



# **BINGLEY PARISH**

## **Neighbourhood Plan**

# **MASTERPLAN**

**December 2020**

### Quality information

Document name	Ref	Prepared for	Prepared by	Date	Reviewed by
Bingley Town Centre & Local Centres Design Code	DR-10617	Bingley Neighbourhood Plan Working Group	Ilja Anosovs, AECOM	November 2019	Wei Deng, AECOM Becky Mather, AECOM

### Revision history

Revision	Revision date	Details	Authorised	Name	Position
DRAFT	17/09/19	Updated to the BNPWG comments	BNPWG	Cllr Steve Williams	BNPWG
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FINAL DRAFT	07/02/21	Updated to the BNPWG Final comments	BNPWG	Cllr Steve Williams	BNPWG

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# 1 Introduction



# 1.1 Introduction

## Background

Bingley is a market town and civil parish in the metropolitan borough of the City of Bradford, West Yorkshire. The Parish of Bingley is also designated as a Neighbourhood Plan area.

The Parish of Bingley in Bradford (Fig 1.1) has established a Bingley Neighbourhood Plan Working Group (BNPWG) in order to shape and influence development within their area. The BNPWG is in the process of producing its Neighbourhood Plan.

Neighbourhood Planning gives communities power to develop a shared vision for their neighbourhood and shape the development and growth of their local area. Through Locality's technical support programme, AECOM have been commissioned to provide urban design support to BNPWG with two pieces of work; this Masterplan and a separate Design Code document. These will both be used to underpin the emerging Neighbourhood Plan'.

## Objectives

The objective of this report is to inform a conceptual spatial Masterplan for Bingley and to develop options for public realm improvement in the Town Centre, local centres, and central areas for villages within the Neighbourhood Plan area. The Masterplan will be used as a tool to guide any potential developments and to enhance the quality of the public realm.

## Approach

The process that was undertaken in order to produce this Masterplan report is as follows:

- AECOM representatives attended an inception meeting and site walkover in Bingley with BNPWG to define the brief and study areas for this Masterplan report.
- Potential centres and sites for development were agreed, setting up the foundation and structure for this Masterplan report.
- A desktop study captured the high level main constraints and physical features of the wider town. AECOM produced the initial baseline analysis.
- An engagement workshop was held in Bingley to allow the local community to influence the report.
- AECOM produced a draft Masterplan report.
- The draft report was reviewed by the BNPWG.
- After capturing the feedback from the review, AECOM issued the final Masterplan report.

The Parish of Bingley is designated as a Neighbourhood Plan area. Any future development within the area must comply with national and local planning policy.

