessment. The results and recommendations of these studies will be taken forward into the Publication Draft	The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE4. Locally designated wildlife sites are identified on the Policies map.
30	Ellie Clement Individual	More building on already developed land and less on green spaces	The AAP will promote the effective use of land by seeking to maximise the amount development on previously developed land. An objective is to deliver at least 55% of new development within the AAP on previously developed land in	No change to proposed

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			accordance with the Core Strategy. This target is considered a minimum and deliverable and based on evidence including the SHLAA	
30	Ellie Clement Individual	Develop centres of community focus with community facilities so the areas develop their own communities.	Comment noted. The AAP will seek to deliver sustainable neighbourhoods supported by a range of community facilities. This will include a new Neighbourhood Centre in the Centre Section with supporting community facilities to meet the needs of the new communities.	The approach to delivering community infrastructure is set out in Policy SCRC/HSC3 and relevant site allocation statements including New Bolton Woods (NBW1)
33	Julie Rasimowicz Individual	The key issue is for affordable, environmentally-sound housing to include off-street parking.	Noted. The AAP will seek to deliver a range of well designed high quality dwellings built to high environmental standards	The approach to delivering new homes and sustainable neighbourhoods is set out in Policy SCRC/H2 of the AAP Publication Draft
36	Bev Lambert Environment Agency	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. Strongly in favour of significant enhancements to green and blue infrastructure. In particular welcome the formation of a linear park and consideration for dedicated wildlife refuges as part of the linear park.	Support noted. The AAP Publication Draft will be informed by a Green Infrastructure Study, Ecological Assessment and SFRA Level 2 to support the strategic approach to green infrastructure, flood risk and detailed proposals in the AAP.	The findings of the studies have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 and the relevant site allocations

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			The results and recommendations of the studies will be taken forward into the Publication Draft document.	
39	Helen Ledger Sport England	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.	The council recognise that demand for sport will rise in the area as a result of new development and will seek to work closely with Sport England and key stakeholders in developing the Publication Draft The results of the Playing Pitch Strategy will be taken forward into the Publication Draft Document. The council notes Sport England's Playing Fields Policy and will take it into account when assessing sites to be taken forward in the Publication Draft	The approach to sports facilities is set out in Policy SCRC/HSC2 Open Space, Sport and Recreation and relevant site allocation statements, including New Bolton Woods (NBW1). Open space including playing pitches are identifies on the Polices map under policy SCRC/HSC2
39	Helen Ledger, Sport England	NBW6 – This would need to meet exceptions E1, E4	See previous comment	See previous action
39	Helen Ledger Sport England	NBW9 – proposals would need to meet exceptions E5 and if there is a loss E1 or E4.	See previous comment	See previous action
39	Helen Ledger Sport England	NBW11 – Is this an opportunity to create new playing fields?	See previous comment	See previous action

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Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
39	Helen Ledger Sport England	BWQ1 – Is this an opportunity to provide new sports facilities?	See previous comment	See previous action The approach to sports facilities is set out in Policy SCRC/HSC2 Open Space, Sport and Recreation and relevant site allocation statements, including Bolton Woods Quarry (BWQ).

CITY CENTRE FRINGE EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
5	Joanne Dearing Yorkshire Wildlife Trust	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.	Noted. The Publication Draft will be informed by an Ecological Assessment and Green Infrastructure Study to support the strategic approach to protecting biodiversity and ecology and detailed proposals in the AAP. The results and recommendations of the study will be taken forward into the Publication Draft document.	The findings of the Ecological Assessment and Green Infrastructure Study have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 and NBE4 and the relevant site allocations Habitat Highways and locally designated wildlife sites are

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				identified in Policy NBE4 and on the policies map
7	Ian Smith English Heritage	Site BW1 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. Any development proposals for this site would need to ensure that they did not harm key views from this Registered landscape.	Noted. The site was previously allocated for residential development in the RUDP with extant planning permission for 46 homes, under construction (post 2013) which will have considered relevant heritage issues.	Site identified as CCF1 in AAP Publication Draft as residential site (under construction post 2013)
7	Ian Smith English Heritage	Site VR. Conditioning House and Midland Mills are Grade II Listed Buildings. The southern extent is close to the City Centre Conservation Area. 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. The redevelopment of this site should also seek to identify any opportunities for enhancing the significance of the Conservation Area.	Noted. This area is located outside of the SCRC AAP boundary and will be considered as part of the City Centre AAP.	Comments will be considered as part of the City Centre AAP

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Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
18	Michael Long Metro	Given the central location, land uses that encourage car use are not supported. Metro encourage the council to consider other uses that are less car dependent for this area.	Noted. The AAP Publication Draft will be supported by a Transport Study. The Transport Study will assess existing and future transport issues, site accessibility and test proposals to overcome these issues and potentially put forward alternative solutions. The results and recommendations of the Transport Study will be taken forward into the Publication Draft document.	The findings of the Transport Study have been incorporated into the Publication Draft Policy Framework and have informed relevant site allocation statements in the city centre fringe sub area
20	David Lerner Aire Rivers Trust	Fully support the daylighting of Bradford Beck	Support noted. The council recognise the Bradford Becks is as a key green infrastructure asset.	Proposals for the Beck are identified in Policy SCRC/NBE3 and Policy SCRC/SE3 Valley Road Retail Area

CITY CENTRE FRINGE EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
25	Stephen Blundell Individual	Forster Square / Valley Road retail parks have seriously undermined any potential for a retail led regeneration of the city centre.	<p>Comment noted. The council is committed to a concentrated approach to regeneration in the city centre which will be the prime focus for main town centre uses in the District.</p> <p>However the council consider phase 1 of the Forester Square retail park below the Hamm Strasse should be included in the City Centre AAP boundary due to linkages between the retail area and the city centre.</p> <p>The Valley Road retail area is considered an appropriate edge of centre location for bulky goods. Within the Valley Road Retail Area proposals for main town centre uses will be assessed in accordance with Core Strategy Policy EC5.</p>	Policy SCRC/SE4 sets out the strategy for retail development in the AAP. The Valley Road Retail area is identified on the policies map under Policy SCRC/SE3

CITY CENTRE FRINGE EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
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.	Noted. The council agree the Boars well wildlife should be protected. The council have commissioned a Green Infrastructure Study and Ecological Assessment to support the Publication Draft. The results and recommendations of these studies will be taken forward into the Publication Draft	The findings of the Ecological Assessment and Green Infrastructure Study have been incorporated into the AAP Publication Draft Policy Framework and have informed Policies SCRC/NBE1 and NBE4 and the relevant site allocations Habitat Highways and locally designated wildlife sites are identified in Policy NBE4 and on the policies map, including Boars well nature reserve
33	Julie Rasimowicz Individual	Analysis of the provision within the whole district would be relevant as this is not always considered and whilst new areas get developed it often leads to older areas being left vacant. Tailoring development to specific types of sites where there is a shortage would be more relevant.	Comment noted. The AAP will contain policies and proposals within the AAP boundary. The AAP will plan for the level of growth identified in the Core Strategy.	The AAP Publication Draft identifies policies and proposals to guide the future growth and development of the area

CITY CENTRE FRINGE EMERGING PROPOSALS				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
36	Bev Lambert Environment Agency	The existing green corridor should be protected and expanded wherever possible.	<p>Noted. The council agree the Boars well wildlife should be protected.</p> <p>The council have commissioned a Green Infrastructure Study and Ecological Assessment to support the Publication Draft. The results and recommendations of these studies will be taken forward into the Publication Draft</p>	<p>The findings of the Ecological Assessment and Green Infrastructure Study have been incorporated into the AAP Publication Draft Policy Framework and have informed Policies SCRC/NBE1 and NBE4 and the relevant site allocations</p> <p>Habitat Highways and locally designated wildlife sites are identified in Policy NBE4 and on the policies map, including Boars well nature reserve</p>
36	Bev Lambert Environment Agency	Strongly support opening up a section of Bradford Beck as part of the proposed supermarket redevelopment. There may be opportunities to capitalise on work undertaken by the Aire Rivers Trust.	Support noted. The Becks is identified as a key green infrastructure asset.	Proposals for the Beck are identified in Policy SCRC/NBE3 and Policy SCRC/SE3 Valley Road Retail Area

