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City of Bradford Metropolitan District Council

Representations Form

www.bradford.gov.uk

Please use this form to make comments about a current planning application. Any comments will be open to public inspection and may also be published on our website and therefore be viewable by anyone via the internet.

Application Summary

Shipley and Canal Road Corridor Area Action Plan

Application reference:

Publication Draft Report

Address of proposal:

Proposed:

Consultation on the Document

Your Details

Your name:

STEAD

Your address:

Bradford Wildlife Group

Postcode:

BD16

Your Comments

Nature of submission:
(please tick one box)

- Inform the Authority that you object to the Planning Application
- Inform the Authority that you do not object to the Planning Application
- Provide the Authority with comments

Comments:

on the Shipley and Canal Road Corridor Publication Draft Report Area Action Plan and in consideration of the report from West Yorkshire Ecology - Ecological Assessment for the Shipley Canal Road Corridor August 2014 by West Yorkshire Ecology

First, SE1. Shipley East - outside Shipley Station - mention is made of enhancements of green corridors - habitat networks, etc. creation of new open space & Wildlife Areas etc: on this so called underused land there is already a high Biodiversity - existing.

of over 12 species of Butterfly on this site - including a species now which is rare for West Yorkshire and Bradford - (having here arrived here over 2013 - 2015 - the mottled white - normally seen in Yorkshire on the Yorkshire Wolds!)

So to Biodiversity and Ecology p. 108 of the Council's Area Action Plan 4.7.31. & 4.7.32. and with reference to the West Yorkshire Ecology Document - Key aim to enable regeneration to take place in a manner that minimises adverse impacts on Biodiversity - How is this going to be achieved on SETI, Shipley East, with the large number of houses etc for this site?

We have been asked to look into the Soundness of the Council's Documents - I will say this yet again that there is a conflict between Development and the proposed green structure with no suggestion as to how this is to be

carried out and whether Policy SCRC/NBE4 - Biodiversity and Ecology will be incorporated into Plans by Developers. The only answer to this is to allow an Area on Field SETI, Shipley East to be cordoned off before Development to be conserved for the high number of species here and left to be managed later - Development first and then re-planting afterwards, will not bring back established species of Lepidoptera.

I bring to your attention again Policy SCRC/NBA - A. Concerning adverse effects on Biodiversity.

3. Shipley Station Butterfly garden - local wildlife site - (incidentally is not a garden - part of an unploughed meadow already existing. - a garden suggests a planted meadow. This is not so. - We would like this corrected -) The word garden suggests planting.

We are pleased that the proposals for Shipley Station are to safeguard (and mitigate?) any adverse impacts on Shipley Butterfly meadow - however Network Rail the owners of the land will have to be consulted over new proposals. The meadow should stay exactly as it is.

3

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Application Summary

ShIPLEY and Canal Road Corridor

Application reference:

Area Action Plan

Address of proposal:

Publication Draft Report

Proposal:

Consultation on the Document

Your Details

Your name:

stead

Your address:

Bradford Urban Wildlife Group

Postcode: B.D.6

Your Comments

Nature of submission:
(please tick one box)

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Comments:

ShIPLEY and Canal Road Corridor
 Area Action Plan Continued
 Habitat Highways Table 3.
 We are pleased that the Council has taken seriously the importance of conserving for Butterflies, i.e. the Nectar Highway and the Butterfly Express. (evidence from the Ecological Assessment 2014). On looking at the map (figure 14) for Habitat Highways - we see a very wide Area (covering also the Field EKI.) This is good - however again, how is this highway to be fitted into the high

(4)
Development expected on this field? We are told the Council will work with landowners, developers and local Wildlife groups to support the delivery of ecological enhancement projects etc. (4.7.41. Table 3). We hope this will be carried out and Developers will accept this ruling. To conclude: otherwise a more legal imperative will be needed.

Both the Council's environmental section and the Shipley Canal Road Corridor ecological Assessment from West Yorkshire Ecology are excellent - but how sound is the Assessment relating to Implementation?

To consider aspects of the Corridor

- a) Development - Houses etc - large numbers.
- b) Cycle track.
- c) Area put aside for re-introducing the Bradford Canal.
- d) Linear Park - Canal Road Greenway Bradford Beck
- e) included rectra Highway & Battery Express.