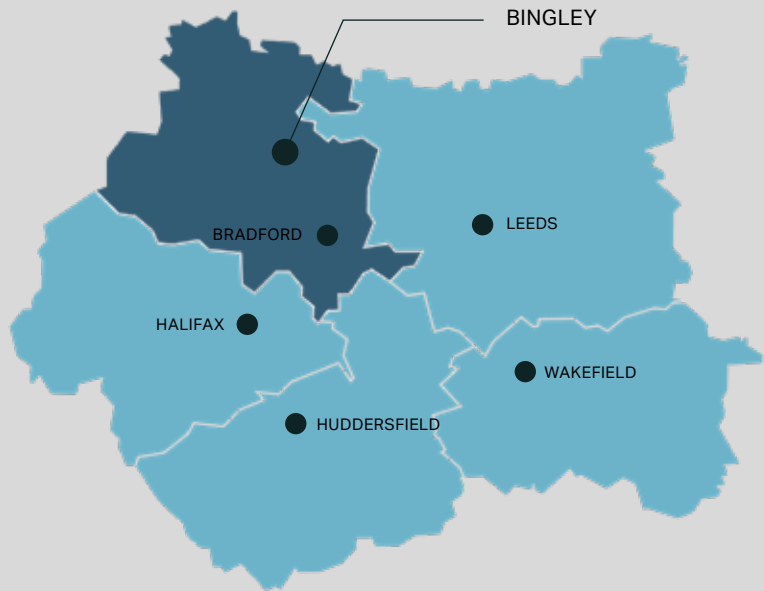


Figure 1.1: Bingley in the regional context

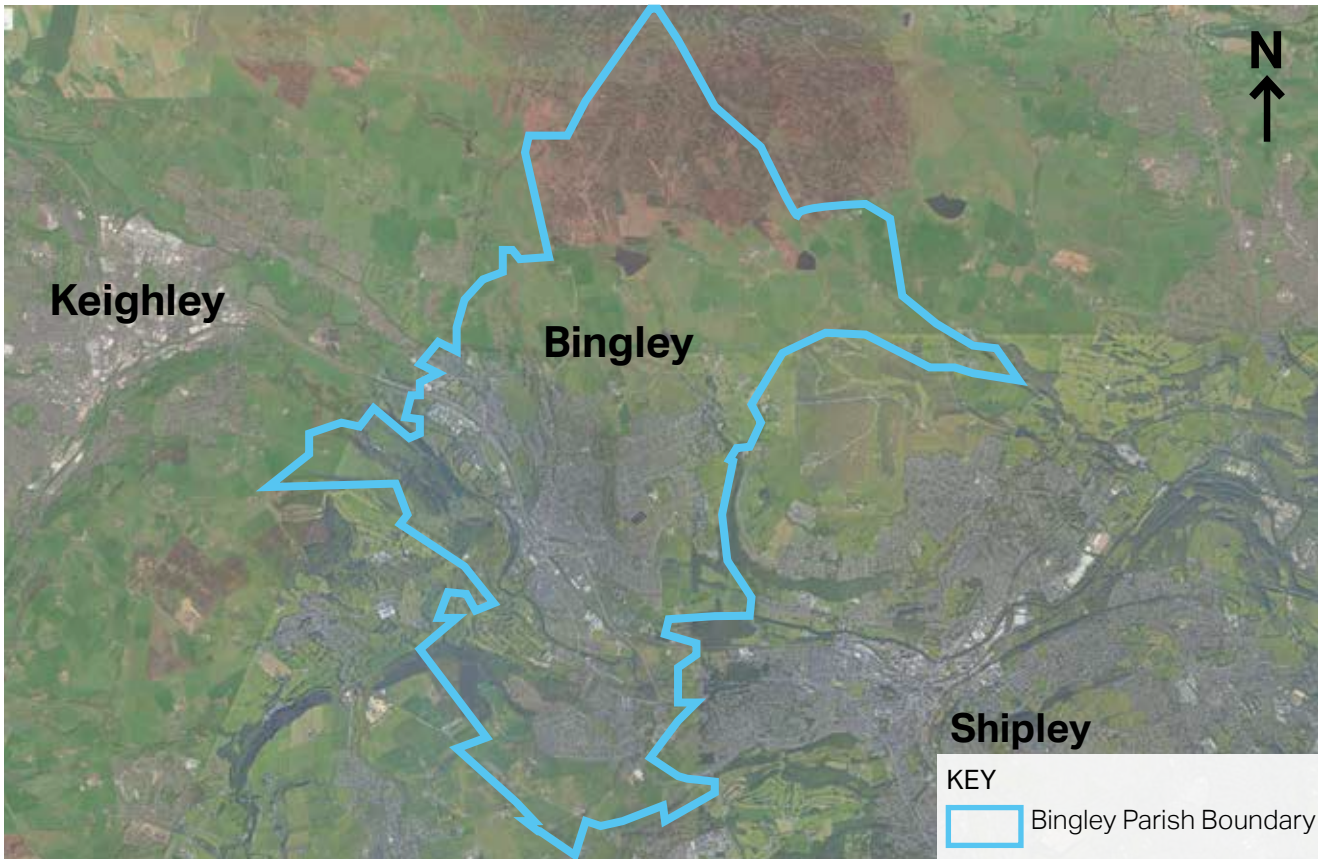


Fig 1.2 Bingley Parish map

## 1.1 Introduction (continued)

### Study Area

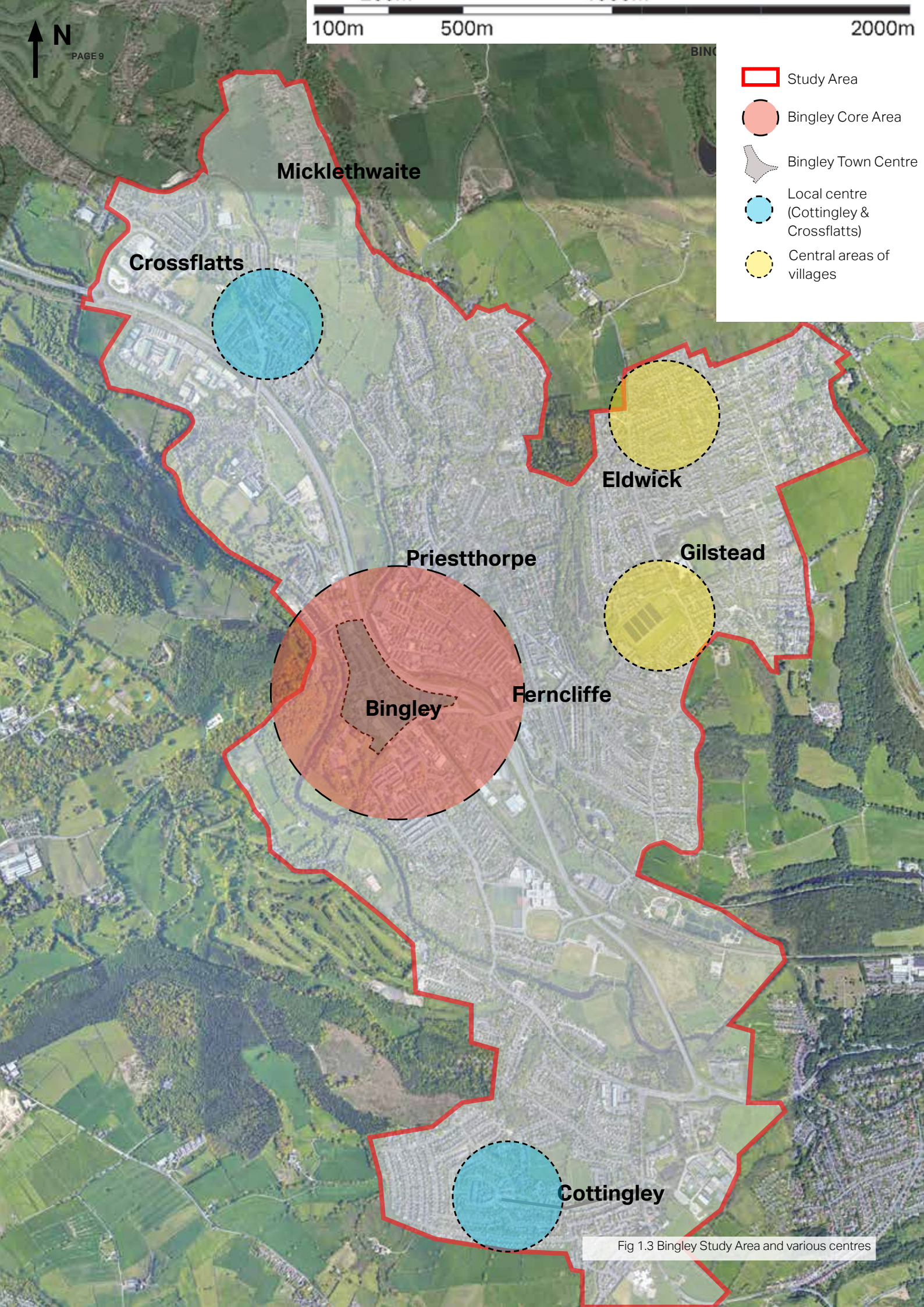
The study area focuses on the built-up settlement area within the Parish, rather than the whole parish itself. At the initial inception meeting, the BNPWG agreed that the focus of this study should be on the Town Centre, local centres, and central areas of villages as shown in Figure 1.3 in order to influence the design of forthcoming enhancement proposals.