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS BRADFORD CANAL				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
4	Bob Watson Individual	Disappointing to see any reference to the Bradford Canal and that this is apparently still a long-term Council ambition. 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.	Comment noted. The re introduction of the canal is a long term ambition for the council and the AAP will seek to protect an alignment for the route for the long term. The proposed option for the AAP in the short to medium term is to deliver the benefits of the canal through the linear park and greenway	The line of Canal to be protected is set out in Policy SCRC/ST8 of the AAP Publication Draft
5	Joanne Dearing Yorkshire Wildlife Trust	Very concerned about re-instating the canal and the impacts that this would have upon Bradford Beck and the loss of green space.	Concern noted. The re introduction of the canal is a long term ambition for the council and the AAP will seek to protect an alignment for the route for the long term. The proposed option for the AAP in the short to medium term is to deliver the benefits of the canal through the linear park and greenway Any future delivery of the canal or sections of it will need to consider the full impact on the Beck and the environment.	The line of Canal to be protected is set out in Policy SCRC/ST8 AAP Publication Draft
7	Ian Smith English Heritage	Support the proposed approach for the former Bradford canal. Such an approach seems a pragmatic response in the current economic climate.	Support welcomed.	The line of Canal to be protected is set out in Policy SCRC/ST8 and approach to green Infrastructure in Policy SCRC/NBE1

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS BRADFORD CANAL				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
18	Michael Long Metro	The opening of the canal and 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.	Comment noted. The re-introduction of the canal is a long term ambition for the council and the AAP will seek to protect an alignment for the route for the long term. The proposed option for the AAP in the short to medium term is to deliver the benefits of the canal through the linear park and greenway	The line of Canal to be protected is set out in Policy SCRC/ST8 and approach to green Infrastructure in Policy SCRC/NBE1 and the Greenway in Policy SCRC/ST6 in the AAP Publication Draft
20	David Lerner Aire Rivers Trust	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.	Support for Linear Park and greenway noted. The AAP will seek to protect the line of the canal. Any future delivery of the canal or sections of it will need to consider the full impact on the Beck and the environment.	The line of Canal to be protected is set out in Policy SCRC/ST8 and approach to ecology in Policy SCRC/NBE4
21	Mark Penny Individual	I would like to congratulate the Council on its original vision 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. 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.	Support for canal noted. The re-introduction of the canal is a long term ambition for the council and the AAP will seek to protect an alignment for the route for the long term. The proposed option for the AAP in the short to medium term is to deliver the benefits of the canal through the linear park and greenway	The line of Canal to be protected is set out in Policy SCRC/ST8 and approach to green Infrastructure in Policy SCRC/NBE1 and the Greenway in Policy SCRC/ST6 in the AAP Publication Draft

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS BRADFORD CANAL				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
21	Mark Penny Individual	If 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.	Noted. The council consider that the line of the canal should be protected for the long term. Detailed proposals for safeguarding the line of the canal will be set out in the Publication Draft.	The line of Canal to be protected is set out in Policy SCRC/ST8 and approach to green Infrastructure in Policy SCRC/NBE1 and the Greenway in Policy SCRC/ST6 in the AAP Publication Draft
22	Vera Swaine Individual	If done the right way it could make a very pleasant area and would tidy up Canal Road. It would also encourage leisure activities ---- walking----cycling----interest in plants and animals, etc.	Comment noted.	The line of Canal to be protected is set out in Policy SCRC/ST8 and approach to green Infrastructure in Policy SCRC/NBE1 and the Greenway in Policy SCRC/ST6 in the AAP Publication Draft

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS BRADFORD CANAL				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
29	Hugh Firman Individual	Support the Linear Park and Greenway, providing the result is not just a sterile park but a biodiversity rich stream and associated habitats.	<p>Support noted. The AAP will be supported by a Green Infrastructure Study and Ecological. The results and recommendations of these studies will be taken forward into the proposals for the linear park and greenway in the Publication Draft.</p> <p>The re-introduction of the canal is a long term ambition for the council and the AAP will seek to protect an alignment for the route for the long term. The proposed option for the AAP in the short to medium term is to deliver the benefits of the canal through the linear park and greenway</p>	The line of Canal to be protected is set out in Policy SCRC/ST8 and approach to green Infrastructure in Policy SCRC/NBE1 and the Greenway in Policy SCRC/ST6 in the AAP Publication Draft
33	Julie Rasimowicz Individual	I don't 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	Noted. The re-introduction of the canal is a long term ambition for the council. However the council consider that the line of the canal should be protected for the long term. This approach is considered pragmatic in allowing development to come forward in the short to medium term while safeguarding the route of the canal so the canal or sections of it can be delivered in the future	The line of Canal to be protected is set out in Policy SCRC/ST8

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS BRADFORD CANAL				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
34	Susan Stead Bradford Urban Wildlife Group	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	The AAP will seek to protect a line of the canal. Any future delivery of the canal or sections of it will need to consider the full impact on the Canal Road Greenway.	The line of Canal to be protected is set out in Policy SCRC/ST8 and approach to green Infrastructure in Policy SCRC/NBE1 and the Greenway in Policy SCRC/ST6 in the AAP Publication Draft
35	David Blackburn Individual	Overall the document is very weak as to the Council's commitment to the reopening of the canal as investigated by Arup which showed many positive benefits. No reference to the line of the former canal is shown on any of the figures. There is no provision in the AAP to even protect the Arup route.	Noted. The re-introduction of the canal is a long term ambition for the council and the AAP will seek to protect an alignment for the route for the long term. The proposed option for the AAP in the short to medium term is to deliver the benefits of the canal through the linear park and greenway	The line of Canal to be protected is set out in Policy SCRC/ST8 and approach to green Infrastructure in Policy SCRC/NBE1 and the Greenway in Policy SCRC/ST6 in the AAP Publication Draft
35	David Blackburn Individual	para 6.40 states that it remains the councils 'ambition' to reopen the canal without any reference to previous policies/ committee decisions by the council in its support.	The AAP reflects the resolution made by the council's Executive on February 26 th 2008 to include measures to protect the line of the canal in the AAP. Detailed proposals for safeguarding the line of the canal will be set out in the Publication Draft.	The line of Canal to be protected is set out in Policy SCRC/ST8 and approach to green Infrastructure in Policy SCRC/NBE1 and the Greenway in Policy SCRC/ST6 in the AAP Publication Draft

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS BRADFORD CANAL				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
35	David Blackburn Individual	Do not agree with the proposed approach to the Canal. Green spaces with water features have been tried and offer less value than the restored canal. Viability has changed but we deserve a fuller explanation in the document.	<p>Comment noted. The re introduction of the canal is a long term ambition for the council and the AAP will seek to protect an alignment for the route for the long term. The proposed option for the AAP in the short to medium term is to deliver the benefits of the canal through the linear park and greenway</p> <p>This approach is considered pragmatic in allowing development to come forward in the short to medium term while safeguarding the route of the canal so the canal or sections of it can be delivered in the future.</p>	The line of Canal to be protected is set out in Policy SCRC/ST8 and approach to green Infrastructure in Policy SCRC/NBE1
35	David Blackburn Individual	Para 6.68 Fails to mention that in the Leeds and Liverpool Canal is a 'Conservation Area' as well as 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	<p>Comment noted. The council recognise the importance of conservation areas and listed buildings and acknowledge this should be include in the AAP. Heritage issues will be considered as part of the site assessments in the production of the Preferred Approach document.</p>	<p>The Leeds and Liverpool Canal Conservation Area is identified on the policies map and under policy SCRC/NBE5</p> <p>Heritage assets are considered in relevant site allocation statements in the AAP Publication Draft</p>

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS BRADFORD CANAL				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
35	David Blackburn Individual	Para 6.68 on open spaces omits the value a canal could have for water activities	Noted. The council recognise the benefits of the canal. The approach to waterway environments will be set out in the AAP Publication Draft	The approach to waterways in the AAP area are set out in Policy SCRC/NBE2 of the AAP Publication Draft
35	David Blackburn Individual	Part B Section 7 regarding 'Opportunities' fails to even consider the canal as an opportunity?	Noted. The re introduction of the canal is a long term ambition for the council and the AAP will seek to protect an alignment for the route for the long term. The proposed option for the AAP in the short to medium term is to deliver the benefits of the canal through the linear park and greenway	The line of Canal to be protected is set out in Policy SCRC/ST8
35	David Blackburn Individual	The Leeds and Liverpool Canal is the correct name for the canal not the Leeds Liverpool Canal	Noted. The AAP will be amended to reflect this in the Preferred Approach document	All references to Leeds Liverpool Canal have been amended to Leeds and Liverpool Canal in the Publication Draft

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS BRADFORD CANAL				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
35	David Blackburn Individual	The canal proposals may have suffered from the reduction in the numbers of houses proposed, 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 which clouds how the 3000 figure has been arrived at.	The housing target has been informed by the Core Strategy Policies HO3 and BD1, and evidence base including the SHLAA and further detailed work through the Shipley and canal Road Strategic Development Framework.	The AAP housing target is set out in POLICY SCRC/H1: Policy SCRC/H2 and relevant site allocations set out the approach to densities and estimated site capacities
35	David Blackburn Individual	It may be difficult to predict the state of the economy for a 15 year plan, but that should not mean ruling out the re-opening of the canal for the sake of protecting a corridor. Clearly the council has not consulted with any outside organisations to obtain the latest information in support of the benefits of canals to a community and district and I would suggest they should.	The council recognise the benefits of the canal and consider that the line of the canal should be protected for the long term. This approach is considered pragmatic in allowing development to come forward in the short to medium term while safeguarding the route of the canal so the canal or sections of it can be delivered in the future.	The line of Canal to be protected is set out in Policy SCRC/ST8
36	Bev Lambert Environment Agency	Whilst we fully support the aim of opening Bradford Canal as a catalyst for regeneration, given the likely considerable cost, we agree that this should remain a medium to long term ambition. 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.	Comment noted. See previous response	The line of Canal to be protected is set out in Policy SCRC/ST8
36	Bev Lambert Environment Agency	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.	Support for Linear park to protect canal alignment noted.	The line of Canal to be protected is set out in Policy SCRC/ST8.

