

Local Development Framework for Bradford

Core Strategy

Further Issues and Options for Consultation

Spatial Vision and Strategy

January 2008



City of Bradford MDC

www.bradford.gov.uk

This document is one of a number that make up the Local Development Framework for the Bradford District. If you need the contents of this document to be interpreted or translated into one of the community languages or you require it in Braille, Large Print or on tape, please contact the Local Development Framework Group on (01274) 434050, (01274) 434544 or (01274) 434606

यह दस्तावेज़ उन बहुत से दस्तावेज़ों में से एक है जिनसे मिलकर ब्रैडफोर्ड डिसट्रिक्ट का लोकल डिवेलपमेंट फ्रेमवर्क बनता है। यदि आप इस दस्तावेज़ की जानकारी का हिन्दी अनुवाद या इसे ब्रेल, बड़े अक्षरों या टेप पर प्राप्त करना चाहते हैं, तो कृपया लोकल डिवेलपमेंट फ्रेमवर्क ग्रुप से (01274) 434050, (01274) 434544 या (01274) 434606 पर सम्पर्क करें।

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ਆ ਦਸਤਾਵੇਜ਼ ਘੜਾਂਚਾਂ ਨੂੰ ਐਕ ਠੇ ਠੇ ਐਕਸ਼ਨ ਡਿਸਕਰੀ ਨਾਂ ਸਥਾਨਿਕ ਵਿਕਾਸ ਨੀ ਰੂਪਰੇਖਾ ਅਨਾਵੇ ਠੇ। ਜੋ ਤਮਨੇ ਆ ਦਸਤਾਵੇਜ਼ਾਂ ਅਧਿਕਾਰੀ ਪ੍ਰਾਇਮਰੀ ਆਧਿਕਾਰੀ ਆਧਿਕਾਰੀ ਅਥਵਾ ਤੇਨੀ ਅਰਥ ਸਮਝਵਾਨੀ ਜੜ੍ਹ ਜੜ੍ਹਾਯ, ਅਥਵਾ ਤਮਨੇ ਤੇਨੀ ਜੜ੍ਹ ਐਠਿਯ, ਆਰਜ਼ ਪ੍ਰਿੰਟ ਠੇ ਪਈ ਟੇਪ ਠੇ ਪਰ ਠੇ ਠੇ, ਤੋ ਮਠੇਰਅਨੀ ਕਰੀ ਲੋਕਲ ਡਿਵੈਲਪਮੈਂਟ ਫ਼ੇਮਵਰਕ ਗ੍ਰੁਪਨੋ (01274) 434050, (01274) 434544 ਅਥਵਾ (01274) 434606 ਪਰ ਸੰਪਰਕ ਕਰੋ।

یہ دستاویز بریڈفورڈ ڈسٹریکٹ کے مقامی ترقیاتی لائحہ عمل سے متعلقہ دستاویزات میں سے ایک ہے۔ اگر آپ کو اس دستاویز کا زبانی یا تحریری ترجمہ کسی بھی کمیونٹی زبان میں درکار ہو یا آپ اسے بریل، لارج پرنٹ یا ٹیپ میں چاہتے ہیں تو براہ مہربانی لوکل ڈیولپمنٹ فریم ورک گروپ سے ٹیلی فون نمبر: 01274 434050، 01274 434544 یا 01274 434606 پر رابطہ کریں۔

FOREWORD

Bradford Council is producing a new development plan, called the Local Development Framework, to guide future growth and development in the District up to 2026. The Local Development Framework (LDF) will comprise of a series of documents that together constitute the development plan for the District. The Core Strategy is a key document that makes up the LDF as it sets out the long-term spatial vision for the District and the strategic policies to deliver that vision. The Core Strategy will inform all the other documents to be produced as part of the LDF

Initial consultations on the Core Strategy Issues and Options themed topic papers took place in February 2007. However, following consideration of the representations received and in response to changes to the Regional Spatial Strategy resulting from the Secretary of State's Modifications, and the Council's emerging Sustainable Community Strategy, further consultation was deemed necessary.

At this stage, consultation is focused specifically on key elements of the Core Strategy namely, the Spatial Vision, Strategic Objectives and Spatial Options for the location of development. This document, together with accompanying Sustainability Appraisal and Draft Settlement Study are the subject of this further Issues and Options consultation.

HOW TO COMMENT

Consultation on a) the Core Strategy Issues and Options Further Consultation, b) Initial Sustainability Appraisal and c) Draft Settlement Study commences on **16 January 2008** for the period to **20 March 2008**. Bradford Council welcomes your comments on this Core Strategy Issues and Options Further Consultation. Comments should be sent to:

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Or emailed to: ldf.consultation@bradford.gov.uk

Please title your letter, email or fax 'Core Strategy Issues and Options Further Consultation' and clearly set out your comments. This document will be made available in different formats on request.

FURTHER INFORMATION

For more information about developing the Core Strategy or any other aspect of the LDF please contact:

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CONTENTS

1.0	INTRODUCTION	1
2.0	SPATIAL VISION	9
3.0	STRATEGIC OBJECTIVES	15
4.0	SPATIAL OPTIONS FOR THE LOCATION OF DEVELOPMENT	19
	Spatial Option 1: RSS Settlement Hierarchy	21
	Spatial Option 2: Continuation of RUDP Strategy	24
	Spatial Option 3: Focussed Growth Points around the Bradford Sub Regional City	28
	Spatial Option 4: Dispersed Growth Points	31
	Table 1: Comparison of Strengths and Weaknesses of each Option	34
	Table 2: Comparison of Spatial Options related to RSS Housing Growth	37
	APPENDIX ONE: ENVIRONMENTAL CONSTRAINTS MAP	38
	APPENDIX TWO: GLOSSARY OF TERMS	49

1.0 PART ONE: INTRODUCTION

- 1.1 Bradford District has a growing population; based on ONS¹ population projections this is anticipated to grow by 109,700 to 594,300 by 2029. The Council and its partners need to plan for this growth in terms of providing homes, jobs, healthcare, education, shops and open spaces to cater for the needs of the current and growing population. The complex character, together with the many challenges facing the District are detailed elsewhere², these need to be taken into account in planning for growth.
- 1.2 Initial consultations on the Core Strategy Issues and Options took place in February – July 2007. However, following consideration of the representations received and in response to changes to the Regional Spatial Strategy resulting from the Secretary of State's Proposed Modifications, and the Council's emerging Sustainable Community Strategy, further consultation was deemed necessary.
- 1.3 The purpose of this document is to present the issues relating to the role of the District's settlements and the options for how they should be managed in terms of delivering housing and employment growth, or restraint, to 2026.
- 1.4 At this stage, consultation is focused specifically on key elements of the Core Strategy, namely the Spatial Vision, Strategic Objectives and Spatial Options for the location of development. This document, together with accompanying Sustainability Appraisal and Draft Settlement Study are the subject of this further Issues and Options consultation.
- 1.5 This document is comprised of four parts. The first part sets the scene and highlights changes that have taken place at a national, regional and local level since the previous issues and options consultation. The second part, a revised spatial vision, sets out the Council's thoughts on what the District could be like and the role that settlements could play by 2026. The third part, strategic

¹ Office of National Statistics 2004 Based Population Projections

² Core Strategy Issues and Options: Topic Paper 2 'The Spatial Vision and Strategy for Bradford', CBMDC, Feb 2007 and Sustainable Communities Strategy Critical Issues Work www.bradfordvision.net/2020vision/a-better-bradford-district

objectives, provides a framework for delivering the spatial vision in a series of themed strategic objectives. The fourth part, spatial options for the location of development, illustrates four scenarios on how development could be located across the District as a means to achieve this vision.

- 1.6 The Spatial Vision, Strategic Objectives and Spatial Options are still at an early stage of development and this document provides the basis for further discussion. Therefore, the aim of this consultation is to engage the community, stakeholders and other interested parties on the big issues facing the District, so that their views can be taken into account in working towards developing the next stage; a Preferred Option for the Core Strategy.