Looking at the map of the green infrastructure framework Figure 13, we see multifunctionality - however high sound is all this will be a complicated structure, which will be difficult to achieve? P. 103; 4.7.11. Shipley East (SE1) included in this paragraph suggest green space should be provided within the site - (This should be defined as an area to be cordoned off as a Battery site - as it is and managed later as a Wildlife Area - not checked up and started from scratch!) We already have examples of Developers agreeing to leave an Area for Wildlife - example - oak Glen Eldwick / Golead and Barratts (who have successfully closed a complete Translocation of a Beechwood site, with Butterfly larvae) on to higher ground.) This is the way forward and should be included in the Document - i.e. to retain sections for wildlife within the development (as it is) when Biodiversity levels are high.

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Application Summary

Application reference: Shipley and Canal Road Corridor
Address of proposal: Area Action Plan
Proposal: Publication Draft Report
Consultation on the Document

Your Details

Your name: [Redacted] Stead
Your address: [Redacted]
Bradford Urban Wildlife Group Postcode: BD16 [Redacted]

Your Comments

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Comments: Canal Road Corridor

Finally respected guidelines say that no development should take place between street and August (especially if areas of trees/bushes will be included) - because of nesting birds etc. and we would like to see Developers respecting this rule especially in East SET.

How sound is the communication between the Council and Developers in this respect? especially in East SET which needs a road bridge over the Beck? - eventually before development can take place. Respect for this ruling is essential - should be part of this document.

meadow not a

4.5.26 At Shipley railway station the provision of a new pedestrian bridge over the Skipton – Bradford branch line to Station Road should be considered to improve future links from the station to Shipley town centre.

4.5.27 Proposals to provide new or enlarged park and ride facilities, will be supported at Shipley and Frizinghall railway stations. Proposals should include the provision of long stay parking to serve rail users. This could include the provision of additional decked parking at Shipley. Any proposals should safeguard and mitigate any adverse impacts on Shipley Butterfly Garden located within the station car park and deliver a net gain in biodiversity, where feasible.

4.5.28 The railway network, including the stations and railway margins are identified as an important habitat highway in the Ecological Assessment. The Council will promote and support schemes that will deliver ecological enhancements along the railway line and stations as part of 'the Butterfly Express' concept in accordance with Policy SCRC/NBE4 Biology and Ecology.

Biodiversity already high in the station & railway line

Supporting Pedestrian and Cycle Movements

4.5.29 There are significant improvements planned to the pedestrian and cycle network along the Corridor, including the completion of the Canal Road Greenway and new and improved links delivered through new

without permission. This obviously affects Biodiversity.

garden also a Rosette for Butterfly Conservation

developments. This will include enhancement of strategic pedestrian and cycle routes, local pedestrian and cycle links and links to important green spaces within and beyond the Corridor identified in the Green Infrastructure Framework (Policy SCRC/NBE1). In many cases these links cross development sites, and such routes should form part of the design of development proposals from the outset. Key strategic pedestrian and cycle routes, important local pedestrian and cycle links, green links and key destinations are shown in Figure 11 (overleaf).

4.5.30 Traffic around Shipley town centre limits pedestrian access and generates a poor environment. A range of measures aimed at enhancing the pedestrian and cyclist experience and improving the highway environment around Shipley and the World Heritage Site at Saltaire have been identified. This includes improved links between Shipley town centre, station, Leeds and Liverpool Canal and Saltaire and public realm and highway environment improvements around Shipley town centre.

4.5.31 A large area of the Centre Section is within walking distance of Frizinghall station. Ensuring new development in the Centre Section is well connected and accessible to Frizinghall station will be essential to encourage use of sustainable transport options and reduce traffic impacts from new developments.

(weed killer has on occasions been put down by well meaning "gardeners" without permission. This obviously affects Biodiversity.)



sustainable transport solutions to ensure it offers realistic alternative options to travel by car.

Policy SCRC/ST3: Maximising Sustainable Transport Options

A. Development will be required to make best use of the existing public transport links in the Corridor and contribute to and maximise the delivery of public transport improvements where necessary.

1. The Crossley Evans Site is identified as a freight accessible site on the policies map in accordance with Core Strategy TR6.

B. All developments that generate significant amounts of movement should be supported by a Transport Assessment and provide a Travel Plan, in line with Core Strategy Policy TR1.