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS BRADFORD CANAL				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
37	Ian Moore The Inland Waterways Association	The whole thrust of the AAP seems to be putting the Bradford Canal on the back burner and seems to assume you can get the regenerative benefits of a canal without having one. You generally do not get similar benefits to a canal without having a canal.	<p>The council recognise there are different levels of benefits, however in the short to medium term it is not considered that a fully restored canal is deliverable. It is considered a linear park with water features and the Greenway walking and cycling route could provide similar benefits while protecting the route of the canal for the long term.</p> <p>The AAP Publication Draft will be informed by a Green Infrastructure Study to support the strategic approach to green infrastructure and detailed proposals in the AAP.</p> <p>The results and recommendations of the study will be taken forward into the Publication</p> <p>The council consider that the line of the canal should be protected for the long term. This approach is considered pragmatic in allowing development to come forward in the short to medium term while safeguarding the route of the canal so the canal or</p>	The line of Canal to be protected is set out in Policy SCRC/ST8.

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS BRADFORD CANAL				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
			sections of it can be delivered in the future.	
37	Ian Moore The Inland Waterways Association	The canal route needs to be protected, which is important because it prevents further blockages to the route. Any works in creating a green corridor along the canal route should not create any barriers to restoration. We would like to see a stronger commitment the reinstatement of the Bradford Canal including protecting the route.	Noted. The re introduction of the canal is a long term ambition for the council and the AAP will seek to protect an alignment for the route for the long term. The proposed option for the AAP in the short to medium term is to deliver the benefits of the canal through the linear park and greenway	The line of Canal to be protected is set out in Policy SCRC/ST8.
38	Martyn Coy The Canal and Rivers Trust	In 2006, the Council proposed reopening the canal as a major component and catalyst for the wider regeneration of the corridor. We support such proposals that widen the inland waterway network	Support for reopening canal noted The re introduction of the canal is a long term ambition for the council and the AAP will seek to protect an alignment for the route for the long term. The proposed option for the AAP in the short to medium term is to deliver the benefits of the canal through the linear park and greenway	The line of Canal to be protected is set out in Policy SCRC/ST8.

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS BRADFORD CANAL				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
38	Martyn Coy The Canal and Rivers Trust	Agree with the proposed approach 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, recommend that a Policy that safeguards the route of the Bradford Canal is included within the AAP to fully support a future restoration scheme.	Comment noted. The re introduction of the canal is a long term ambition for the council and the AAP will seek to protect an alignment for the route for the long term.	The line of Canal to be protected is set out in Policy SCRC/ST8.
38	Martyn Coy The Canal and Rivers Trust	With regard to 'soundness', safeguarding the canal route would respond to paragraph 114 of the NPPF. It would also conserve an important heritage asset in the context of paragraph 126 of NPPF'	Comment noted.	The line of Canal to be protected is set out in Policy SCRC/ST8.
38	Martyn Coy The Canal and Rivers Trust	Highlight and encourage good planning policy practice for safeguarding routes for canal restoration. Including Rotherham's Core Strategy recognises the Chesterfield Canal as both an important heritage asset and part of the green infrastructure network and seeks to protect the line of the canal and promote the canal's reinstatement and Lichfield's Core Strategy where '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'	Comment noted.	The line of Canal to be protected is set out in Policy SCRC/ST8.

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS STRATEGIC TRANSPORT INFRASTRUCTURE				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
4	Bob Watson	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. 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	The AAP Publication Draft will identify the strategic transport infrastructure required to support sustainable development. The AAP will be informed by a	The findings of the Transport Study have been incorporated into the Publication Draft Policy Framework and have informed the table

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS STRATEGIC TRANSPORT INFRASTRUCTURE				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
		<p>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.</p> <p>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>Infrastructure Delivery Plan and Transport improvements/proposals will be tested through the Transport Study.</p> <p>In accordance with the NPPF the AAP will identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice</p> <p>The results and recommendations of the Transport Study will be taken forward into the Publication Draft document.</p> <p>The Shipley Eastern Relief Road and improvements to Canal Road including duelling part of the road are identified in the Core Strategy and AAP Issues and Options document.</p> <p>The road tunnel has not been identified in the draft Core Strategy or the Connecting Airedale project and as such is not considered deliverable over</p>	<p>of Key Transport Measures and Policy SCRC/ST1: Transport Improvements</p>

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS STRATEGIC TRANSPORT INFRASTRUCTURE				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
			the plan period.	
5	Joanne Dearing Yorkshire Wildlife Trust	Agree that sustainable transport opportunities need to be maximised within the corridor.	Comment noted.	The AAP approach to maximising sustainable transport options is set out in Policy SCRC/ST3
6	Toni Rios Highways Agency	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 Strategic Road Network 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.	Comment noted. The council recognise potential impacts on transport infrastructure also need to be considered The AAP will be supported by an Infrastructure Delivery Plan and transport study which will assess transport impacts The results and recommendations of the Transport Study will be taken forward into the Publication Draft document.	The findings of the Transport Study and Infrastructure Delivery Plan have been incorporated into the AAP Publication Draft Policy Framework and have informed the table of Key Transport Measures and Policy SCRC/ST1: Transport Improvements
6	Toni Rios Highways Agency	It appears that reliance will be placed on Core Strategy Transport policies to provide the policy context for managing the traffic impact of development. The highways Agency needs to consider the cumulative impact of development in Airedale, the Canal Road Corridor, city centre and south Bradford on the volume of traffic on the SRN, in particular, on the M606 and on the M62 Junctions 26 and 27 during the consultation on the Core Strategy Publication Draft.	The council recognise the importance of mitigating transport impacts on the SRN. The council is commissioning Transport and Infrastructure Studies to support the strategic approach to transport infrastructure, and detailed proposals.	The findings of the Transport Study and Infrastructure Delivery Plan have been incorporated into the AAP Publication Draft Policy Framework and have informed the table of Key Transport Measures and Policy SCRC/ST1: Transport

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS STRATEGIC TRANSPORT INFRASTRUCTURE				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
			The results and recommendations of the studies will be taken forward into the Preferred Approach document.	Improvements
6	Toni Rios Highways Agency	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. The Agency will be pleased to provide any assistance on this matter.	Comment noted. The council recognise the importance of travel planning to ensure transport impacts are mitigated and sustainable transport options maximised. The council welcome the offer of assistance from the Highways Agency.	The approach to travel plans is set out in Policy SCRC/ST3 and relevant site allocation statements in the AAP.