### Document Structure

This Masterplan report is broken up into 6 sections:

1. The introduction section outlining the background, purpose, approach, study area, and the document structure;
2. This section is a relevant policy and evidence base review;
3. Understanding Bingley: Section three analyses town-wide local context and designations, which appreciates the important aspects that should be considered in the design process;
4. Engagement section: Provides an overview of the public consultation and workshop with the Working Group;
5. Masterplan for the Town: A section where a more focused understanding of Bingley local centres is gained. The concept Masterplan and design principles are identified and applied to the suggested town and village centres; and
6. Next Steps This section will provide a summary of the findings and provide an indication of the next steps.





- Study Area
- Bingley Core Area
- Bingley Town Centre
- Local centre (Cottingley & Crossflatts)
- Central areas of villages

Micklethwaite

Crossflatts

Eldwick

Priestthorpe

Gilstead

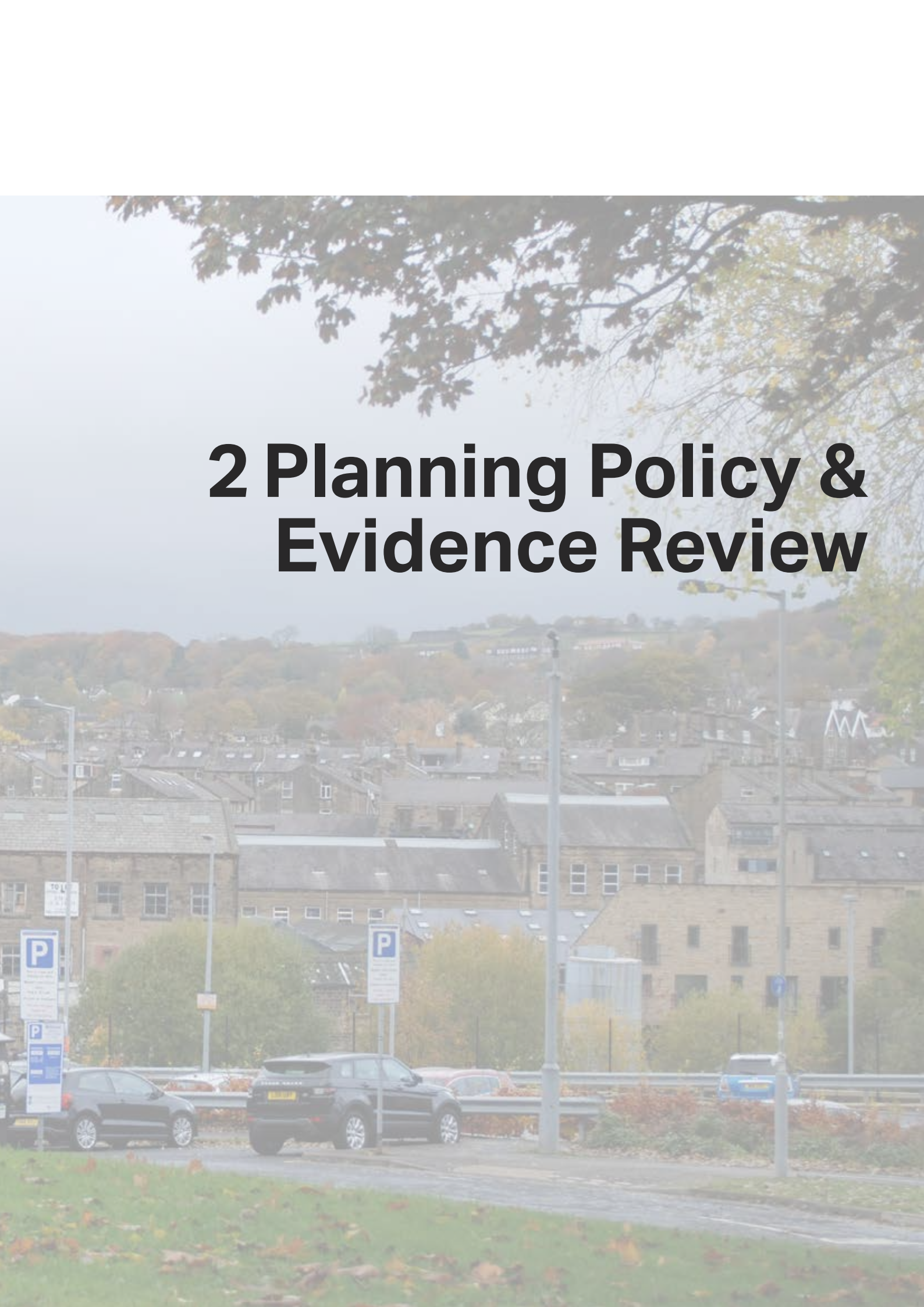
Bingley

Ferncliffe

Cottingley

Fig 1.3 Bingley Study Area and various centres





# 2 Planning Policy & Evidence Review

## 2.1 Policy Review

Bingley Town Council which forms part of Bradford district has, under the powers available to communities in the Localism Act 2011, decided to prepare a Neighbourhood Plan that will help to shape and influence development in their area (see Fig. 1.2). This is being led by the Bingley Neighbourhood Plan Working Group (BNPWG).