Background

- 1.7 Initial consultations on the Core Strategy: Issues and Options Topic Papers took place between February and July 2007. The aim of the consultation was to raise awareness of the Core Strategy and to receive comments from the community, stakeholders and other interested parties on what were the key issues that the Core Strategy should address. In all there were eight themed topic papers that people could comment on covering the following issues:

Paper 1: Introduction and Background

Paper 2: The Spatial Vision and Strategy for Bradford

Paper 3: Meeting the Need for Dwellings in the District

Paper 4: Economy and Jobs

Paper 5: Transport and Accessibility

Paper 6: Community Facilities

Paper 7: Environment

Paper 8: Waste Management

These can be viewed on the Council's website at www.bradford.gov.uk/ldf

- 1.8 As part of the consultation a series of Area Stakeholder Events were held in Airedale, Bradford and Wharfedale in May and June; with an emphasis on the

issues in Topic Paper 2: The Spatial Vision and Strategy for Bradford. Two workshops were held at each of the Area Events; the first focused on getting workshop groups to prioritise the key issues and challenges facing the District, and the second was to develop a considered approach to locating development for housing and employment across the District.

- 1.9 Topic based conferences were also held for the themes of Housing and Transport and Waste with key stakeholders.
- 1.10 Information relating to these events, together with a summary of workshop discussions can be found on the LDF homepage on the Council's website.
- 1.11 The Council has considered the comments received. A number of respondents including the Government Office for Yorkshire and Humber requested that further work was required in order to develop more fully key elements of the issues and options in advance of Preferred Options. In particular, the need to explore a more spatial vision, and more realistic spatially specific options for the location of development in line with the emerging Regional Spatial Strategy.
- 1.12 Outcomes from these consultations have informed this further round of consultation in terms of developing; a) a revised Vision that now seeks to shape places by referring to the role of each settlement in the District by 2026, b) a revised set of objectives that will help to deliver the Vision, and c) a new set of spatial options for the location of development that are presented with an accompanying schematic map for clarity.

Regional Spatial Strategy Update

- 1.13 The LDF is required to be in general conformity with the Regional Spatial Strategy (RSS). It is therefore important that the Core Strategy and RSS generally link together to provide the spatial strategy for guiding development in the District. As will be seen later in this document each spatial option for the location of development tests a range of elements that are detailed in the RSS Core Approach.

- 1.14 In September 2007 the Secretary of State issued its proposed modifications to the Regional Spatial Strategy. The Modifications set out a series of key changes that have fundamental implications for, a) the role that Bradford District plays within the Region and b) that arise from a substantial increase in the District's housing requirement.
- 1.15 The over arching spatial strategy for region in the modified RSS is set out in a Core Approach detailed in policies YH1 – YH8; policies LCR1 and LCR2 relate specifically to the Leeds City Region Sub Area.
- 1.16 In terms of Bradford District's role within the Leeds City Region, the following settlement hierarchy is proposed. Bradford is identified as a Sub Regional City, Keighley and Ilkley as Principal Towns, and Local Service Centres are not defined.
- 1.17 As a Sub Regional City, Bradford will become the main focus for the location of homes and jobs. In seeking to achieve this emphasis will be placed on the renaissance of the city centre as well as development and regeneration elsewhere, with growth encouraged a) to the south of Bradford city centre, and b) in east Bradford.
- 1.18 The proposed modifications identify the Principal Towns of Ilkley and Keighley as a main focus for housing and employment growth; these towns will fulfil a service centre role in providing services and employment, and act as a transport hub to the surrounding areas. However scope is given for local authorities to identify further Principal Towns. In addition, the proposed modifications identify Keighley as a focus for employment opportunities within Airedale.
- 1.19 Haworth, Menston, Queensbury, Silsden, Steeton with Eastburn and Thornton were identified as Local Service Centres in the 2004 RSS Settlement Study. However the proposed modifications advocate that local authorities identify Local Services Centres within their area. These are settlements or towns that provide services and facilities that serve the needs of, and are accessible to those people

living in the surrounding rural areas. The Draft Settlement Study, which accompanies this document, looks at the role various settlements play within the District and will inform the identification of Local Service Centres through the selection of a preferred spatial option, at Preferred Options stage.

- 1.20 The housing requirement has increased in the proposed modifications based on the latest 2004 household projections. From 2008 this equates to 2700 dwellings per annum to 2026. The spatial options in part four set out the scenarios on how this can be accommodated across the District.
- 1.21 Bradford Council has made informal representations to the Yorkshire and Humber Regional Assembly in response to the proposed modifications. In particular, a) to the scale and deliverability of the increased housing requirement, and b) to the role of Bradford as a Sub Regional City bearing in mind the scale of growth and development proposed in the modified RSS. Formal representations have to be submitted by the 21st December 2007; a Report to the Council's Executive on the 18th of December regarding the proposed modifications will set out the formal representations that the Council wishes to make.

Leeds City Region New Growth Points Initiative

- 1.22 The Leeds City Region Board is made up of Council Leaders from eleven Councils in Yorkshire. In November 2007 the board submitted a bid to the Government for it to be awarded new growth status under the New Growth Points Initiative (NGP). If the bid is successful, the Leeds City Region will be able to access funding for transport and other infrastructure as a means to remove constraints to allow the development of areas for housing and regeneration. Successful NGP bids are due to be announced by the Government early in 2008.
- 1.23 Until recently, NGP status has only been available in the South, but following new targets for housing it has been extended to the North. In terms of the Bradford District, one of the key locations identified for growth to deliver more housing is the Bradford City Centre/ShIPLEY and Canal Road Corridor; in support

of Bradford's regeneration priorities. As will be seen in part four of this document, spatial options 3 and 4 consider the NGP initiative in the proposals for locating development across the District.

Emerging Sustainable Community Strategy 2008 – 2011

- 1.24 The Council with its partners Bradford Vision (the Local Strategic Partnership) are currently producing a Sustainable Community Strategy (SCS). The SCS will update the Council's 2020 Vision and Community Strategy and will set out the vision and direction that the District should take within a three year period, whilst also projecting policy direction forward to the medium to long term.
- 1.25 The SCS will help to shape the priorities in the Local Area Agreement; this is an agreement that the Council and its partners negotiate with central Government, setting out specific priorities for improvement in the District over a three year period.
- 1.26 The SCS has been the subject of ongoing work and consultations on the critical issues facing the District. A more formal consultation on the critical issues ended on the 2nd November 2007. Details of the critical issues can be found on the following web site www.bradford.net/2020vision/a-better-bradford-district. It is intended that a report on the draft SCS will be tabled at the Council's Executive on the 18th December, with a view to being adopted by Full Council in the New Year.
- 1.27 The emerging SCS and Core Strategy Issues and Options Further Consultation have been twin tracked and produced sharing data sets and outcomes from previous consultations. At Preferred Options the Core Strategy will a) share many aspects of the SCS vision and b) articulate the spatial elements of the final adopted SCS.

Sustainability Appraisal and Strategic Environmental Assessment

- 1.28 An initial Sustainability Appraisal of this document has been undertaken, the methodology used being a shorter and simpler version of the process identified for appraising LDF documents detailed in the 'Draft Sustainability Appraisal Scoping Report (CBMDC, Feb. 2007). The Sustainability Appraisal (SA) assesses each of the Strategic Objectives put forward in the third part of this document using a traffic light system to indicate the impact of each objective. Each of the Spatial Options for Locating Development (as set out in the fourth part of this document) has also been the subject of the SA. The impacts of each spatial option have been assessed against social, economic and environmental considerations. Findings from the initial SA are set out in a separate report that accompanies this document. The SA is also the subject of this consultation.

Draft Settlement Study

- 1.29 This document has been informed by the evidence and data that has been gathered to date in producing the Draft Settlement Study. The Draft Settlement Study builds upon the RSS Settlement Study undertaken in 2004 and the settlement work undertaken by the Council for Issues and Options Topic Paper 2. The study seeks to identify the roles that various settlements play within the District, by drawing upon locality plans, and also the suitability of areas to accommodate growth. The Draft Settlement Study forms a fundamental part of the evidence base which supports this document; it again is also the subject of this consultation.
- 1.30 The Study will be updated and revised to take account of further evidence and data that is currently being gathered or commissioned by the Council, including the Strategic Flood Risk Assessment and emerging Urban Potential Study. The study will also be revised as appropriate in response to representations received as part of this consultation.
- 1.31 On completion, the Settlement Study will form part of the evidence base used to establish a settlement hierarchy. This information will be a fundamental

consideration in developing a preferred spatial option for the location of development at the Preferred Options stage.