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS STRATEGIC TRANSPORT INFRASTRUCTURE				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
18	Michael Long Metro	<p>The scale of housing growth proposed will increase demand for travel. This must be mitigated in way which supports the Local Transport Plan Objectives. This could include the following key components</p> <ul style="list-style-type: none"> • Making best use of the exiting public transport services/facilities • Additional public transport services to accommodate increased demand • Reallocation of road space to public transport • Measures to encourage and incentivise the use of public transport, cycling and walking as an alternative to the car • Development of Transport Hubs 	<p>The council recognise the importance of mitigating transport impacts.</p> <p>Transport improvements/proposals will be tested through the Transport Study.</p> <p>The council is commissioning a Transport Study to support the strategic approach to transport and detailed proposals. The results and recommendations of the studies will be taken forward into the Preferred Approach document.</p>	<p>Detailed transport proposals are set out in the AAP under section Maximising Sustainable Transport Options and Connecting the Corridor of the Policy Framework and Policies ST1, 2, 3, 4, 5, 6 and 7 in the AAP Publication Draft</p>
18	Michael Long Metro	<p>Broadly support the approach to maximise the existing facilities in the short to medium term.</p>	<p>Support noted.</p>	<p>Detailed transport proposals are set out in the AAP under section Maximising Sustainable Transport Options and Connecting the Corridor of the Policy Framework and Policies ST1, 2, 3, 4, 5, 6 and 7 in the AAP Publication Draft</p>

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS STRATEGIC TRANSPORT INFRASTRUCTURE				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
18	Michael Long Metro	Whist regeneration may be one of the major drivers for the development of the corridor; transport infrastructure needs to be integrated into the 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.	Noted. The council acknowledge transport is a key issue and the Publication Draft will be supported by a Transport Study. The results and recommendations of the studies will be taken forward into the Preferred Approach document.	Detailed transport proposals are set out in the relevant site allocation statements
21	Mark Penny Individual	Very supportive of any plans physically linking Bradford Forster Square and Bradford Interchange into a single connected entity.	Support noted. This area is outside of the AAP boundary and will be considered as part of the City Centre AAP.	No change proposed.
22	Vera Swaine Individual	I don't use public transport but I am sure a lot of people will welcome it.	Comment noted.	Detailed transport proposals in relation to public transport are set out in the Policy Framework of the AAP Publication Draft Report.
25	Stephen Blundell Individual	You would get better responses to public consultations if you worded your questions in a less pompous manner. What is "quantum's"?	Comment noted. The council recognise the importance of using Plain English where possible and will consider this comment when producing the Preferred Approach. Quantum refers to a general quantity or amount.	

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS STRATEGIC TRANSPORT INFRASTRUCTURE				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
25	Stephen Blundell Individual	Don't agree with proposed approach because there is insufficient challenge to established notions that vehicle flow is the most important factor to be considered in highway design.	Disagreement noted. The Publication Draft will be supported by a Transport Study. The results and recommendations of the studies will be taken forward into the Preferred Approach document.	Detailed transport proposals are set out in the AAP under section Maximising Sustainable Transport Options and Connecting the Corridor of the Policy Framework and Policies ST1, 2, 3, 4, 5, 6 and 7 in the AAP Publication Draft
29	Hugh Firman Individual	Safer cycling and walking is a key issue	Agree that safer cycling and pedestrian routes are key issues for the AAP	Detailed transport proposals are set out in the AAP under section Maximising Sustainable Transport Options and Connecting the Corridor of the Policy Framework and Policies ST1, 2, 3, 4, 5, 6 and 7 in the AAP Publication Draft

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS STRATEGIC TRANSPORT INFRASTRUCTURE				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
30	Ellie Clement Individual	Better walking, cycling and bus routes. Less focus on developments to suit car drivers and lorries.	Comment noted.	Detailed transport proposals are set out in the AAP under section Maximising Sustainable Transport Options and Connecting the Corridor of the Policy Framework and Policies ST1, 2, 3, 4, 5, 6 and 7 in the AAP Publication Draft
33	Julie Rasimowicz Individual	Bus lanes to improve travel times and better access and parking options at rail links.	See previous response.	See previous action

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS THE CANAL ROAD GREENWAY				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS THE CANAL ROAD GREENWAY				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
5 18 20 25 30	Joanne Dearing- Yorkshire Wildlife Trust Michael Long- Metro David Learner- Aire Rivers Trust Stephen Blundell- Individual Ellie Clement- Individual	Support a new cycle and pedestrian route along the corridor	Support welcomed.	The Canal Road Greenway is identified as a key strategic pedestrian and cycle routes under Policy ST5 and ST6 and on the Polices map
5	Joanne Dearing- Yorkshire Wildlife Trust	Concern that the route may need to change as future development occurs. Future developments should incorporate and link to the route to improve it but don't want to see the greenway re-routed once it is in place.	Concern noted. Agree proposals should incorporate and link to the route of the Greenway. Detailed proposals for the Greenway will be set out in the Preferred Approach.	The Canal Road Greenway is identified as a key strategic pedestrian and cycle routes under Policy ST5 and ST6 and on the Polices map

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS THE CANAL ROAD GREENWAY				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
14	Paul North Manning Masterplan Board	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 council consider that the line of the canal should be protected for the long term. This approach is considered pragmatic in allowing development to come forward in the short to medium term while safeguarding the route of the canal so the canal or sections of it can be delivered in the future. Detailed proposals for safeguarding the line of the canal will be set out in the Preferred Approach.	The Canal Road Greenway is identified as a key strategic pedestrian and cycle routes under Policy ST5 and ST6 and on the Polices map The line of Canal to be protected is set out in Policy SCRC/ST8 The approach to the Linear Park is identified under Policy NBE1
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.	Support for walking and cycling improvements noted. Detailed proposals for transport and movement will be set out in the Preferred Approach.	Detailed transport proposals are set out in the AAP under section Maximising Sustainable Transport Options and Connecting the Corridor of the Policy Framework and Policies ST1, 2, 3, 4, 5, 6 and 7 in the AAP Publication Draft

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS THE CANAL ROAD GREENWAY				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
34	Susan Stead Bradford Urban Wildlife Group	Do not agree with possibility of redefining the Greenway to connect to new development. If Sustrans gets permission for their cycle track how can they then be told (after commencement) that it has to be changed because of development?	<p>Noted. The council agree the route of the greenway should be identified as a key strategic walking and cycling route, however the route may have to be modified as part of development proposals in the future to ensure flexibility s.</p> <p>The AAP will seek to ensure future development proposals link to and contribute to enhancing and maintaining the quality of the Canal Road Greenway route and retain its attractiveness in terms of gradient and directness.</p>	The Canal Road Greenway is identified as a key strategic pedestrian and cycle routes under Policy ST5 and ST6 and on the Polices map

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Canal Road improvements				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
5 20	Joanne Dearing- Yorkshire Wildlife Trust David Lerner- Aire Rivers Trust	Support the inclusion of soft landscaping	Support noted. The Publication Draft will be informed by a Green Infrastructure Study to support the strategic approach to green infrastructure and detailed proposals in the AAP. The results and recommendations of the study will be taken forward into the Publication Draft document.	The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 Green Infrastructure and relevant site allocation statements
20	David Lerner Aire Rivers Trust	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.	Comment noted. The Publication Draft will be informed by a Green Infrastructure Study to support the strategic approach to green infrastructure and detailed proposals in the AAP. The results and recommendations of the study will be taken forward into the Publication Draft document.	The Beck is identified as a key waterway and strategic green infrastructure asset under policy NBE3
22	Vera Swaine Individual	Canal Road must be upgraded for people to access amenities, shop schools etc.	Noted. The council recognise transport is a key issue and improving canal road is a key objective of the AAP. The Publication Draft will be	The findings of the Transport Study have been incorporated into the AAP Publication Draft Policy

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Canal Road improvements				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
			<p>supported by a Transport Study. The results and recommendations of the studies will be taken forward into the Preferred Approach document.</p> <p>The AAP Publication Draft will identify improvements to Canal Road as required.</p>	<p>Framework. Improvements to Canal Road are identified as Key Transport Measures and Policy ST1</p>
25	<p>Stephen Blundell</p> <p>Individual</p>	<p>Road narrowing, streetscape softening and improvements, abandonment of the 40mph speed limit.</p>	<p>Comment noted. Transport is a key issue and improving canal road is a key objective of the AAP. The Publication Draft will be supported by a Transport Study. The results and recommendations of the studies will be taken forward into the Preferred Approach document. Detailed proposals for transport improvements will be set out in the AAP Preferred Approach.</p>	<p>The findings of the Transport Study have been incorporated into the AAP Publication Draft Policy Framework. Improvements to Canal Road are identified as Key Transport Measures and Policy ST1</p>
30	<p>Ellie Clement</p> <p>Individual</p>	<p>Concern about a dual carriageway on canal road. This will increase the speed of the road and create further problems for the schools and communities along the corridor. This wont help transport but exacerbate problems around Shipley. The road should be left at the current capacity.</p>	<p>Concern noted. Transport is a key issue and improving canal road is a key objective of the AAP. The Publication Draft will be supported by a Transport Study. The results and recommendations of the studies will be taken forward into the Preferred Approach document. Detailed proposals for transport improvements will be set out in</p>	<p>The findings of the Transport Study have been incorporated into the AAP Publication Draft Policy Framework. Improvements to Canal Road are identified as Key Transport Measures and Policy ST1</p>

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Canal Road improvements				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
			the AAP Preferred Approach.	
33	Julie Rasimowicz Individual	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.	Comment noted.	