Policy Links

Core Strategy Policy TR3: Public Transport, Cycling and Walking

Core Strategy Policy TR6: Freight

4.5.22 Large scale development sites at New Bolton Woods (NBW1) and Bolton Woods Quarry (BWQ) in the Centre Section will be expected to provide the basis for improved public transport services, including local bus services where feasible. These sites must be designed to ensure that bus access is achievable.

4.5.23 A detailed Transport Assessment and Travel Plan should be submitted in support of proposals to ensure adequate local mitigation for new development and include a range of measures to encourage sustainable travel. On larger scale developments provision should be made for future monitoring to assess the effectiveness of travel plans. The Crossley Evans Site is identified as a freight accessible site on the policies map. In considering any proposal on the Crossley Evans Site the Council will seek to encourage the protection of rail connected land for future uses that require rail freight use, in line with Core Strategy Policy TR6: Freight.

Station Improvements

4.5.24 The railway line and stations provide a key opportunity for providing sustainable transport options along the Corridor. However, existing stations along the Corridor currently have limited parking and poor accessibility. The AAP will support improvements to the quality of Shipley and Frizinghall stations and the linkages to them from new and existing residential and employment areas. The AAP aims to encourage the

use of public transport through supporting the development of Park and Ride schemes at these train stations.

Policy SCRC/ST4: Station Improvements

A. The Council will work with partners to support the delivery of improvements to Shipley and Frizinghall stations as key public transport facilities.

In considering proposals to improve these stations, the council will support proposals that:

- 1. Improve accessibility to and within the station, including vehicular, pedestrian and cycle access and parking facilities, including disabled parking**
- 2. Provide opportunities for park and ride facilities, including facilities for cycle parking**
- 3. Enhance biodiversity and ecological assets in line with Policy SCRC/NBE4 Biodiversity and Ecology**

B. Development sites around Shipley station will be expected to maintain and enhance its function as a major public transport hub.

Policy Links

Core Strategy Policy TR2: Parking Policy

Core Strategy Policy TR3: Public Transport, Cycling and Walking



4.5.25 The AAP will support planned improvements to Frizinghall and Shipley railway stations as part of the Connecting Airedale strategy. Improvements to stations may include signage, cycle and car parking, security features, enhanced waiting facilities, interchange opportunities and access improvements.

Who is going to enhance the biodiversity of the station? The food plants for the Common Blue

Shipley and Canal Road Corridor Area Action Plan Publication Draft

Butterfly as already in the station - if allowed to flourish without interference the species will survive

6

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Please use this form to make comments about a current planning application. Any comments will be open to public inspection and may also be published on our website and therefore be viewable by anyone via the internet.

Application Summary: Bradford City Centre Area Action Plan

Application reference: Publication Draft Report

Address of proposal:

Proposal: Consultation on the Document

Your Details

Your name: STEAD

Your address:

Bradford Urban Wildlife Group Postcode: BS.D16

Your Comments

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Comments: Bradford City Centre AREA ACTION PLAN

Ecological proposals opening up areas of Bradford Beck acceptable. We do support the suggestions in the Ecological Assessment for the Shipley - Canal Road Corridor & Bradford City Action Plans by West Yorkshire Ecology regarding "green roofs" within the city environment. (and of course more hanging baskets are important) Support the "wildlife haven" in the Cathedral grounds.

Bradford Forster Square Station
Do support a section of meadow - garden
However it is necessary to establish what
is there naturally. First to decide on
future planting. (we would be
happy to look at the areas just & make
recommendations; however it should be
recognised that it is Network Rail and
the Railway Companies who own the
station, and they must give permission
for any re-development of an ecological
benefit of

Regarding Section 2. The Vision, objectives
& Development proposals.

B/16 Former Bradford Odeon Percuss
Way.

A non ecological comment.

Planning Permission for a mixed use
development is now a redundant concept
so why repeat it here?

It is obvious that the description of the
potentiality of this site is not up to date.
The design section here includes information
on the type of new building which might
be developed here.

It should be acknowledged that the building
it now to be restored as a music venue &
performance area. Already the music team
wishing to restore - their vision for the
odeon has been approved by the Council
& supported.

This page needs an Amendment
There should be a sound Appraisal
concerning Consultation with the accepted
organisation now hoping to restore the
odeon. How sound is the communication
between the music live group and the Planning
Department?