### National Planning Policy

#### National Planning Policy Framework (2019)

The revised National Planning Policy Framework is a vital tool in ensuring that planning delivers the right homes, built in the right places, and of the right quality, whilst at the same time protecting our environment. Adhering to the NPPF will help to ensure a high quality of future developments which blend into the fabric of the existing townscape and facilitate local distinctiveness and 'sense of place'. New development within the neighbourhood area should be respectful of its character and setting and at the same time adapt cohesively to future changes.

### Local Planning Policy

#### Local Plan for the Bradford District, Core Strategy Development Plan Document (July 2017)

The Bradford Core Strategy Development Plan Document (DPD) forms an essential part of the Local Plan. It sets out the spatial vision, strategic objectives, spatial strategy and planning policies for the District to 2030. The Core Strategy is currently under review that reflects significant changes to national planning policy and local strategies since 2017. A number of the policies from the Replacement Unitary Development Plan (RUDP) are saved until such time as they are replaced, as such they are still relevant.

The council is also in the process of preparing an Allocations DPD that will identify the relevant sites to meet the development requirements of the Core Strategy. Work is on-going to assess the suitability or otherwise of the sites listed in the Strategic Housing Land Availability Assessment (SHLAA). The Allocations DPD will also define the boundaries of the town and local centres identified in Core Strategy policy EC5.

#### City of Bradford Metropolitan District Council, Shopfront Design Guide (2007)

The shopfront design guide adopted in 2007, aims to improve the appearance of the retail areas in Bradford so it can attract more investment and stimulate economic growth. It sets out the key design principles that proposals for advertisements and alterations to new and existing shopfronts should address.

#### Sustainable Design Guide SPD (2006)

The Sustainable Design Guide SPD will ensure that the principles of sustainable design are adhered to by new development in the Bradford District.

#### Landscape Character SPD (2008)

The Landscape Character SPD provides detailed guidance on key character areas and their characteristics, and guidance for managing development and change within them.

#### Homes and Neighbourhoods - A Guide to Designing in Bradford (2020)

The guide seeks to deliver a step change in the quality of new housing in the District based on a vision for 'green, safe, inclusive and distinctive neighbourhoods that create healthy communities for all.' It will bring together the very latest thinking on housing and urban design and has been developed with a wide range of community and housing partners. This design guide sets out eight priorities for homes and neighbourhoods in Bradford District.

#### Strategic Housing Land Availability Assessment (2015)(SHLAA)

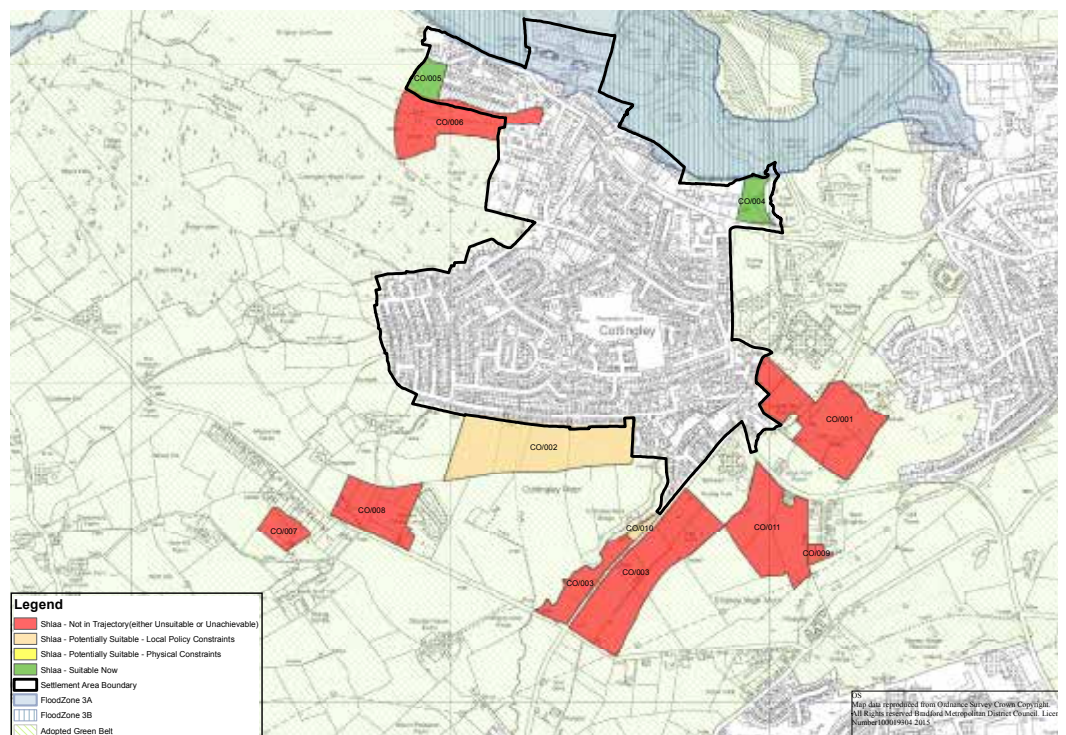
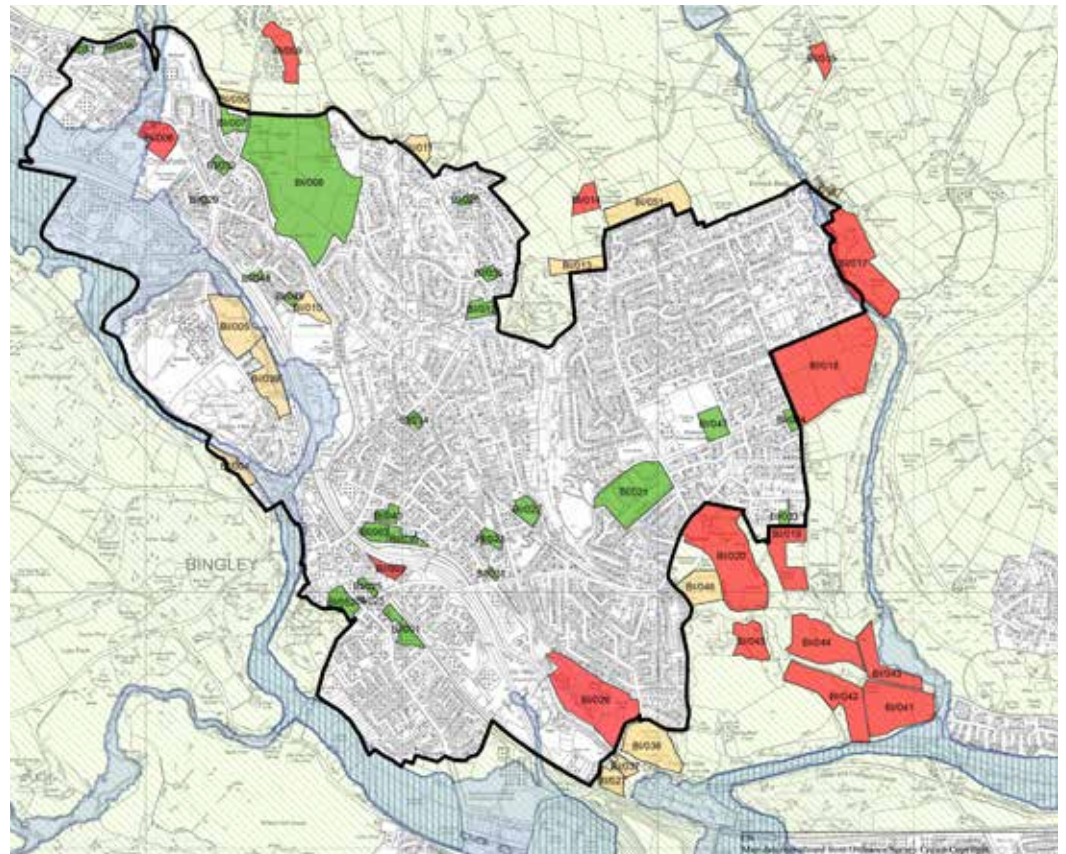
The purpose of the SHLAA is to identify the amount of housing capacity in Bradford that is suitable, available and achievable during the plan period in order to address housing need. The first SHLAA (SHLAA1) was published in October 2011 and the first update (SHLAA2) in May 2013. The second update - July 2015 (SHLAA3) is the latest assessment and expands on the findings of the previous studies.