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Shipley, The Centre Section and City Fringe transport proposals				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
5	Joanne Dearing Yorkshire Wildlife Trust	Support improvements to the stations and new/enhanced cycle and pedestrian routes to encourage sustainable transport use.	Support noted	Detailed transport proposals are set out in the AAP under section Maximising Sustainable Transport Options and Connecting the Corridor of the Policy Framework and Policies ST1, 2, 3, 4, 5, 6 and 7 in the AAP Publication Draft

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Shipley, The Centre Section and City Fringe transport proposals				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
18	Michael Long Metro	Recommend that all the transport schemes should be tested using the Urban Dynamic Model (UDM) used for the WYTF	<p>The Publication Draft will be supported by a Transport Study.</p> <p>The Transport Study will assess impacts on the road network, and test options for mitigating any predicted impacts.</p> <p>The results and recommendations of the studies will be taken forward into the Publication Draft document. Detailed proposals for transport improvements will be set out in the AAP Publication Draft.</p>	The findings of the Transport Study have been incorporated into the AAP Publication Draft Policy Framework and relevant site allocation statements
18	Michael Long Metro	Shipley – Shipley Eastern Relief Road. This scheme was tested in the WYTF and did not make the short list of schemes for phase 1. In principle, the other proposed improvements for stage 1 appear acceptable but should be tested in the UDM	Comment noted. The council recognise Shipley Eastern Relief Route is not currently on the WYTF shortlist, however the scheme is considered a longer term ambition for the council and that the AAP should seek to safeguard a route to enable the future implementation of the scheme	The approach to Shipley Eastern Relief Road is set out in Policy SCRC/ST2 of the AAP Publication Draft
18	Michael Long Metro	Welcome the proposed improvements to Shipley Station and the development of a Transport Hub	Comment noted.	The approach to improving Shipley station is set out Policy SCRC/ST4 of the AAP Publication Draft

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Shipley, The Centre Section and City Fringe transport proposals				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
18	Michael Long Metro	Connectivity of Shipley East via the existing subway is supported in principle subject to agreement with Network Rail, Northern Rail and the council to agree responsibility for the on-going maintenance of the route	Comment noted. Detailed movement proposals will be developed as part of site assessments and included in relevant allocation statements. The council will consider this comment when producing the Publication Draft.	Detailed transport proposals including links to Shipley Station are set out in the Shipley East (SE1) site allocation statement of the AAP Publication Draft
30	Ellie Clement Individual	Do not want to see more traffic being funnelled into Shipley. It will create a more dangerous environment as people try and cut through between keighley road and the end of canal road.	<p>Comment noted. The council recognise the need to mitigate future impacts on the transport network. The AAP will be supported by a transport Study.</p> <p>The Transport Study will assess impacts on the road network, and test options for mitigating any predicted impacts.</p> <p>The results and recommendations of the studies will be taken forward into the Publication Draft document. Detailed proposals for transport improvements will be set out in the AAP Publication Draft</p>	The findings of the Transport Study have been incorporated into the AAP Publication Draft Policy Framework and relevant site allocation statements
33	Julie Rasimowicz Individual	Improved parking at Bradford Forster Square in addition to that proposed for Shipley would be beneficial.	Comment noted. This area is located outside of the AAP boundary and will be considered as part of the City Centre AAP.	

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Strategic green infrastructure				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
5 18 20	Joanne Dearing- Yorkshire Wildlife Trust Michael Long- Metro David Lerner- Aire Rivers Trust	Support the proposed approach	Support welcomed. The Publication Draft will be informed by a Green Infrastructure Study to support the strategic approach to green infrastructure and detailed proposals in the AAP. The results and recommendations of the study will be taken forward into the Publication Draft document.	The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 Green Infrastructure and relevant site allocation statements
5	Joanne Dearing Yorkshire Wildlife Trust	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.	The Publication Draft will be informed by a Green Infrastructure Study to support the strategic approach to green infrastructure and detailed proposals in the AAP. The results and recommendations of the study will be taken forward into the Publication Draft document	The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 Green Infrastructure and relevant site allocation statements Open space is identified on the

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Strategic green infrastructure				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
				Policies map under policy HSC2
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. The linear park should be multi-functional and provide enhancements for wildlife. Important that high quality GI is designed into the surrounding developments	See previous response	The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1
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	Comment noted.	The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Strategic green infrastructure				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
18	Michael Long Metro	Metro support the approach particularly as it aims is to introduce walking and cycling routes along the Linear Park.	Support welcomed.	The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1
19	Christopher Sinton HOW Planning on behalf of Canal Road Urban Village Limited	The emerging options should be closely aligned with the New Bolton Woods masterplan. Of particular concern is the suggested location of Strategic Green/ Blue Infrastructure as shown in Figure 11 which represents a departure from the masterplan. Given that residential development is proposed in these areas it is considered that this approach would not be feasible.	Noted. The Publication Draft will be Informed by a Green Infrastructure Study to support the strategic approach to green infrastructure and detailed proposals in the AAP. The results and recommendations of the study will be taken forward into the Publication Draft document	The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Strategic green infrastructure				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
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 inter-connected chain of green environments” (para 8.40).	Support welcomed. The Publication Draft will be Informed by a Green Infrastructure Study to support the strategic approach to green infrastructure and detailed proposals in the AAP. The Bradford Beck is considered a key waterway and green infrastructure asset	The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1. The Approach to the Beck is set out in Policies NBE2 and NBE3

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Strategic green infrastructure				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
22	Vera Swaine Individual	If you are aiming at being green, why are you aiming to do your first building on a green field?	<p>The site BN H1.33 was allocated as a phase 1 housing site in the RUDP 2005 and will form the first phase of new housing at New Bolton Woods.</p> <p>The AAP will promote the effective use of land by seeking to maximise the amount development on previously developed land. An objective is to deliver at least 55% of new development within the AAP on previously developed land. However in order to meet the Core Strategy Housing Requirement the AAP recognises that some Greenfield sites will be required. New development will be expected to protect key green infrastructure assets and deliver new and improved green spaces.</p>	<p>The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1.</p> <p>Open space is identified on the Policies map under policy HSC2</p>

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Strategic green infrastructure				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
23	Howard Middleton CBMDC Councillor	Brow Wood should be formally adopted as a Park by Bradford MDC Parks & Landscapes Service.	<p>Brow Wood is identified as a Bradford Wildlife Area (site of local conservation importance)</p> <p>The council has commissioned a Green Infrastructure Study and Ecological Assessment, which will consider the long term management of green infrastructure. The site is part of the New Bolton woods site (NBW). The site will be expected to include adequate provision is in place for the long term management and maintenance of green space within the development.</p> <p>The adoption of the area as a formal park does not fall within the remit of the forward planning system.</p>	The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 and relevant site allocation statements.

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Strategic green infrastructure				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
29	Hugh Firman Individual	Too large an 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.	Noted. The AAP will be supported by a Green Infrastructure Study to support the strategic approach to green infrastructure and detailed proposals. The results and recommendations of the study will be taken forward into the Publication Draft document. Detailed proposals for Green Infrastructure will be set out in the Publication Draft. The council will consider this comment when producing the Preferred Approach.	The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 and relevant site allocation statements.
31	Richard Radcliffe Individual	Like green corridor but should be extended to include some soft landscape to the harsh industrial areas.	See previous comment	See previous action

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Strategic green infrastructure				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
34	Susan Stead Bradford Urban Wildlife Group	Place the green space Beck and environs into a wildlife corridor.	The council has commissioned a Green Infrastructure Study and Ecological Assessment, to support AAP Publication Draft. The council recognise the Bradford Beck as a key waterway and green infrastructure asset in the AAP.	The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 The Beck is identified as a key waterway and green infrastructure asset on the policies map under policies NBE2 and NBE3.
35	David Blackburn Individual	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.	The Publication Draft will be Informed by a Green Infrastructure Study to support the strategic approach to green infrastructure and detailed proposals in the AAP. The results and recommendations of the study will be taken forward into the Publication Draft document	The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Strategic green infrastructure				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
36	Bev Lambert Environment agency	Agree that an integrated, holistic approach to Green Infrastructure 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>Comment noted. The Publication Draft will be Informed by a Green Infrastructure Study to support the strategic approach to green infrastructure and detailed proposals in the AAP.</p> <p>The results and recommendations of the study will be taken forward into the Publication Draft document</p>	The findings of the Green Infrastructure Study and Green Infrastructure Framework have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1
36	Bev Lambert Environment agency	Retaining areas of existing floodplain as wetland habitats could slow the flow downstream, mitigating flood risk whilst also providing UKBAP priority habitat creation and new, attractive green space for the local community.	<p>The Publication Draft will be supported by a Green Infrastructure Study and SFRA Level 2 to support the strategic approach to green infrastructure and detailed proposals in the AAP.</p> <p>Detailed proposals for Green Infrastructure and flood mitigation will be set out in the Publication Draft. The council will consider this comment when producing the Publication Draft.</p>	The findings of the Green Infrastructure Study and SFRA L 2 have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1, CC1 and relevant site allocations