Emerging Evidence Bases

1.32 It is essential that the documents which make up the LDF are based on up to date and reliable information. The Council is undertaking research and has commissioned a number of technical studies which when complete will produce additional data and evidence to facilitate the development of the Core Strategy Preferred Options. The following studies and research are currently being undertaken, or due to be commenced, these include:

- Urban Potential Study
- Employment Land Review
- Retail Study
- Housing Needs Assessment
- Strategic Flood Risk Assessment
- Built Recreational Facilities Assessment
- Appropriate Assessment
- Strategic Housing Land Availability Assessment

2.0 PART TWO: SPATIAL VISION

2.1 A revised spatial vision is set out below, and conveys the Council's early thoughts on what the District will be like and the role that settlements could play by 2026. The revised vision is still at an early stage of development and provides the basis for discussion, the outcomes of which will be fed into developing a preferred spatial vision for the District at Preferred Options stage. The revised spatial vision is as follows:

Bradford District as a Whole by 2026:

- 2.2 Bradford District will be a vibrant place that promotes sustainable living and development. It will be a place where its residents have good access to a wide range of services and opportunities and will be able to live in safe, prosperous and sustainable communities. It will be a socially inclusive District that fosters vocal communities and groups; thereby encouraging all residents to help shape the places that they live in, regardless of race, gender, age or disability. They will be strong and mutually supportive communities. The District will build on its unique assets and be a place that visitors are attracted to, as a tourist destination, a place of work or learning, and for experiencing a wide range of cultural and entertainment opportunities and events.
- 2.3 Bradford District will be a strong driver of the sub-region's economy, supporting economic growth with high quality employment and housing provision. The District will be well connected both internally and externally, and where facilities and amenities are in locations that encourage walking, cycling and the use of public transport as alternatives to the car.
- 2.4 The distinct character of the District's landscapes, from river valleys to open moorland, is an asset which will continue to be protected and enhanced through sympathetic landscape management and the provision of quality green infrastructure. This will be acknowledged for its biodiversity and ecological importance as well as being an accessible countryside for the benefit and enjoyment of all.

- 2.5 Bradford's unique cultural and built heritage is an asset of the District that will continue to be protected and enhanced, ensuring that the District maintains its identity and uniqueness as it moves forward and develops. To achieve this new development will contribute to the renaissance of the District by building upon the existing character and by promoting high quality sustainable design.
- 2.6 By 2026 all development taking place in the District will be carbon neutral. The District will achieve high levels of environmental sustainability and will address the effects of climate change, such as extreme weather conditions and risk of flooding, through adaptation which will in turn help to mitigate any effects. The District will also support measures that address the exacerbation of climate change, including reducing the amount of waste, increasing the levels of reuse and recycling, and maximising the use of renewable energy.

Bradford City Centre by 2026:

- 2.7 Bradford City Centre will be a major economic driver of the District with an enhanced role as a thriving sub regional shopping, cultural, civic and commercial centre. It will be the main focus for investment and jobs in the retail and commercial centres; fuelled by good local and sub regional transport links. City Centre living will be encouraged alongside the provision of the facilities and amenities needed to support this, thus helping to create a vibrant and successful city centre that is well used both day and night. Regeneration of the city centre will be driven by key re-developments that create new and enhanced public open spaces, expand the retail and employment offer, and promote cultural facilities and events. The University and College will play an important role in the local economy, providing a skilled workforce, aiding the development of new creative and knowledge based industries and attracting investment. These will help to make Bradford City Centre an attractive place to invest, live, work and visit. The successful regeneration of the city centre will bring confidence to the District as a whole and will be a symbol of the District's economic transformation and success.

Bradford Urban Area (Including Shipley and Lower Baildon) By 2026:

- 2.8 The Bradford Urban Area will be the main focus for new housing provision and commercial development within the District, where emphasis will be placed on regenerating existing urban areas (especially East Bradford), the recycling of brownfield land, and the expansion of the urban area in sustainable locations. The Canal Road Corridor with its improved transport connections to Shipley, Bradford City Centre and beyond will become a key area for the provision of housing and commercial development centred on a new transportation infrastructure. Associated community facilities, recreation and open space, and shops will be provided to support this.
- 2.9 District centres at Mayo Avenue, Great Horton, Tong Street, and Girlington and Five Lane Ends will be the focus of retail development outside the city and town centres in order to meet local retail needs. The area in the vicinity of the M606 motorway will be the focus for commercial development, fully utilising employment land in an area of excellent transport connections. An accessible and integrated public transport system will help to reduce the need to travel by car both locally and to the City Centre. The creation of new railway stations at Apperley Bridge, Low Moor, Manningham and Laisterdyke, and the development of high quality priority bus routes, will help to achieve this. There will be a regular high quality surface access to Leeds and Bradford Airport.
- 2.10 Shipley, with its good public transport connections will maintain its role as a key centre, expanding both its commercial base and housing offer. Shipley College will play an important part in the town's economy, providing a skilled workforce for new employment opportunities. The retail, leisure and service offer of Shipley town centre will continue to expand creating a vibrant town throughout the day and night.
- 2.11 The conservation of Saltaire as a World Heritage Site will be safeguarded, with the village being enhanced as a 'living village' and successful commercial area in view of the demands placed on the village as a tourist destination.

Airedale By 2026:

- 2.12 Keighley will maintain its role as a key centre, expanding both its commercial base into digital technologies along with its housing offer. A new college campus in Keighley will play an important role in the town's economy by providing a skilled workforce. The town centre will be a hub that provides an attractive shopping environment and facilities and services that serve the town and settlements in the surrounding countryside both day and night; this is complemented by the town's good public transport connections into Bradford, Wharfedale and beyond.
- 2.13 Bingley's commercial base will be located along the valley floor. Housing will be provided, including affordable housing. A rejuvenated town centre and environmental improvements and transport measures along Main Street will provide an attractive environment and diverse retail offer. This coupled with good public transport connections will make the town an increasingly attractive place to work, live and visit.
- 2.14 Baildon will retain its public transport connections to Bradford and Shipley. The settlement will maintain a diverse local retail offer, community facilities and varied housing provision, including affordable housing to ensure sustainability.
- 2.15 Silsden will become an important centre for those settlements in the northwest of the District with a diverse local retail offer, commercial base, and housing provision including affordable housing; transport links to the larger settlements both within and outside the District will be maintained.
- 2.16 Steeton with Eastburn will retain the character of a small Airedale village, whilst still maintaining a key employment base at Airedale General Hospital. Housing will be provided, along with the key services needed to ensure sustainability. Its excellent rail service within commuter distance of Keighley, Skipton, Bradford and Leeds will be maintained.

- 2.17 East Morton village will retain its character with limited expansion to meet local needs. Public transport connections to the larger centres will be improved.
- 2.18 Cottingley will maintain a local commercial and employment base with the Cottingley Business Park and Yorkshire Clinic, as these are well served by public transport along the valley. Housing to meet local needs including affordable housing will ensure sustainability.

Wharfedale By 2026:

- 2.19 Ilkley will remain the principal town in Wharfedale that is well served by public transport. It will serve the surrounding area in terms of providing jobs, and a range of shops and services. This role, together with the town's role as a day trip tourist destination will be maintained and enhanced. Housing will be provided in this popular residential location, commensurate with a town of this size, including affordable housing to ensure sustainability. The close proximity of the South Pennine Moors Special Protection Area to the settlement will act as an environmental constraint to development. The popularity of Rombalds Moor for recreation will be sensitively managed while safeguarding the unique biodiversity value of the Moor as part of the South Pennine Moors Special Protection Area.
- 2.20 The villages of Burley in Wharfedale and Menston, with their good rail connections, are therefore within commuting distance to jobs, services and facilities within Ilkley, Leeds and Bradford. Housing will be provided along with key services to ensure sustainability.
- 2.21 Addingham will experience limited expansion but will become better connected to larger settlements by public transport. Local facilities will be enhanced to ensure sustainability.

Pennine Towns and Villages By 2026:

- 2.22 Haworth with its Brontë heritage and steam railway makes the settlement a popular destination for day visitors. Fostering the tourist potential will need to be

balanced against the town as a residential area and one that has maintained a local employment base.