Larger sites with potential to deliver a large number of residential units or are close to villages centres will be considered and integrated into the Masterplan process in this report, namely sites BI/008 (large scale) and BI/021 (close to village centre) (see Figure 2.1).

This Masterplan will be based on the potential allocation sites, and select the sites with potential significant improvements to the town. The sites close to local centres, for example BI/008 and BI/021, may have a more direct and practical impact to the Bingley Town.

### Legend

- Shlaa - Not in Trajectory(either Unsuitable or Unachievable)
- Shlaa - Potentially Suitable - Local Policy Constraints
- Shlaa - Potentially Suitable - Physical Constraints
- Shlaa - Suitable Now
- Settlement Area Boundary
- FloodZone 3A
- FloodZone 3B
- Adopted Green Belt



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- FloodZone 3A
- FloodZone 3B
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Fig 2.1 SHLAA Bingley map



A large, leafy tree in the foreground with a town and hills in the background. The tree is the central focus, with its branches spreading across the frame. The background shows a town with houses and a large white building, set against a backdrop of rolling hills and a clear sky. The overall scene is a scenic view of a town from an elevated position.

# **3 Understanding Bingley Town**

## 3.1 Baseline Study

This section will review a high level spatial and designations baseline within the defined study area. Four areas will be covered as listed below:

- Heritage Assets;
- Movement Network;
- Green Infrastructure; and
- Topography, Watercourses and Key Views.

### Heritage Assets

Bingley consists of a large number of heritage assets, including four Conservation Areas and over 40 Listed Buildings. Most of the Listed Buildings are located in the Bingley Conservation Area and Leeds Liverpool Canal Conservation Area. All historic designations form an essential part of local character. Any future development should look to preserve and enhance the historic value of Bingley.






Below is the list of Conservation Areas within Bingley:

- Leeds Liverpool Canal Conservation Area
- Bingley Conservation Area
- Micklethwaite Conservation Area
- Eldwick Beck Conservation Area.

As can be seen from Figure 3.1, the majority of the Listed Buildings and Conservation Areas are located within Bingley Town Centre and A650 corridor. The Masterplan process should consider how the future schemes should respond to these local heritage assets and protect the local character.

The study area is outside of the buffer zone for the Saltaire World Heritage Site (WHS). Impacts on the WHS should be limited.