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Strategic green infrastructure				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
36	Bev Lambert Environment agency	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 benefits. The requirement for significant GI provision and management, through all development proposals within the AAP boundary, should be considered of paramount importance.	Noted. The Publication Draft will be supported by a Green Infrastructure Study to support the strategic approach to green infrastructure and detailed proposals in the AAP. Detailed proposals for Green Infrastructure will be set out in the Publication Draft. The council will consider this comment when producing Publication Draft.	The findings of the Green Infrastructure Study have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 and relevant site allocation statements
38	Martyn Coy The Canal and River 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. 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, this places extra burdens on green infrastructure, especially the towing path.	Comment noted. The Publication Draft will be supported by a Green Infrastructure Study to support the strategic approach to green infrastructure and detailed proposals in the AAP The Leeds and Liverpool canal is identified as a key waterway and green infrastructure assets Detailed proposals for Green Infrastructure will be set out in the Publication Draft. The council will consider this comment when producing the Publication Draft.	The findings of the Green Infrastructure Study have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 and relevant site allocation statements The Canal identified as a key waterway under policy NBE2 and approach to the canal is set out in relevant site allocation statements.

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Strategic green infrastructure				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
39	Helen Ledger, Sport England	Figure 11. 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>Comment noted. The AAP will be supported by a Green Infrastructure study and SFRA Level 2.</p> <p>Detailed proposals for Green Infrastructure, sport and open space will be set out in the Publicaiton Draft. The council will consider this comment when producing the Publication Draft</p>	<p>The findings of the Green Infrastructure Study and SFRA L2 have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 and Policy CC1.</p> <p>Open space including playing fields is identified on the Policies map under policy HSC2</p>

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Flood risk

Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
5	Joanne Dearing Yorkshire Wildlife Trust	SuDs schemes should be managed to maximise their biodiversity The series of smaller ponds mentioned in paragraph 8.46 are likely to be better for wildlife.	Comment noted. Agree SUDs should seek to maximise biodiversity. The Publication Draft will be supported by an Ecological Assessment The results and recommendations of the assessment will be taken forward into the Publication Draft document.	The findings of the Ecological assessment have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 NBE4 and SCRC/CC1
5	Joanne Dearing Yorkshire Wildlife Trust	Like to see natural flood storage such as aqua-greens and wetlands incorporated into the corridor. Support the use of green roofs and walls as they can also have benefits for wildlife	See previous comment	See previous action
20	David Lerner Aire Rivers Trust	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. 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.	The council recognise flood risk is a key issue and the AAP Publication Draft will be supported by an SFRA Level 2 to inform the approach to managing flood risk in the AAP. The results and recommendations of the assessment will be taken forward into the Publication Draft document.	The findings of the SFRA Level 2 have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/CC1
20	David Lerner Aire Rivers Trust	Insist on runoff reduction at source for new development to manage flood risk	See previous comment	See previous action

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Flood risk				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
23	Vera Swaine Individual	Manage flood risk by planning for any eventuality that can be foreseen	<p>The council recognise flood risk is a key issue and the AAP will seek to manage flood risk in accordance with the requirements of the NPPF.</p> <p>The AAP Publication Draft will be supported by an SFRA Level 2 to inform the approach to managing flood risk in the AAP.</p> <p>The results and recommendations of the assessment will be taken forward into the Publication Draft document</p>	The findings of the SFRA Level 2 have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/CC1
30	Ellie Clement Individual	<p>Increased paved space will increase the need for better drainage.</p> <p>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.</p>	The council recognise flood risk is a key issue and the AAP will seek to manage flood risk in accordance with the requirements of the national planning policy and regulations. However this comment is covered by national planning policy and beyond the remit of the AAP	No change proposed

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Flood risk				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
33	Julie Rasimowicz Individual	Consider 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.	<p>The council recognise flood risk is a key issue and the role green space and green infrastructure can play in helping to manage flood risk.</p> <p>The AAP Publication draft will be supported by an SFRA Level 2 to inform the approach to managing flood risk in the AAP.</p> <p>The results and recommendations of the assessment will be taken forward into the Publication Draft document.</p>	The findings of the SFRA Level 2 have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/CC1 and relevant site allocation statements
36	Bev Lambert Environment Agency	Support in general terms the approach outlined to managing flood risk within the Corridor, it maybe 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.	<p>Support noted. The AAP Publication Draft will be supported by an SFRA Level 2 to inform the approach to managing flood risk in the AAP.</p> <p>The results and recommendations of the assessment will be taken forward into the Publication Draft document</p>	The findings of the SFRA Level 2 have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/CC1 and relevant site allocation statements

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Flood risk				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
36	Bev Lambert Environment Agency	Consideration should be given as to how habitats can be created alongside measures aimed at controlling flood risk and enabling public viewing of wildlife	Noted. The AAP Publication Draft will be supported by a Green Infrastructure Study, Ecological assessment and SFRA Level 2 to support the strategic approach to green infrastructure, ecology and flood risk. The results and recommendations of the studies will be taken forward into the Publication Draft document.	The findings of the Ecological Assessment, Green Infrastructure Study and SFRA L2 have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1 NBE4 and SCRC/CC1
36	Bev Lambert Environment Agency	It should be recognised that use of SuDS to improve water quality is linked to achieving the objectives of Water Framework Directive, which could be put into a more local context	Comment noted. The council recognise the role SUDs can play in improving water quality. The AAP Publication Draft will be supported by a Green Infrastructure Study, Ecological assessment and SFRA Level 2 to support the strategic approach to green infrastructure, ecology and flood risk. The results and recommendations of the studies will be taken forward into the Publication Draft document.	The findings of the Ecological Assessment, Green Infrastructure Study and SFRA L2 have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1/2/3/4 and SCRC/CC1

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Flood risk				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
36	Bev Lambert Environment Agency	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	Support welcomed. The AAP Publication Draft will be supported by a SFRA Level 2 to support the strategic approach to managing flood risk and detailed proposals in the AAP The results and recommendations of the study will be taken forward into the Publication Draft document. The Beck is identified as a key waterway and strategic green infrastructure asset in the AAP.	The findings of the SFRA L2 have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1/ 2/3/4 and SCRC/CC1
36	Bev Lambert Environment Agency	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.	Comment noted. The council recognise flood risk is a key issue and the need for the AAP sites and proposals to be supported by a SFRA The AAP Publication Draft will be supported by a SFRA Level 2 to support the strategic approach to managing flood risk and detailed proposals in the AAP The results and recommendations of the study will be taken forward into the Publication Draft document	The findings of the SFRA L2 have been incorporated into the AAP Publication Draft Policy Framework and have informed the approach in Policy SCRC/CC1 and relevant site allocations

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS Flood risk				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
36	Bev Lambert Environment Agency	The AAP risks being found unsound if sites are allocated that have not been informed by a SFRA.	See previous comment	See previous action

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS The Bradford Beck				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
5 20 29 34 36	Joanne Dearing- Yorkshire Wildlife Trust David Lerner- Aire Rivers Trust Hugh Firman- Individual Susan Stead- Bradford Urban Wildlife Group Bev Lambert- Environment Agency	Support the de-cultivating and naturalising of the Bradford Beck	Support welcomed. The council consider the Beck is a key waterway and strategic green infrastructure asset in the AAP.	The approach to the Beck is set out in Policy NBE3 of the AAP Publication Draft

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS The Bradford Beck				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
20	David Lerner- Aire Rivers Trust	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.	<p>Comment noted. The Beck is considered a key waterway and strategic green infrastructure asset in the AAP. The AAP Publication Draft will be supported by a Green Infrastructure Study, Ecological assessment and SFRA Level 2 to support the strategic approach to green infrastructure, ecology and flood risk.</p> <p>The results and recommendations of the studies will be taken forward into the Publication Draft document.</p>	The approach to the Beck is set out in Policy NBE3 of the AAP Publication Draft
22	Vera Swaine Individual	The aim should be that once it is sorted/tidied it is kept that way.	Agree the long term management of this asset will be an import consideration.	The approach to the Beck is set out in Policy NBE3 of the AAP Publication Draft
28	R Shields Individual	Make it a priority	Improving the Bradford Beck is identified in objective 7 as a key objective for the AAP	The approach to the Beck is set out in Policy NBE3 of the AAP Publication Draft

