



**BRADFORD**  
**Urban Wildlife**  
**GROUP** 20 Year Anniversary



2<sup>nd</sup> August 17

Andrew Marshall  
a Team: S. Bailey & Canal Road  
Consider - proposed main modifications  
He endorsed my comments. Sincerely.

[Redacted signature line]

( [Redacted] Edward Bayley BD16. [Redacted] )

Additional Modification Number	Page no.	Policy/paragraph	Proposed Modification	Reasons for Modification
			<p><b>New text: <u>underlined</u></b></p> <p><b>Deleted text: <del>strike through</del></b></p> <p>approximately 5km to the north of the AAP boundary and the northern half of the AAP boundary falls within <u>Zone-Bii Zone C</u> as identified within Core Strategy. Core Strategy Policy SC8 seeks to protect the South Pennine Moors and their zone of influence.</p>	
SCRCAAP AM018	108	Policy NBE4: Biodiversity and Ecology	Development will be expected to minimise adverse impacts on biodiversity and wildlife and provide for <u>identified site specific</u> improvements in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.	For clarity
SCRCAAP AM019	109	4.7.37	<p>Amend supporting text to Policy NBE3 as follows:</p> <p>4.7.37 The following locally designated wildlife sites are identified in the Corridor.</p> <ul style="list-style-type: none"> <li>• Boars Well Urban Wildlife Reserve- candidate Local Wildlife Site</li> <li>• Poplars Farm- Bradford Wildlife Area- Wildlife corridor</li> <li>• Shipley Station Butterfly Garden <u>Meadow</u> - Local Wildlife Site- Nature Reserves</li> <li>• Leeds and Liverpool Canal- SEGI</li> </ul>	Factual amendment to provide clarity
SCRCAAP	109	4.7.39	Amend supporting text to Policy NBE4 as follows:	Factual amendment to provide clarity

good

Modification no.	Page no.	Policy/paragraph	Proposed Modification	Reasons for Modification
SCRCAAP MMD30	93	Policy SCRC/ST5: Pedestrian and Cycle Movements	<p>New text: <u>underlined</u> Deleted text <del>strike-through</del></p> <p>Amend policy ST5 as follows:</p> <p>A. The Council will actively promote new and enhanced pedestrian and cycle routes within the Corridor. Key strategic pedestrian and cycle routes are:</p> <ol style="list-style-type: none"> <li>1. Canal Road Greenway</li> <li>2. Airedale Greenway</li> <li>3. Dales Way Link</li> </ol> <p>The Canal Road Greenway and Airedale Greenway are identified as strategic cycle and walking routes on the Policies Map.</p> <p>All development proposals adjacent to, or impacting on, key strategic routes will be expected to aid in the delivery of and contribute to an appropriate and proportionate level of public realm improvements to these routes.</p> <p><u>Where directly related to the development, and consistent with the provisions of the CIL Regulations, development proposals adjacent to, or impacting on, key strategic routes will be expected to aid in the delivery of improvements to these routes.</u></p>	-To ensure the plan is consistent with national planning policy.
SCRCAAP MM031	95	Policy SCRC/ST8:	<p>Amend policy ST8 as follows</p> <p><u>A.</u> Bradford Canal: An alignment for proposed re-introduction of the Bradford Canal will be protected to enable its future provision.</p> <p><u>1.</u> Development proposals impacting the proposed route will be expected to</p>	To ensure the plan is effective and consistent with national and

Good to mention this  
the Dales Way Link  
is a protected footpath  
through the side of  
KAS Field. people come  
through this field to get an  
to see Nature not just  
scale development.

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

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

good. So  
Ecological networks  
relating to East Field should  
be assessed on site  
There are some trees too  
mural Development and  
Ecological protection is  
impossible.

Modification no.	Page no.	Policy/paragraph	Proposed Modification	Reasons for Modification
SCRCAAP MM037	108	Policy SCRC/NBE4: Biodiversity and Ecology	<p>New text: <u>underlined</u> Deleted text <del>strike through</del></p> <p>Amend policy NBE4 as follows</p> <p>Development will be expected to minimise adverse impacts on biodiversity and wildlife and provide for an improvement in local biodiversity where possible, through the protection and enhancement of important habitats, the creation of new habitats and strengthening of key ecological corridors.</p> <p>A. Development proposals likely to have an adverse effect on biodiversity, important habitats and areas designated as a Local Wildlife Site, Site of Ecological/Geological Importance (SEGI) or Bradford Wildlife Area (BWA) will be assessed in accordance with Core Strategy Policy EN2. The following locally designated wildlife sites are identified in the Corridor: 1. Boars Well Urban Wildlife Reserve 2. Poplars Farm Bradford Wildlife Area 3. Shipley Station Butterfly Garden - Local Wildlife Site 4. Leeds and Liverpool Canal - Site of Ecological and Geological Importance (SEGI)</p> <p>B. To secure a net gain in biodiversity through the AAP, the council will support the delivery of ecological enhancement projects, in line with the Ecological Assessment.</p> <p>C. <u>For any residential developments within the South Pennine Moors zone of influence zone C that result in a net increase of 1 or more dwellings, it will be considered how recreational pressure on the SPA or SAC, that such development might cause, will be effectively mitigated in accordance with Core Strategy Policy SC8.</u></p>	To ensure the plan is consistent with national and local planning policy.
SCRCAAP MM038	113	NBE6	<p>Amend Policy NBE7 as follows:</p> <p>4. Deliver high quality public realm which prioritises the needs of pedestrians and</p>	To ensure the plan is effective and

Not a garden  
a meadow.

(A garden is  
planted - a  
The meadow is  
a remnant of  
old ungrazed  
meadow land.

You have got it right in the main as changes to  
Additional modifications. SCRCAAP p. 109

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		retail residential business etc contradict the policy (see NBE4 Biodiversity and Ecology on SE1 Shipley East. See West Yorkshire Ecology - Assessment.	STC3: Station Road Residential 50 residential units 2015-2020	Private Sector
			SCT4: Shipley Gateway Site Mixed use retail and leisure with residential uses Town-centre redevelopment opportunity A1 - A4 uses with <u>main town centre uses</u> business and commercial uses 50 residential units 2020-2025	CBMDC/ Private Sector
		We don't agree with residential user and for retail business on this site. Already a car park for the station has been approved. Enough for this site. NOT possible for all this development. No reason for existing Bealverston	SCT5: Atkinson Street Residential 8 residential units 2015-2020	Private Sector
			STC6: Buildings along Briggate Residential with supporting main town centre uses Mixed-use A1 - A5 uses, business, 20 residential units 2020-2025	Private Sector
			SE1: Shipley East Residential led mixed use with supporting retail and business uses 400-150-151 residential units, supporting retail and business uses 2015-2025	Private Sector/ CBMDC
			SE2: Land Residential infill 30 residential units 2020-	Incommunities

How can you have a Bulky Experts and Neetie highway with all the development proposed?

Amend - to Car Park Shipley station and if possible reinstatement of important Biodiversity