#### KEY

-  Study area boundary
-  Conservation Areas
-  Listed Buildings
-  Registered Parks and Gardens
-  World Heritage Site Buffer Zone (Saltaire)



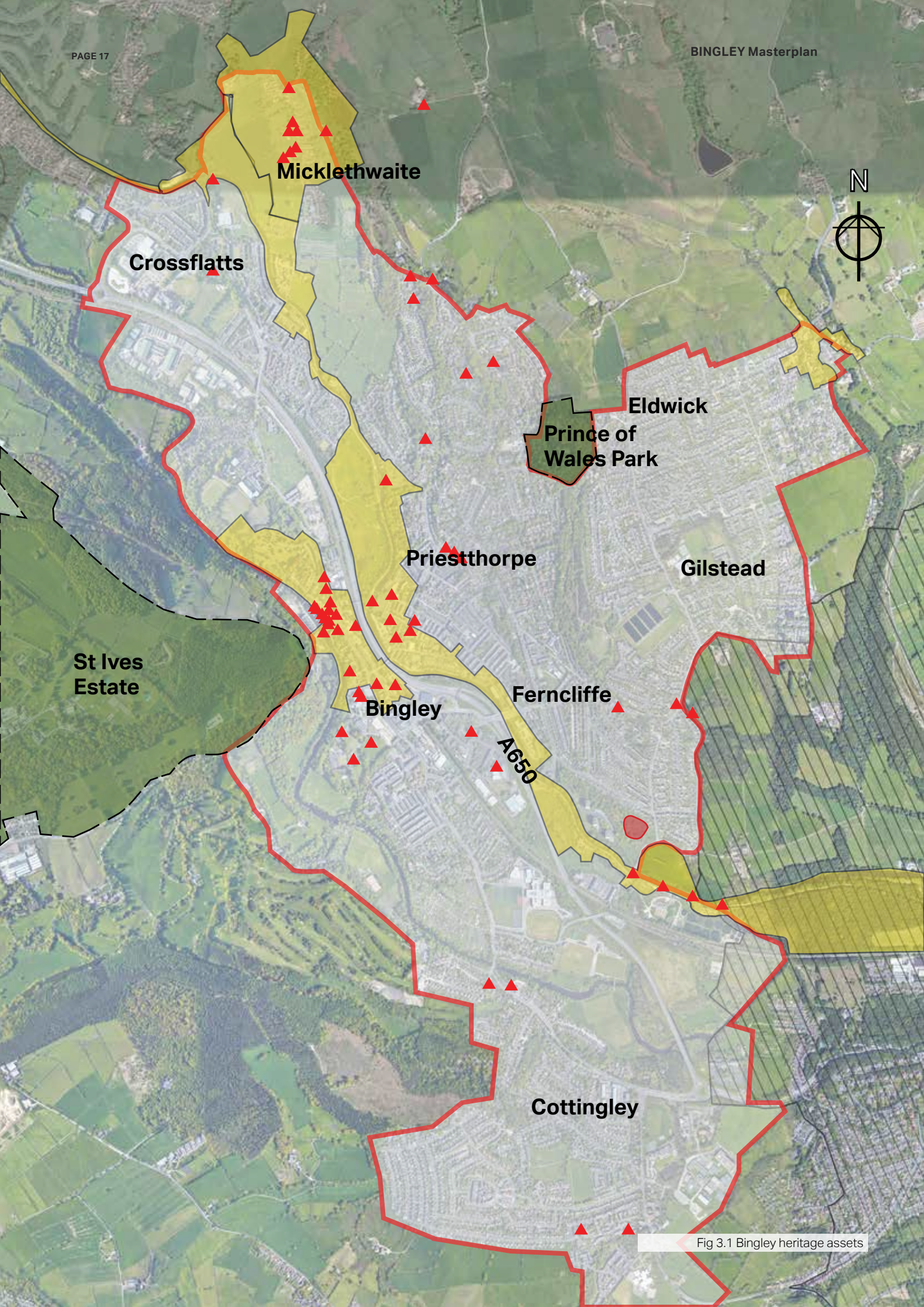


Fig 3.1 Bingley heritage assets

## 3.1 Baseline Study (continued)

### Movement Network

#### Vehicular Routes

Within Bingley, there is a hierarchy of streets which provide vehicular access throughout the Town and need to be considered in any future development.

The primary distributors are the highest order routes within Bingley, which provide access into and out of the town. The A650 is a primary distributor connecting Bradford to Keighley. The A650 acts as a spine route to a wider street network, interconnecting routes of lower tiers allowing better navigation and legibility throughout the Town.

The B6265 connects Cottingley to Keighley via Bingley (and its Town Centre), Crossflatts and Riddlesden, whilst the B6429 links Bingley to the neighbouring villages of Harden, Wilsden and Cullingworth. These connectors play a key role to the wider Bingley area.

Most of the commercial and community facilities are located along the B6265. It runs through the Town Centre and becomes Main Street with a narrower carriageway, increased footway and increased enclosure with 2-3 storey buildings. It runs from the junction with Ferncliffe Road and Myrtle Court, past the Town Square to the junction with Mill Gate and Old Main Street.

Town streets are the primary movement corridors within the residential areas. The alignment of these streets naturally calms traffic, creating a more pedestrian/cycle focussed environment.




As Figure 3.2 indicates the majority of key vehicular routes run north-south, which is a natural response to Bingley's hilly land form. The link between Crossflatts and Priestthorpe is weak.

#### Non-Vehicular Routes

A long distance national cycle route (number 696) runs along the Leeds and Liverpool canal. It provides key linkages between recreational destinations within Bingley Town Centre and other areas. Restricted by steep land form, cycle routes are rare in the remainder of Bingley.

A large number of Public Rights of Way, run north - south, connecting communities and open spaces. Bingley Town Centre is relatively permeable in terms of the pedestrian network and connectivity with the surrounding areas.