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS The Bradford Beck				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
29	Hugh Firman Individual	Plans should maximise biodiversity gain to create a waterway rich in wildlife	<p>The council recognise that protecting and enhancing biodiversity and green infrastructure by establishing ecological networks and natural environments linked to an improved Bradford Beck is a key objective for the AAP.</p> <p>The Beck is considered a key waterway and strategic green infrastructure asset in the AAP. The AAP Publication Draft will be supported by an Ecological Assessment and to support the strategic approach to ecology and biodiversity</p> <p>The results and recommendations of the assessment will be taken forward into the Publication Draft document.</p>	<p>The findings of the Ecological Assessment, Green Infrastructure Study and SFRA L2 have been incorporated into the AAP Publication Draft Policy Framework and have informed Policy SCRC/NBE1/2/3/4 and SCRC/CC1</p>

EMERGING STRATEGIC INFRASTRUCTURE OPTIONS The Bradford Beck				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
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.	Support noted. Site SE1 is considered appropriate for residential led mixed use development. The site has extant planning permission for the proposed use. However the council recognise that development of this site will be expected to improve green infrastructure including the Beck and provide new and improved open space and ecological areas within the development.	SE1 is identified in the Shipley Development framework for residential led mixed use development The approach to ecology and green infrastructure, including the Beck is set out in the allocation statement for SE1.
36	Bev Lambert Environment Agency	There are a number of constraints on this aspiration, which must be addressed through the AAP 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 space would facilitate further measures such as re-meandering and other morphological improvements which would enhance the local environment.	Noted. The council recognise the aspiration to improve the Beck must be considered against the relevant constraints. The AAP is supported by an Ecological Assessment and Green Infrastructure Study. The results and recommendations of these studies will be taken forward into the Publication Draft document. The Beck is considered a key waterway and strategic green infrastructure asset in the AAP.	The approach to the Beck is set out in Policy NBE3 of the AAP Publication Draft

VIABILITY AND DELIVERABILITY				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
5 18	Joanne Dearing- Yorkshire Wildlife Trust Michael Long- Metro	Support the need for an infrastructure delivery plan	Support noted. The AAP Publication Draft will be supported by an Infrastructure Delivery Plan. The results and recommendations of the study will be taken forward in the Publication Draft Report	The findings of the Infrastructure Delivery Plan have been incorporated into the AAP Publication Draft Policy Framework and have informed relevant site allocation statements and Section 4 Implementation and Delivery in the Publication Draft
5	Joanne Dearing Yorkshire Wildlife Trust	Green Infrastructure should be included in the infrastructure delivery plan	Comment noted. Green Infrastructure will be included in the Infrastructure Delivery Plan	The findings of the Infrastructure Delivery Plan have been incorporated into the AAP Publication Draft Policy Framework

VIABILITY AND DELIVERABILITY				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
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.	Noted. The council recognise the importance of green infrastructure and will identify strategic priorities for the area, however to ensure flexibility the priorities for contributions from individual proposals will be considered on a site by site basis as part of the development management process. Core Strategy Policy ID3 – ‘Developer Contributions’ will be the primary mechanism for securing developer contributions through the CIL Charging Schedule and S106 Agreements.	The approach to developer contributions is set out in Section 4 Implementation and Delivery of the AAP Publication Draft
5 18	Joanne Dearing- Yorkshire Wildlife Trust Michael Long- Metro	CIL and Section 106 funding should be used to deliver the infrastructure within the corridor	Noted. The council agree that CIL and S106 will be important funding sources to support the delivery of infrastructure in the Corridor. However, developer contributions alone are unlikely to be able to support all the infrastructure requirements necessary to deliver high quality, sustainable development in the Corridor	The approach to developer contributions is set out in Section 4 Implementation and Delivery of the AAP Publication Draft

VIABILITY AND DELIVERABILITY				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
8 11 12 16	Brian Teale-Individual Mr and Mrs Shaw-Individual Mr John Wood-Individual Mrs Lynne Slinger-Individual	It is unrealistic to believe that both the plans for the City Centre and Shipley Canal Road Corridor are achievable and deliverable. Resources should be targeted at Bradford City Centre. The Shipley and Canal Road Corridor AAP should be abandoned and a lower level strategy for improving Shipley Town Centre adopted.	Noted. The Shipley and Canal Road Corridor is a priority regeneration area for the council and the council are committed to the production of the AAP through resolution made by the council's Executive and the Local Plan Core Strategy Publication Draft. The council considers the proposals in the AAP to be deliverable.	The AAP Publication Draft includes Section 4 Implementation and Delivery of the AAP Publication Draft
18	Michael Long Metro	Transport schemes should be prioritised where the existing transport facilities are not adequate for new development.	Noted. The AAP Publication Draft will identify the strategic transport infrastructure required to support sustainable development. The AAP will be informed by a Infrastructure Delivery Plan and Transport improvements/proposals will be tested through the Transport Study. The results and recommendations of the Transport Study will be taken forward into the Publication Draft document.	The findings of the Transport Study have been incorporated into the Publication Draft Policy Framework and have informed the table of Key Transport Measures and Policy SCRC/ST1: Transport Improvements and maximising sustainable transport options in SCRC/ST3

VIABILITY AND DELIVERABILITY				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
18	Michael Long Metro	The AAP doesn't provide a clear approach to how viability and deliverability will be assessed	The council acknowledge viability and deliverability are key issues. The AAP will be supported by a Viability Assessment and Infrastructure Delivery Plan. Core Strategy policy ID2 sets out the approach to how viability will be assessed. The AAP Publication Draft will include a section on implementation and delivery including a monitoring framework	The AAP Publication Draft includes Section 4 Implementation and Delivery of the AAP Publication Draft
18	Michael Long Metro	Metro support a phasing plan linked to transport infrastructure. The phasing needs to make use of existing infrastructure in the first instance and then linked to the delivery of transport improvements.	Support for phasing plan noted. The AAP will be supported by and Infrastructure Delivery Plan and Transport Study and will identify key transport improvement measures and timescales for delivery in the Publication Draft	The findings of the Transport Study have been incorporated into the Publication Draft Policy Framework and have informed the table of Key Transport Measures and Policy SCRC/ST1: Transport Improvements The AAP Publication Draft includes Section 4 Implementation and Delivery of the AAP Publication Draft

VIABILITY AND DELIVERABILITY				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
18	Michael Long Metro	Metro would welcome transport schemes to be prioritised where the existing transport facilities are not adequate for new development.	See previous response	See previous action
18	Michael Long Metro	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. The schemes identified in the WYTF have not assumed any CIL contributions.	Comment noted. The detailed approach to site contributions will be considered as part of site assessments. The council is producing a CIL charging schedule which will consider these issues separately. The council agree that CIL and S106 will be important funding sources to support the delivery of infrastructure in the Corridor. However, developer contributions alone are unlikely to be able to support all the infrastructure requirements necessary to deliver high quality, sustainable development in the Corridor	The approach to developer contributions is set out in Section 4 Implementation and Delivery of the AAP Publication Draft
19	Christopher Sinton HOW Planning on behalf of Canal Road Urban Village Limited	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.	Support noted. The council recognise the Joint Venture Company is a key innovative delivery tool to support transformational regeneration in the Centre section of the AAP	The approach to developer contributions including the JVC is set out in Section 4 Implementation and Delivery of the AAP Publication Draft

VIABILITY AND DELIVERABILITY				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
19	Christopher Sinton HOW Planning on behalf of Canal Road Urban Village Limited	Welcome the flexibility to provide by a phased approach to development of the corridor especially in light of the prevailing uncertain economic conditions.	Comment noted.	The AAP Publication Draft includes Section 4 Implementation and Delivery
19	Christopher Sinton HOW Planning on behalf of Canal Road Urban Village Limited	Welcome the requirement for BMDC to prepare a Viability Assessment of the AAP, ensuring that proposals are viable and deliverable.	The council acknowledge viability and deliverability are key issues and the AAP Publication Draft will be supported by a Viability Assessment of the AAP.	The findings of the Viability Assessment have informed the Publication Draft Policy Framework and relevant site allocations
19	Christopher Sinton HOW Planning on behalf of Canal Road Urban Village Limited	Request the AAP takes full account of the Council's commitment with 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. Request the AAP acknowledge that in this specific case it precludes the need to establish such contributions as may be required for development generally.	Comment noted. The council recognise the Joint Venture Company is a key innovative delivery tool to support transformational regeneration in the Centre Section of the AAP The council recognise the importance of green infrastructure and will identify strategic priorities for the area, however to ensure flexibility the priorities for contributions from individual proposals will be considered on a site by site basis as part of the development management process. Core Strategy Policy ID3 – 'Developer Contributions'	The approach to developer contributions and the Joint Venture company is set out in section 4 Implementation and Delivery of the AAP Publication Draft