- 2.23 Oakworth, Oxenhope, Harden, Wilsden, Cullingworth, Denholme and Thornton villages will maintain their own identity and sense of community, but will be better connected to the main urban areas of Bradford and Keighley by public transport. Housing to meet local needs including affordable housing will be a priority. Community facilities will be maintained to support the needs of local residents.
- 2.24 Queensbury will maintain a diverse local retail offer, local employment base and varied housing offer, including affordable housing to ensure sustainability. It will retain its good public transport connections to Bradford and Halifax.

Rural Areas By 2026:

- 2.25 Two thirds of the District remain rural in character, by 2026 rural areas of the District will be characterised by a diverse rural economy that is based on tourism, recreational activities and small-scale business and commercial uses appropriate to the location. Diversification of the rural economy will be supported, and sensitively managed to ensure that the unique cultural heritage and character of the landscape is preserved and enhanced.

3.0 PART THREE: STRATEGIC OBJECTIVES

3.1 To provide a framework for delivering the spatial vision a series of objectives are proposed below, these have been amended to take account of public consultations undertaken in February to July 2007, and the revised spatial vision. The objectives have been organised under the themes of the eight Issues and Options Topic Papers that were the subject of public consultation; they have been tabled for discussion and will be structured and presented differently at the Preferred Options stage.

3.2 The objectives seek to achieve a sustainable balance between planning for growth of the District and meeting the needs for development, whilst protecting those assets that make the District unique. The Sustainability Appraisal, which accompanies this document, assesses each of the objectives.

3.3 The proposed Plan objectives are:

3.4 The Spatial Strategy – Planning for Growth

- Reflecting its scale and location promote the development of Bradford District as a key component of the Leeds City Region.
- To promote the redevelopment of previously developed land especially in sustainable locations.
- To promote development in sustainable locations that reduces the need to travel and minimises the need to travel by car.
- To ensure that the district's needs for housing, business and commerce are met.
- To ensure that appropriate critical infrastructure is in place to support sustainable growth and sustainable communities.
- To promote the role of Bradford City Centre.

3.5 Housing Needs

- To provide a range of quality dwellings, in terms of type and affordability, to cater for the current needs and future growth of the District.

3.6 Economy and Jobs

- To promote the role of the Bradford District in the Leeds City Region economy by creating conditions where business thrives, generating opportunity, prosperity and jobs.
- To promote and support a successful growing economy, by fostering indigenous firms and by attracting inward investment in the high value creative, innovative and knowledge based industries.
- To support Bradford University and the district's colleges and schools in providing a well educated, highly skilled and highly paid workforce.
- To manage and promote Bradford City Centre's role as a regionally significant business, commercial, shopping, civic and cultural area.

3.7 Transport and Accessibility

- To improve public transport and highways, by ensuring safety, efficiency, sustainability and accessibility.
- To provide better transport connections within the District and with other parts of the Leeds City Region and the country.
- To improve access to housing, employment, shopping, cultural facilities, health, and education provision.

3.8 Community Facilities

- To promote well being, social cohesion and social equity and inclusion; including access to homes, jobs, education, health care and community facilities.
- To foster socially inclusive and vocal communities that will help to shape places for the future.

3.9 Environment

- To provide a clean, safe, sustainable, attractive and accessible built and natural environment, which helps reinforce the local distinctiveness of settlements.
- To safeguard, enhance and promote the diverse historic and natural heritage of the District.
- To help reduce the impact of climate change through mitigation and adaptation, particularly through reducing pollution, energy consumption, the risk of flooding, promoting the use of renewable energy and securing the means to become locally self sufficient.
- To provide accessible and varied opportunities for leisure and recreation including access to the countryside and the utilisation of green infrastructure networks for walking and cycling.
- To safeguard and manage the District's South Pennine Moors Special Protection Area and biodiversity assets through careful landscape and woodland management.
- To safeguard and manage the District's natural and renewable energy resources, including water, agriculture, woodland and minerals.

3.10 Waste Management

- To promote the sustainable management of waste and recycling.

4.0 PART FOUR: SPATIAL OPTIONS FOR THE LOCATION OF DEVELOPMENT

Introduction

- 4.1 The Spatial Strategy as set out in Topic Paper 2, of the Issues and Options Report published in February 2007, put forward an approach for the general distribution of development in the Bradford District – ‘the Core Approach’. This approach was derived from the emerging RSS, the current Replacement Unitary Development Plan (RUDP) and local aspirations as set out in the Community Strategy and Vision as well as other relevant strategies and plans. A further three options were also put forward, based on ‘Regeneration and Growth’, ‘Dispersal of Growth’, and ‘Focussed Growth Poles’. Following consultation on these options, and further evidence gathering, these options have been developed, and four further distinct spatial options have been derived.
- 4.2 The four options have been informed to a greater or lesser degree by the following:
- Previous consultations on Issues and Options (February – June 2007)
 - The emerging Sustainable Community Strategy
 - The modified Regional Spatial Strategy (September 2007)
 - The Replacement Unitary Development Plan (RUDP - 2005)
 - Masterplan proposals for various parts of the district
 - The Emerging Settlement Study for the District
 - Existing National Policy
 - Other Regional Strategies
- 4.3 The options are still in the early stages of development, and further consultation will provide a basis for more discussion, which will eventually lead to a ‘preferred spatial strategy’ for the district.
- 4.4 Each option has been developed with regard to the broad locational and spatial strategy set out as part of the Core Approach of the modified RSS (Policies YH1 -2 and 4-8) and Policies LCR1 and LCR2 relating specifically to the Leeds City

Region in the RSS. It is recognised that the different options accord with these policies to different degrees.

- 4.5 An assessment of the sustainability of the different options is set out in the separate Sustainability Appraisal which accompanies this report.

The Options

- 4.6 The modified RSS states that approximately 50,000 new homes will have to be built in the district between 2008 and 2026, to meet the needs of the growing population and the increase in household formation. Similarly, during this period, there will be significant economic growth linked to this population increase, which will result in further development of employment, retail, education, leisure and ancillary uses. As the housing growth requirement is by far the largest land requirement, a decision about its scale and location will have a strong influence on the location and distribution of employment and other uses, and this is reflected in the following options.
- 4.7 A diagrammatic interpretation of each option is provided along with a description of each option.

SPATIAL OPTION 1: RSS SETTLEMENT HIERARCHY OPTION

4.8 This option relates directly to the settlement hierarchy as set out in the modified RSS as follows:

Sub Regional City – Bradford/Shipley/Baildon south of Otley Road

Principal Towns – Ilkley, Keighley

Local Service Centres – Addingham, Baildon, Bingley, Burley in Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Queensbury, Steeton with Eastburn, Silsden, Thornton, Wilsden.

4.9 It is proposed that the Housing Requirement (approx 50,000 between 2008 - 2026) would be split as follows:

- 65% (32,500) in the Sub Regional City
- 30% (15,000) in Principal Centres
- 5% (2500) in Local Centres

4.10 In Bradford/Shipley/Lower Baildon housing development would be concentrated in

- Bradford City Centre
- Shipley and the Canal Road Corridor
- East Bradford
- Existing Mixed Use Areas

4.11 However, due to the scale of development required, Safeguarded Land as identified in the RUDP, and Green Belt releases around the whole of Bradford/Shipley area will also be necessary.

4.12 In Keighley and Ilkley housing development would be provided through








- Phase 2 housing sites and safeguarded land as identified in the RUDP
- Intensification (especially Ilkley)
- Major Green Belt releases