#### KEY

	Study area boundary
	Train station and railway line
	Primary distributor
	Secondary connector
	Town streets
	Public Rights of Way
	National Cycle Network
	Main street

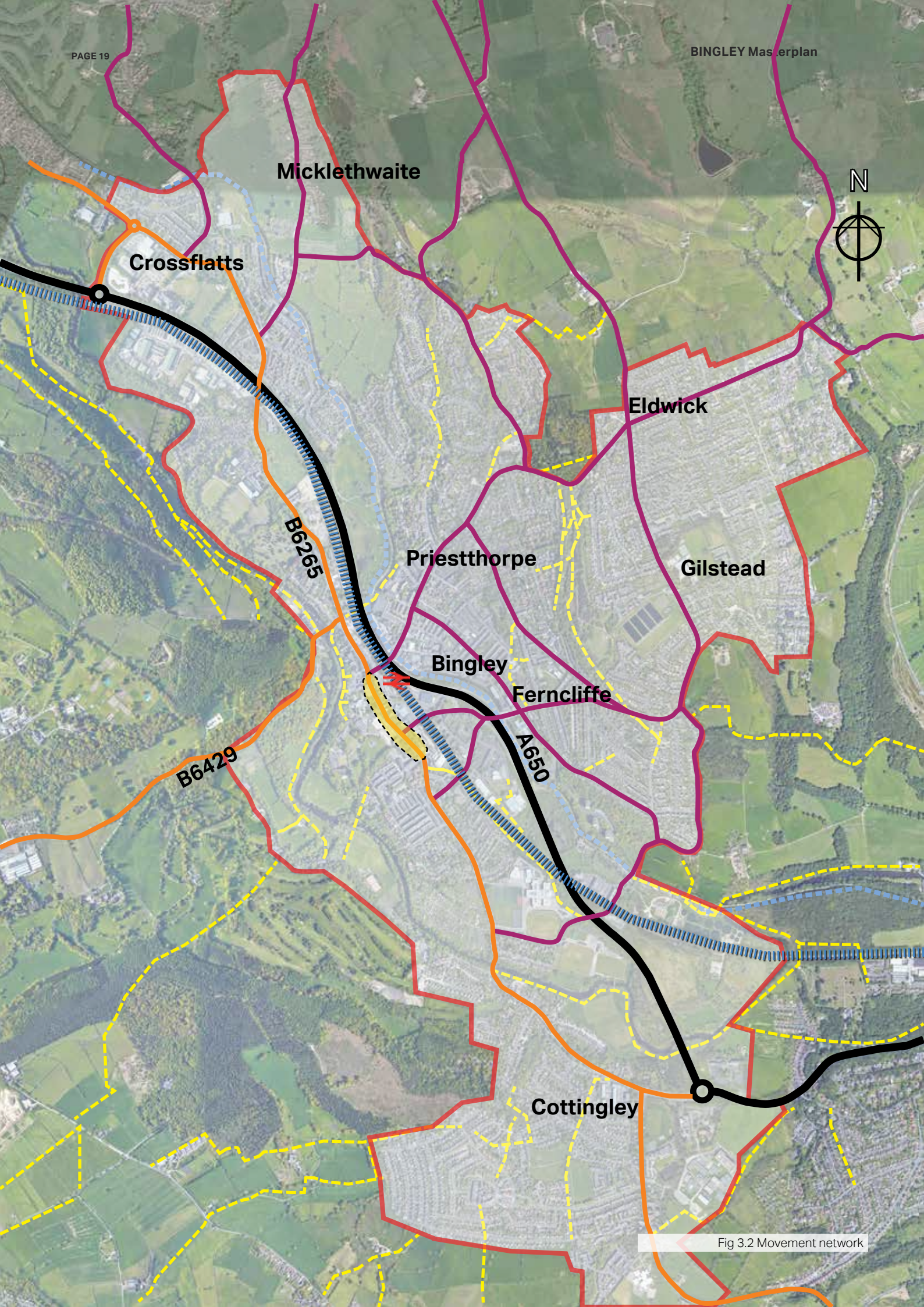


Fig 3.2 Movement network

## 3.1 Baseline Study (continued)

### Green Infrastructure

Bingley is surrounded by the West Yorkshire Green Belt (Fig. 3.3) in the Bradford District. Extension development into Green Belt will not be encouraged.

There are also a number of Statutory and Non-Statutory Protected Sites located in Bingley, with good connections to the wider area. A Site of Special Scientific Interest (SSSI), namely Bingley South Bog SSSI, is located to the south of the town.

Two Registered Parks and Gardens are located just outside the built up area. St Ives Estate to the west and Prince of Wales Park to the north, both on the top of slopes.

Allocated local open spaces are also present throughout Bingley providing recreational spaces for local residents.

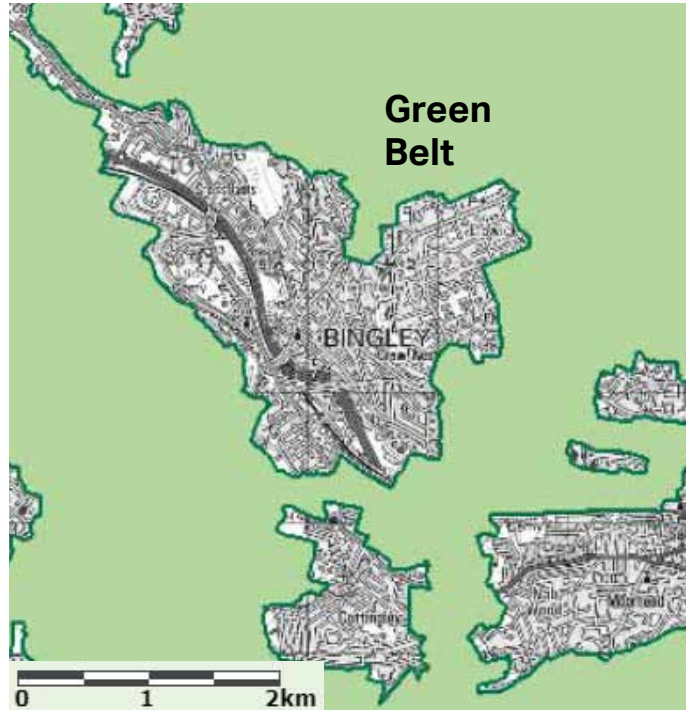


Fig 3.3 Green Belt map

#### KEY

- Study area boundary
- Bingley South Bog (SSSI)
- Registered Parks and Gardens
- Open Spaces



Fig 3.4 Green Infrastructure

## 3.1 Baseline Study (continued)



### Green Infrastructure

#### BWA Bradford Wildlife Areas

There are a number of Regionally Important Geological Sites (Bradford Wildlife Areas, BWA) within or adjacent to the Masterplan area (Figure 3.5).