VIABILITY AND DELIVERABILITY				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
			will be the primary mechanism for securing developer contributions	
20	David Lerner Aire Rivers Trust	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 delivers multiple benefits	Comment noted. The council will consider potential funding sources in the Infrastructure Delivery Plan. The AAP will provide a key tool for bidding for future funding to delivery priorities in the area	Policy SCRC/NBE3 in the AAP Publication Draft sets out the approach to Bradford Beck
21	Mark Penny Individual	The recent change of British Waterways to the Canal and River Trust may create new opportunities for funding and partnerships which may offer different financial solutions. Has the Council considered a bold partnership bid to the Heritage Lottery Fund for £50m to fund the canal? Perhaps the Council should be pressing the Government for say a 0.1% (£32m) slice of the HS2 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?	Comment noted. The council will consider potential funding sources in the Infrastructure Delivery Plan. The AAP will provide a key tool for bidding for future funding to delivery priorities in the area	The AAP Publication Draft includes Section 4 Implementation and Delivery
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.	The council recognise a key issue for the AAP will be to mitigate impacts on the road network. The AAP will be supported by a Transport Study and Infrastructure Delivery Plan to support the strategic approach to transport infrastructure, and detailed proposals. The results	The findings of the Transport Study have been incorporated into the Publication Draft Policy Framework and have informed the table of Key Transport Measures and Policy SCRC/ST1: Transport

VIABILITY AND DELIVERABILITY				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
			and recommendations of the studies will be taken forward into the Publication Draft document.	<p>Improvements</p> <p>The AAP Publication Draft includes Section 4 Implementation and Delivery of the AAP Publication Draft</p> <p>The approach to community infrastructure including new primary school is set out in Policy SCRC/HSC3 and New Bolton Woods (NBW1) site allocation statement</p>
23	Howard Middleton CBMDC Councillor	Priorities should include New Primary School for the New Bolton Woods settlement. Traffic measures and pedestrian safety improvements on Kings Road at the Poplars Park Road/Kings Road junction Funding to be in place for the new Brow Wood recreation area/park	See previous response	See previous action
23	Howard Middleton CBMDC Councillor	Pedestrian connectivity and accessibility needs to be seriously reappraised before any development is considered.	The council recognise pedestrian connectivity and accessibility are key issues. The AAP will be supported by Transport and Green Infrastructure Studies to support the strategic approach to transport and accessibility, and detailed proposals. The results	Key pedestrian and cycle routes are identified in Policy SCRC/ST5 and on the policies map. Transport and accessibility issues are identified in the New

VIABILITY AND DELIVERABILITY				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
			and recommendations of the studies will be taken forward into the Publication Draft document.	Bolton Woods (NBW1) site allocation statement
29	Hugh Firman Individual	Enhancement of Bradford Beck and associated wildlife habitats should be priorities in the Corridor.	Noted. The enhancement of the Beck and wildlife habitats are recognised in the vision and key objectives. The AAP will be supported by a Green Infrastructure Study and Ecological assessment to support the strategic approach to biodiversity and habits and detailed proposals. The results and recommendations' of the studies will be taken forward in the AAP Publication Draft	The approach to green infrastructure , habitat networks and Bradford Beck are set out in the Policy Framework of the AAP Publication Draft and Policies SCRC/NBE1, 3, and 4
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.	Noted. The approach to delivery will be set out in the AAP Publication Draft.	The AAP Publication Draft includes Section 4 Implementation and Delivery which sets out likely timescale for delivery
30	Ellie Clement Individual	Ensure communities along the corridor are consulted/engaged along the way.	Noted. The council are committed to early and meaningful engagement throughout the production of the AAP. This is set out in the supporting Engagement Plan	The council will undertake consultation on the AAP Publication Draft in accordance with Planning Regulations and AAP

VIABILITY AND DELIVERABILITY				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
				engagement plan.
36	Bev Lambert Environment Agency	Welcome support for measures such as SUDS, swales, green roofs, and permeable surfaces as these can play an important role in reducing the financial burden that businesses face when dealing with flooding events	Support noted. The AAP will be supported by a green infrastructure study and SFRA Level 2 and proposals for managing flood risk will be set out in the Publication Draft.	The findings of the Green Infrastructure study and SFRA L2 have been incorporated into the AAP Publication Draft and Policy SCRC/CC1 and relevant site allocation statements
36	Bev Lambert Environment Agency	Expenditure on well designed flood defence measures and GI can help to significantly improve the attractiveness of areas to existing businesses	See previous response	See previous action
37	Ian Moore The Inland Waterways Association	Canal restoration schemes normally have quite long timescales but schemes that show continual progress have been set up so that they can take advantage of funding opportunities as they arise. 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.	Comment noted. The council consider that the line of the canal should be protected for the long term. This approach is considered pragmatic in allowing development to come forward in the short to medium term while safeguarding the route of the canal so the canal or sections of it can be delivered in the future.	The approach to the Bradford canal is set out in Policy SCRC/St8

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Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
38	Martyn Coy The Canal and Rivers Trust	<p>In light of proposals 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, recommend that priority is given to ensuring that the developer contributes to mitigating the impacts of the development on the canal.</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</i></p>	<p>Noted. The Leeds and Liverpool Canal is identified as a key waterway and the AAP Publication Draft will set out policies and proposals for protecting and enhancing the canal.</p> <p>The council notes the substituted reference from British Waterways to the Canal & River Trust.</p>	<p>The Leeds and Liverpool Canal is identified as a key waterway under Policy SCRC/NBE2 and is referenced in relevant site allocation statements</p>

VIABILITY AND DELIVERABILITY				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
		<p><i>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 & 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 the policy relates to the Leeds and Liverpool Canal.</p>		
39	Helen Ledger Sport England	<p>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>Comment noted. Developer contributions will be considered as part of the Viability Assessment.</p>	<p>The approach to Sport and recreation is set out in Policy HSC2 of the AAP Publication Draft and relevant site allocation statements</p>
39	Helen Ledger Sport England	<p>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>Noted. The council recognise sport England’s requirements in regards to playing fields and will set out proposals in relation to sport and recreation in the AAP Publication Draft.</p>	<p>The approach to Sport and recreation is set out in Policy HSC2 of the AAP Publication Draft and relevant site allocation statements in</p>

VIABILITY AND DELIVERABILITY				
Rep ID	Name / Organisation	Summary of Representation	Council Response	Action
				the AAP Publication Draft
39	Helen Ledger Sport England	Sport England is supporting the council on strategic planning for sports facilities, halls, pools and pitches. If this work taken to its conclusion it should help support developer contributions and CIL. In addition Sport England has a sports facilities calculator that predicts new sporting needs arising from residential development, this can help ascertain the level of developer contributions that should be sought.	Comment noted. The council will consider this comment when producing the Infrastructure Delivery Plan. The AAP will be supported by the Playing Pitch Strategy. The results and recommendations of which will be taken forward into the Publication Draft	The approach to Sport and recreation is set out in Policy HSC2 of the AAP Publication Draft and relevant site allocation statements in the AAP Publication Draft

BASELINE EVIDENCE BASE				
Rep ID	Name / Organisation	Summary of Representation		
36	Bev Lambert Environment Agency	11.2 River and Water Quality 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.	Comment noted. The council will consider these comments as part of any update to the baseline study.	No change to AAP proposed

BASELINE EVIDENCE BASE				
Rep ID	Name / Organisation	Summary of Representation		
36	Bev Lambert Environment Agency	<p>11.6 Land contamination 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 http://www.environment-agency.gov.uk/research/planning/121619.aspx which provides assistance to developers in dealing with land contamination issues.</p>	Comment noted. The council will consider these comments as part of any update to the baseline study. Land contamination issues will be considered in accordance with Core Strategy Policy EN8: Environmental Protection	The approach to land contamination is set out in the Land Quality Section of the Policy Framework of the AAP Publication Draft
36	Bev Lambert Environment Agency	<p>11.9 Flood Risk 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 & Canal Road corridor and should be used to steer development to the areas at least risk of flooding.</p>	Comment noted. The Publication Draft will be supported by an SFRA Level 2. The results and recommendations of which will be taken forward in the Publication Draft.	The findings of the SFRA L2 have been incorporated into the Publication Draft Policy Framework and Policy SCRC/CC1: and relevant site allocations
36	Bev Lambert Environment Agency	<p>Flood Risk and Water Management Evidence Base (Waterman, September 2011) 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>	Comment noted. The council will consider these comments as part of any update of the baseline study. The council recognise the issue of SUDs and potential land contamination and will set out he approach to Suds and contamination in the AAP Publication Draft.	The approach to land contamination, SUDs and water quality are set out in the Policy Framework of the AAP Publication Draft