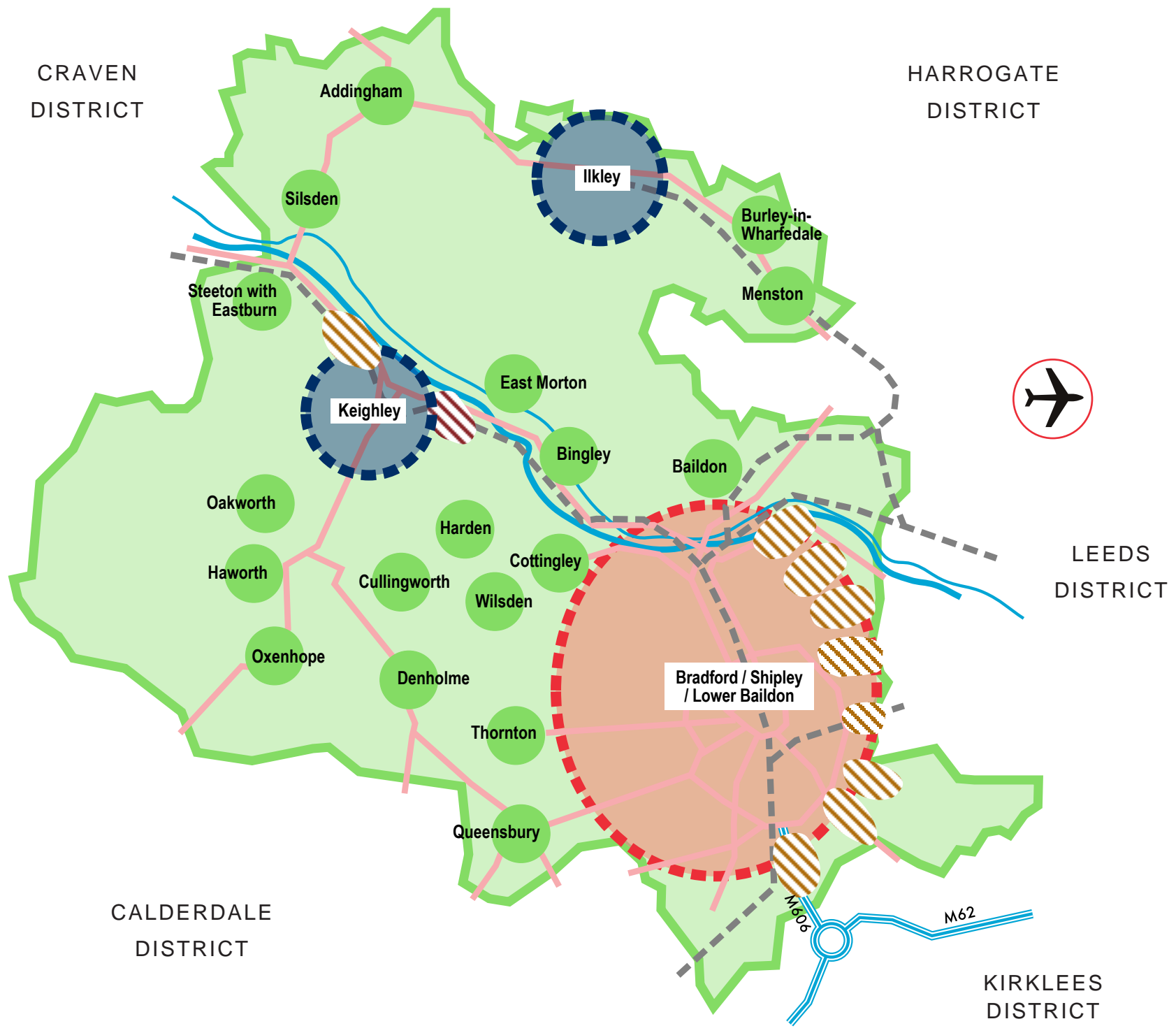
- 4.13 In Local Service Centres the extent of housing development in individual settlements will be dependent on the role of the settlement in the hierarchy. Development will be brought forward on brownfield sites and Phase 2 Housing sites as identified in the RUDP, and relate to local housing need in the settlement.
- 4.14 Employment development with this option would be concentrated in existing employment zones, as identified in the RUDP, South and East Bradford (possible Green Belt releases) and Keighley. Local Service Centres would only provide enough employment development to cater for local needs and to promote sustainability.

Location of Development

Option 1: Regional Spatial Strategy Settlement Hierarchy

Key

-  Main roads
-  Railway
-  Canal/River
-  Bradford / Shipley / Lower Baildon (Sub Regional City) = to accommodate 65% of total housing growth
-  Ilkley / Keighley (Principal Towns) = to accommodate 30% of total housing growth
-  Local Service Centres = to accommodate 5% of total housing growth
-  Potential employment growth areas



CRAVEN DISTRICT

HARROGATE DISTRICT

LEEDS DISTRICT

CALDERDALE DISTRICT

KIRKLEES DISTRICT

SPATIAL OPTION 2: CONTINUATION OF THE RUDP STRATEGY

4.15 This option is based on the existing RUDP, but with modifications based on:

- Masterplan proposals
- Community consultation (May/June Workshops)
- Emerging Settlement hierarchy
- Modified RSS
- Existing transport infrastructure

4.16 From these the following settlement hierarchy is proposed:

Sub Regional City – Bradford/Shipley/Baildon south of Otley Road

Principal Towns – Ilkley, Keighley, Bingley

Local Service Centres – Addingham, Baildon, Burley in Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Queensbury, Steeton with Eastburn, Silsden, Thornton, Wilsden.

4.17 It is proposed that the housing requirement (approx 50,000 between 2008 - 2026) would be split as follows:

- 50% (25,000) in the Sub Regional City
- 30% (15,000) in Principal Towns
- 20% (10,000) in Local Service Centres

4.18 In Bradford/Shipley/Lower Baildon housing development would be concentrated in:

- Bradford City Centre
- Shipley and Canal Road Corridor
- East Bradford
- Mixed Use Areas









- 4.19 However, both Safeguarded Land as identified in the RUDP, and Green Belt releases to the north, east and south of the Bradford/Shipley area will also be necessary.
- 4.20 In Keighley, Ilkley and Bingley housing development would be brought forward through:
- Phase 2 housing sites and safeguarded land as identified in the RUDP
 - Intensification (especially Ilkley)
 - Green Belt releases
- 4.21 In Local Service Centres development would be concentrated in the settlements of:
- Queensbury
 - Menston
 - Steeton
 - Thornton
 - Silsden
 - Denholme
 - Burley
 - Baildon
- 4.22 These settlements have been identified, as early analysis shows that these settlements have most potential for development through existing Phase 2 housing allocations and safeguarded land, as identified in the RUDP; and many are in well-connected transport corridors. In these settlements development would be allocated on:
- Brownfield sites (mainly former employment sites)
 - Phase 2 Housing sites
 - Safeguarded Land
 - Green Belt releases

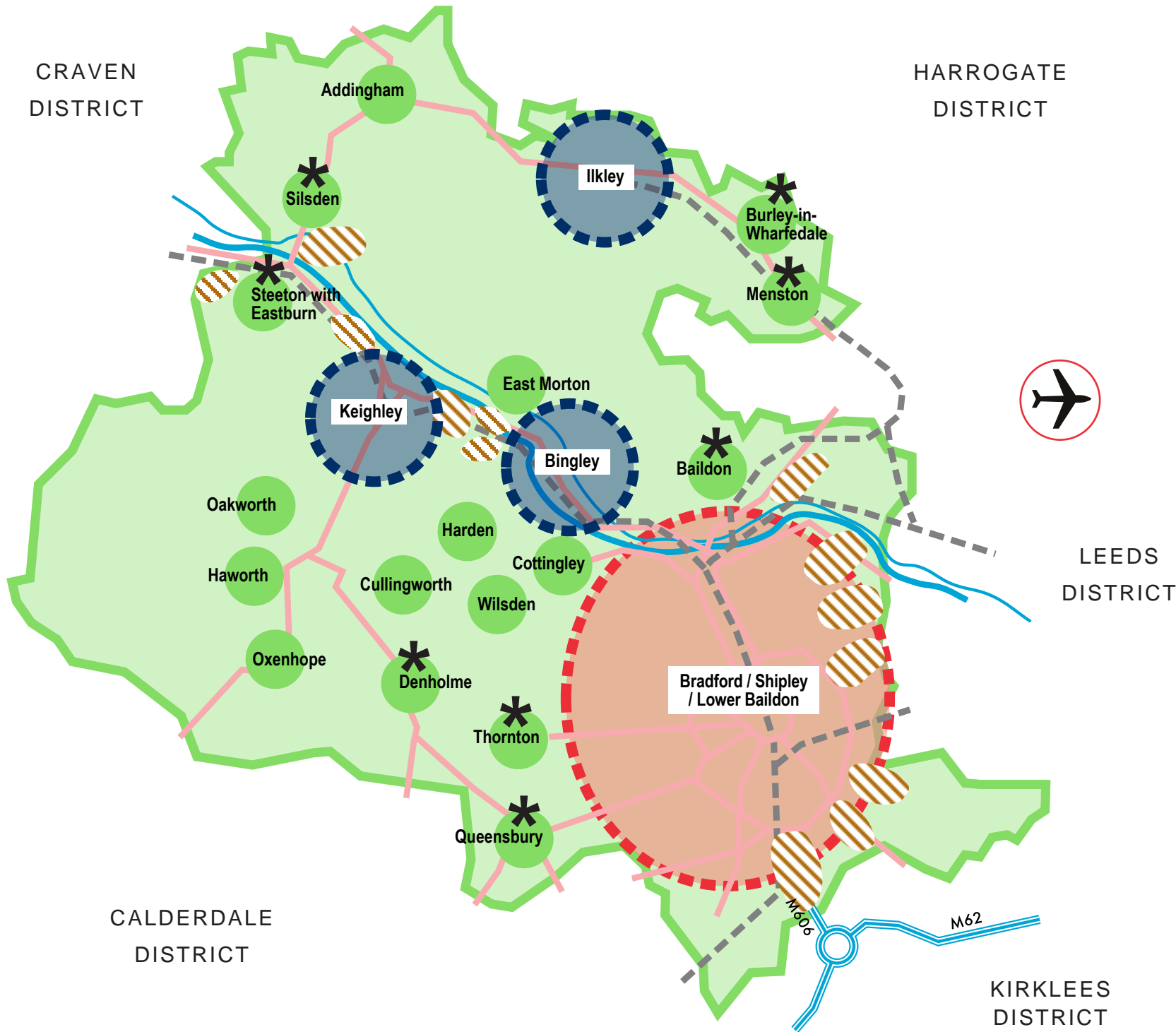
- 4.23 In other local centres development would be based on local need, and would be minor in scale.
- 4.24 Employment development would be concentrated in existing employment zones, as identified in the RUDP, South and East Bradford (possible Green Belt releases) and the Airedale Corridor. Local Service Centres would only provide enough employment development to cater for local needs and to promote sustainability.

Location of Development

Option 2: Continuation of the Replacement Unitary Development Plan Strategy

Key

-  Main roads
-  Railway
-  Canal/River
-  Bradford / Shipley / Lower Baildon (Sub Regional City) = to accommodate 50% of total housing growth
-  Ilkley / Keighley / Bingley (Principal Towns) = to accommodate 30% of total housing growth
-  Local Service Centres = to accommodate 20% of total housing growth
-  Local Service Centres where development would be concentrated
-  Potential employment growth areas



SPATIAL OPTION 3: FOCUSSED GROWTH POINTS AROUND THE BRADFORD SUB REGIONAL CITY

- 4.25 This option is based on the RSS hierarchy, with development focussed on growth points in and surrounding the north and east of Bradford/Shipley/Lower Baildon, in line with the growth point initiative being promoted by the Leeds City Region.
- 4.26 The RSS settlement hierarchy would be used as follows:
- Sub Regional City** – Bradford/Shipley/Baildon south of Otley Road
 - Principal Towns** – Ilkley, Keighley
 - Local Service Centres** – Addingham, Baildon, Bingley, Burley in Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Queensbury, Steeton with Eastburn, Silsden, Thornton, Wilsden.
- 4.27 It is proposed that the housing requirement (approx 50,000 between 2008 - 2026) would be split as follows:
- 70% (35,000) in and surrounding the Sub Regional City
 - 20% (10,000) in Principal Towns
 - 10% (5,000) in Local Service Centres
- 4.28 In and surrounding Bradford/Shipley/Lower Baildon housing development would be concentrated in the following growth points:
- Shipley and the Canal Road Corridor
 - A new settlement at Esholt
 - An extensive Green Belt release to the east of Bradford at Holmewood
 - Bradford City Centre
- 4.29 With further development and or restructuring in:
- East Bradford
 - Mixed Use Areas
 - Safeguarded Land as identified in the RUDP
- 4.30 In Keighley and Ilkley housing development would be provided through
- Phase 2 housing sites and safeguarded land as identified in the RUDP

- Intensification (especially Ilkley)
- Green Belt releases









4.31 In Local Service Centres the extent of housing development in individual settlements will be dependent on the role of the settlement in the hierarchy. Development will be brought forward on brownfield sites and Phase 2 Housing sites as identified in the RUDP and relate to local housing need in the settlement.

4.32 Employment development would be concentrated in existing employment zones, as identified in the RUDP, South Bradford and the growth areas around Bradford/Shipley/Lower Baildon and Keighley. Local Service Centres would only provide enough employment development to cater for local needs and to promote sustainability.

Location of Development

Option 3: Focused growth points around Bradford Sub Regional City

Key

-  Main roads
-  Railway
-  Canal/River
-  Bradford / Shipley / Lower Baildon (Sub Regional City) = to accommodate 70% of total housing growth
-  Potential housing growth points (Shipley / Canal Road Corridor, Esholt, Holmewood, Bradford City Centre)
-  Ilkley / Keighley (Principal Towns) = to accommodate 20% of total housing growth
-  Local Service Centres = to accommodate 10% of total housing growth
-  Potential employment growth areas



KIRKLEES DISTRICT

SPATIAL OPTION 4: DISPERSED GROWTH POINTS

4.33 This option is based on the concept of sustainable dispersed growth points linked to:

- RSS growth point initiative
- Masterplans
- Existing transport corridors

4.34 This approach introduces a new tier in the settlement hierarchy, which would promote local growth centres based on well located settlements in the key transport corridors as follows:

Sub Regional City – Bradford/ShIPLEY/Baildon south of Otley Road

Principal Towns – Ilkley, Keighley

Local Growth Centres – Bingley, Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury, Thornton

Local Service Centres – Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope, Wilsden.

4.35 Housing Requirement (approx 50,000 between 2008-2026) would be split as follows:

- 65% (32,500) in and surrounding the Sub Regional City
- 10% (5,000) in Principal Towns
- 20% (10,000) in Local Growth Centres
- 5% (2500) in Local Service Centres

4.36 In and surrounding Bradford/ShIPLEY/Lower Baildon housing development would be concentrated in the following growth points:

- Shipley and the Canal Road Corridor
- A new settlement at Esholt
- An extensive Green Belt releases to the east of Bradford e.g. Holmewood
- Bradford City Centre

4.37 With further development and or restructuring in:

- East Bradford

- Mixed Use Areas
 - Safeguarded Land as identified in the RUDP
- 4.38 In Keighley and Ilkley housing development would be brought forward through:
- Phase 2 housing sites and safeguarded land as identified in the RUDP
 - Intensification (especially Ilkley)
 - Green Belt releases
- 4.39 In Local Growth Centres housing development would be brought forward through:
- Phase 2 housing sites and safeguarded land as identified in the RUDP
 - Green Belt releases
- 4.40 In Local Service Centres the extent of housing development in individual settlements will be dependent on the role of the settlement in the settlement hierarchy. Development will be brought forward on brownfield sites and Phase 2 Housing sites, as identified in the RUDP, and relate to local housing need in the settlement.
- 4.41 Employment development would be concentrated in existing employment zones, South Bradford and the growth areas around the sub regional city, and the Airedale Corridor. Local Service Centres would only provide enough employment development to cater for local needs and to promote sustainability.

A comparison of the strengths and weaknesses of the four options is set out in Table 1.

A comparison of the four options relating to housing growth is set out in Table 2.

Location of Development

Option 4: Dispersed Growth Points

Key










-  Main roads
-  Railway
-  Canal/River
-  Bradford / Shipley / Lower Baildon (Sub Regional City) = to accommodate 65% of total housing growth
-  Potential housing growth points (Shipley / Canal Road Corridor, Esholt, Holmewood, Bradford City Centre)
-  Ilkley / Keighley (Principal Towns) = to accommodate 10% of total housing growth
-  Local Growth Centres Burley, Menston, Silsden, Steeton with Eastburn, Bingley, Thornton, Queensbury = to accommodate 20% of total housing growth
-  Local Service Centres = to accommodate 5% of total housing growth
-  Potential employment growth areas



TABLE 1. COMPARISON OF STRENGTHS AND WEAKNESSES OF EACH OPTION

STRENGTHS	Option 1	Option 2	Option 3	Option 4
General conformity with the RSS	√		√	
Growth will be targeted in areas which are currently capable of taking more development, therefore there will be less need for extensive Green Belt releases around the Bradford Sub Regional City		√		
Majority of development will take place within or in close proximity to the existing built up area, with little expansion of free standing settlements within the Green Belt, therefore development will be close to existing public transport and infrastructure	√			
More effective use of vacant and underused land and buildings in the urban area	√			
Development will support Masterplan proposals, which have already been given some planning status by the Council		√		√
Development will be based on existing transport infrastructure		√		√
Development will be based on feedback from previous consultations		√		√
Development will support the existing RUDP settlement hierarchy		√		
This option attempts to link the RSS Core Approach with the emerging Leeds City Region Growth Point initiative.			√	
Development will be concentrated in a few areas, therefore infrastructure investment will be able to be targeted.			√	
Green Belt releases will be targeted to specific areas to the north and east of Bradford/Shipley/Lower Baildon, rather than a number of smaller releases across the whole of the district			√	
Green Belt releases will be targeted to specific areas to the north and east of Bradford/Shipley/Lower Baildon, and in well connected transport corridors, rather than a number of smaller releases across the whole of the district				√
Development will relate to other development opportunities outside the district, especially in Craven and Leeds.				√

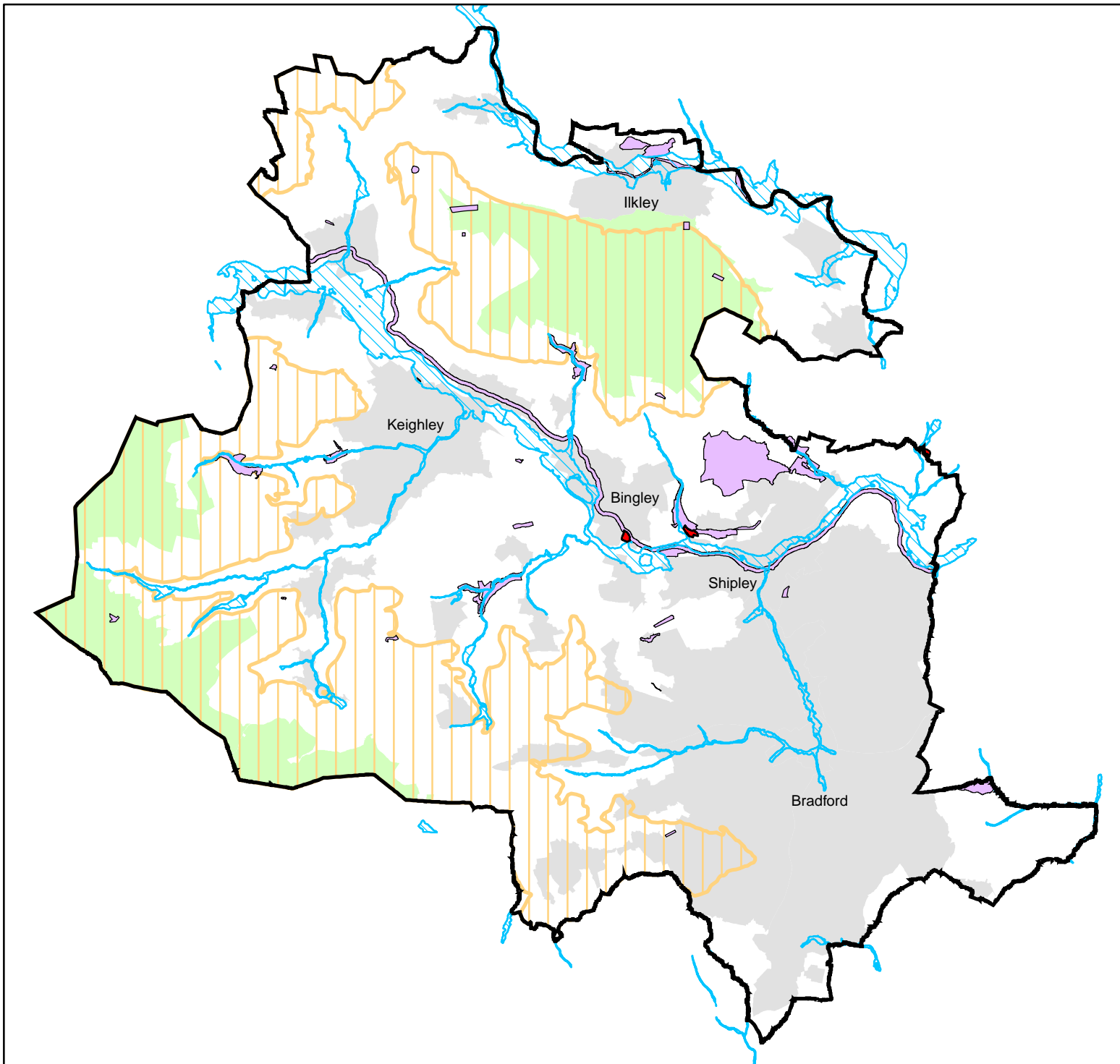
WEAKNESSES	Option 1	Option 2	Option 3	Option 4
Extensive Green Belt releases around Bradford,/Shipley/Lower Baildon, Ilkley and Keighley will be required to meet the housing requirements	√			
It is questionable whether there is sufficient Green Belt land available around Ilkley and Keighley to provide the housing quota for these areas, bearing in mind the environmental constraints e.g. flood risk areas, topography, South Pennines Special Protection Areas, in and around these settlements	√	√	√	√
Only 5% of the total housing requirement would be allocated to local service centres, and this could lead to the decline of some settlements, and consequently, local housing need would not be realised in these settlements.	√			
Existing Phase 2 housing sites (55 ha) in local centres such as Bingley (Sty Lane), Menston, Denholme, Silsden, Steeton, Queensbury and Haworth would still be required, but it would not necessarily provide the most appropriate or sustainable location for housing development in Local Service Centres.	√			
There would be a mismatch between the focus for development (i.e. Bradford/Shipley/Lower Baildon, Ilkley, Keighley) and the location of safeguarded land.	√			
Employment opportunities in the Keighley area are severely constrained by flood risk issues and the housing requirement, therefore in reality not much land is available	√	√	√	√
Employment opportunities in the east and south of Bradford will be competing with housing development for the same limited land resource.	√	√	√	√
Development will not necessarily be in the most sustainable locations as all available land around Bradford/Shipley/Lower Baildon will be required for development to meet the housing target.	√			
This option will not be in general conformity with RSS, as some Local Service Centres would provide large areas of housing and employment development, which would be more than that required for local needs.		√		
Development will be spread across the district so that new infrastructure requirements will also need to be spread more thinly across the district.		√		
Areas of Green Belt land around Bradford/Shipley/Baildon and Keighley and Ilkley would still be required to fulfil the housing requirement.		√		

WEAKNESSES	Option 1	Option 2	Option 3	Option 4
Extensive Green Belt releases will be associated with the growth points at Esholt and Holmewood			√	√
Existing large Phase 2 housing sites and some safeguarded land in local centres would still be required, and this development would not be in accordance with RSS strategy as these settlements should only provide for local need			√	
This option will not be in general conformity with RSS, as a new tier of Local Growth Centres will be included in the settlement hierarchy. Some Local Service Centres will be upgraded to Local Growth Centres. These will provide large areas of housing and employment development, and consequently will provide significantly more development than that required for local needs.				√

TABLE 2 COMPARISON OF SPATIAL OPTIONS RELATED TO RSS HOUSING GROWTH








Spatial Option	Bradford Sub Regional City	Principal Towns	Local Service Centres
Option 1 – RSS Settlement Hierarchy	65% (32,500) Bradford/Shipley/Baildon south of Otley Road	30% (15,000) Ilkley, Keighley	5% - (2500) Addingham, Baildon, Bingley, Burley in Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Queensbury, Steeton with Eastburn, Silsden, Thornton, Wilsden
Option 2 - Continuation of the RUDP strategy	50% (25,000) Bradford/Shipley/Baildon south of Otley Road	30% (15,000) Ilkley, Keighley, Bingley	20% (10,000) Addingham, Baildon*, Burley in Wharfedale*, Cottingley, Cullingworth, Denholme*, East Morton, Harden, Haworth, Menston*, Oakworth, Oxenhope, Queensbury*, Steeton with Eastburn*, Silsden*, Thornton, Wilsden
Option 3 – Focussed Growth around the Sub Regional City	70% (35,000) Bradford/Shipley/Baildon south of Otley Road; with 27,500 focussed in 4 specific growth points at Esholt, East of Holmewood, City Centre, Shipley/Canal Road Corridor	20% (10,000) Ilkley, Keighley	10% - (5000) Addingham, Baildon, Bingley, Burley in Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Queensbury, Steeton with Eastburn, Silsden, Thornton, Wilsden
Option 4 – Dispersed Growth points linked to sustainable transport corridors	65% (32,500) Bradford/Shipley/Baildon south of Otley Road; with 25,000 focussed in 4 specific growth points at Esholt, East of Holmewood, City Centre, Shipley/Canal Road Corridor	10% (5,000) Ilkley, Keighley,	20% (10,000) in Local Growth Centres of Bingley, Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury, Thornton. 5% - (2500) in Local Centres of Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope, Wilsden

* Development would be concentrated in these Local Service Centres



Environmental Constraints

Legend

-  District boundary
-  Settlement areas
-  Special Protection Areas
-  Sites of Special Scientific Interest
-  Sites of Ecological or Geological Importance
-  Areas of flood risk
(Source: Environment Agency Flood Map for England & Wales 2007)
-  Land over 250 metres

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APPENDIX TWO

GLOSSARY OF TERMS

Area Action Plan (AAP) – a local development document (LDD) in the Local Development Framework focused on a specific location or an area subject to conservation or major regeneration in line with policies in the Core Strategy.

Biodiversity – the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value too.

Bradford Centre Regeneration Masterplan – this was commissioned by Bradford Centre Regeneration in 2003 and provided a new vision for the city centre and identified ambitious schemes to raise aspirations and change perceptions of the city centre.

Bradford Urban Area – the inner city areas and suburbs surrounding Bradford City Centre, Shipley and the area of Baildon south of Otley Road.

Bradford Wildlife Area (BWA) – areas within the District which have been given this status due to their local wildlife value.

Brownfield Land – previously developed land, but can also include premises and refers to a site that has previously been used or developed and is not currently fully in use. It may also be vacant, derelict or contaminated.

Conservation Area – an area of special architectural or historic interest designated by the Council under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 where development is controlled more tightly in order to preserve or enhance their special character and qualities.

Core Strategy – a development plan document that provides the strategic planning framework for the District. It sets out the long-term spatial vision for the District, and the strategic objectives and policies to deliver the vision.

Critical Infrastructure – used to describe material assets that are essential for the functioning of a society and economy. It is the framework of facilities, systems, sites and networks necessary for the functioning of the place and which we rely on in every aspect of our daily life. They generally come under the following areas: energy, food, water, transport, telecommunications, Government and public services, emergency services, health and finance.

Development – the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change of use of any building or other land (Section 55 Town and Country Planning Act 1990)

Development Plan Document (DPD) – local development documents that are part of the LDF. They include the Core Strategy, Site Allocations, Area Action Plans and a Proposals Map.

Employment Land Review – an assessment of the total future demand for, and the available supply of, land for employment use in the District.

Flood Risk Zone – an area of land at risk from flooding.

Green Belt – a national policy designation that helps prevent urban sprawl, contain development, protect the countryside, promote brownfield development and assist in urban renaissance. There is a general presumption against inappropriate development in the Green Belt.

Green Infrastructure – a network of multi-functional greenspace across a defined area. A green infrastructure plan can identify land for future conservation and help shape the pattern of future growth.

High Frequency Bus Route – accessibility to a bus services which runs along the same route six or more times per hour in peak times. Those bus services which run four times per hour are also considered to be high frequency.

Local Service Centre – towns and villages that provide services and facilities that serve the needs of, and are accessible to, people living in the surrounding rural areas.

Local Development Framework (LDF) – a range of statutory planning policy documents that will provide a framework for advising the particular community's economic, social and environmental aims, usually comprising a portfolio of development documents including a core strategy, proposals, and a series of Action Plans and supplementary planning documents.

Local Development Scheme (LDS) – a document that sets out a Local Planning Authority's annual work programme for preparing documents to be included in the LDF.

Locality Plans – plans produced by local communities in partnership with either Bradford Vision (the Local Strategic Partnership) or the Neighbourhood Support Service of the Council. They set out the issues faced by the area and a plan of action for tackling them.

Neighbourhood Development Framework (NDF) – document prepared by consultants, taking forward ideas proposed in the Alsop Masterplan, identifying priority projects. They are a material consideration when determining planning applications. Four NDFs were prepared for The Bowl, The Channel, The Market and The Valley and all were completed and the subject of public consultation in 2006.

Phase 2 Housing Site – housing sites for the second half of the Plan period, i.e. 2009-2014 subject to Policy H2 of the Replacement UDP.

Planning Policy Statement (PPS) and Planning Policy Guidance (PPG) – these are a series of documents setting out guidance for planning authorities on implementing national government's planning policy. PPSs replaced PPGs under the Planning and Compulsory Purchase Act 2004.

Preferred Spatial Option – the option which has been developed through public consultation; this will show the broad locations for development; identifying the areas for housing and employment growth and give an indication of the level of development that will be promoted in the each settlement.

Principal Town – should be the main focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities.

Regional Cultural Strategy – a strategy prepared by Yorkshire Culture, a partnership of regional cultural interests, with backing from the Department for Culture, Media and Sport.

Regional Economic Strategy – Yorkshire Forward's 10-year strategy for sustainable economic growth in the Region.

Regional Spatial Strategy (RSS) – Provides a spatial framework to inform the preparation of Local Development Documents, Local Transport Plans and regional and sub regional strategies and programmes that have a bearing on land-use activities.

Replacement Unitary Development Plan (RUDP) – This is the existing development plan for the District, which was adopted in October 2005.

Retail Study – to provide an up-to-date comprehensive picture of current and future capacity for retailing and leisure in the District, which will be used to accurately determine planning applications and to inform the emerging Local Development Framework. This study will also assess the existing network of larger and smaller centres in Bradford Metropolitan District and the function and effectiveness of the current retail hierarchy.

Safeguarded Land – open land defined in the Replacement UDP which will be protected over the lifetime of the Plan, but may be an area of search to meet development land needs in the longer term when the Plan is reviewed, to ensure the Green Belt lasts at least 20 years.

Settlement Hierarchy – a hierarchy of settlements which will guide the proportion of development that will be located in each settlement over the Plan period. The level of facilities, access to public transport and environmental constraints will guide this.

Site of Ecological or Geological Importance (SEGI) – areas identified by the Council as being important for their flora, fauna, geological or physiological features. They are of countywide importance.

Site of Special Scientific Importance (SSSI) – areas identified by English Nature as being of interest by reason of their flora, fauna, geological or physiological features. They are of national importance and have statutory protection.

Spatial Option – an option relating to the possible broad locations of development; identifying areas for housing and employment growth. At the Issues and Options

stage, there will be more than one option and consultation will identify any problems and help the formation of the Preferred Spatial Option.

Special Protection Area (SPA) – areas identified by the European Commission as being of international importance for certain breeding bird populations. They have statutory protection under the EC Directive for the Conservation of Wild Birds 79/409.

Strategic Environmental Assessment (SEA) – a statutory requirement of SEA Regulations 2004 to assess significant effects of all scales of statutory plans on the environment.

Sub Regional City – should be the prime focus for housing, employment, shopping, leisure, educations, health and cultural activities and facilities.

Supplementary Planning Document (SPD) – documents part of the LDF, which provide supplementary guidance to policies and proposals contained in Development Plan Documents.

Sustainability Appraisal (SA) – the process of evaluating the environmental, social and economic effects of a policy, plan or programme.

Sustainable development – development that meets the needs of the present without compromising the ability of future generations to meet their own needs. It means meeting four objectives:

1. Social progress which recognises the needs of everyone
2. Effective protection of the environment
3. Prudent use of natural resources
4. Maintenance of high and stable levels of economic growth and employment

Urban Capacity Study – These studies identify available, or potential available land for housing development in urban areas to inform the re-allocation of housing land and review of development plans.

Washland – land alongside main rivers which provides essential storage for floodwater. These areas are designated by the National Rivers Authority and are generally protected from development to prevent the flooding of property, roads, etc.

West Yorkshire Local Transport Plan (WYLTP) 2 – a statutory requirement of local authorities which aims to deliver more sustainable transport.

World Heritage Site – UNESCO designation. A site of cultural or natural heritage considered to be of outstanding universal value and worthy of special protection.

Produced by the
City of Bradford Metropolitan
District Council

Local Development
Framework Group

January 2008

City of Bradford MDC

www.bradford.gov.uk