Policy NE9 of the Core Strategy requires that development likely to have an adverse effect on a site of ecological/geological importance, or a site of local nature conservation value (Bradford Wildlife Areas), as shown on the proposals map (base plan of Figure 3.5), will not be permitted unless it can be clearly demonstrated that there are reasons for the proposal which outweigh the need to safeguard the substantive nature conservation value of the site. Where development is permitted which would damage the nature conservation value of the site, such damage should be kept to a minimum. Where appropriate the council will consider the use of conditions and/or planning obligations to provide adequate mitigation and/or compensation measures. This Masterplan will integrate BWAs into a well connected Green Infrastructure network and limits any potential negative impacts on such ecological assets.

#### KEY

-  Study area boundary
-  Bradford Wildlife Areas

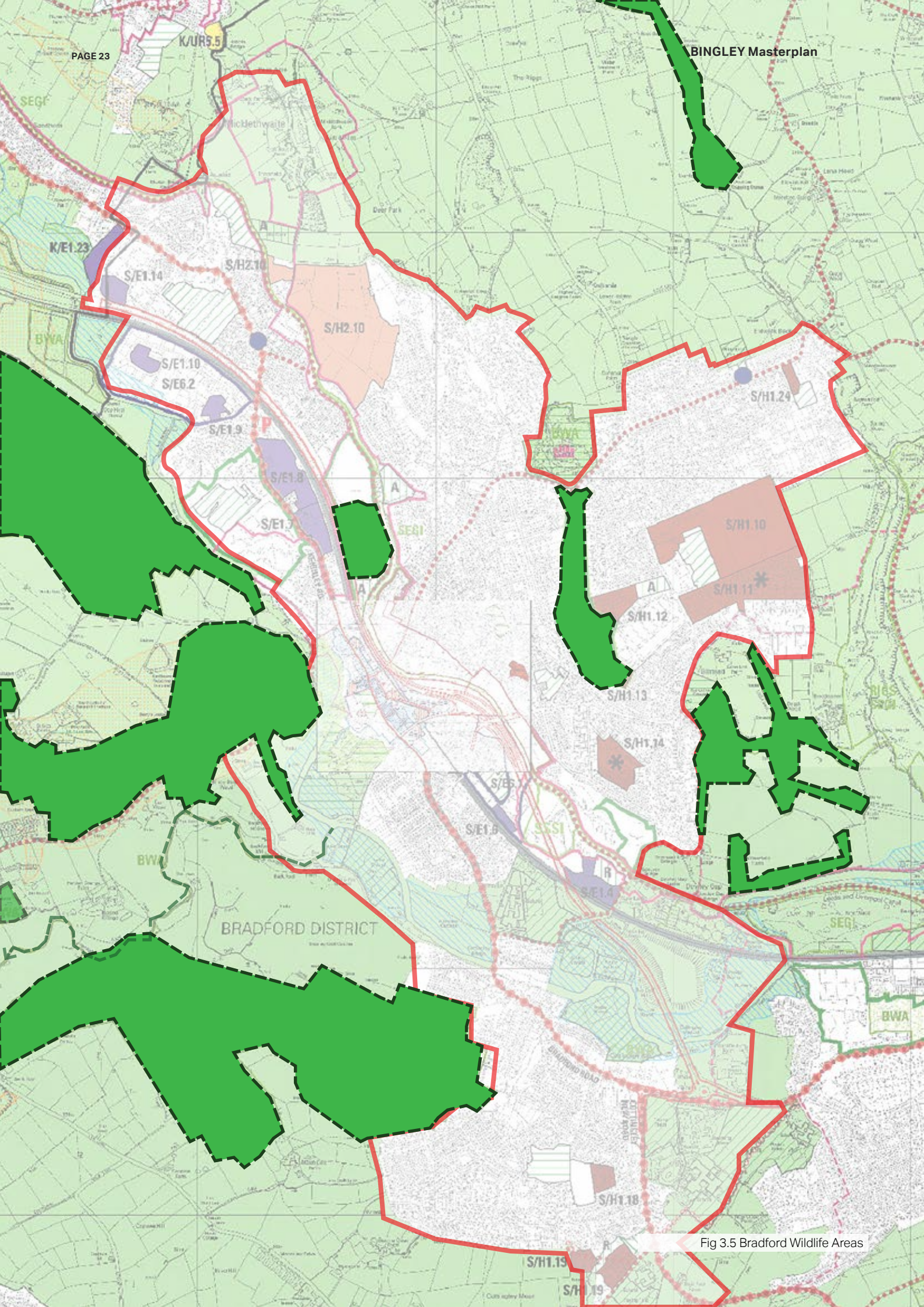


Fig 3.5 Bradford Wildlife Areas

### 3.1 Baseline Study (continued)

#### Topography, Watercourses and Key Views

Bingley’s contours gradually slope towards the River Aire valley, from the top of slopes on the west and east sides of the river. Figure 3.5 suggests the lowest areas along the River Aire fall within EA Flood Zones 2 and 3, which are not suitable for development in principle. The Leeds and Liverpool Canal, running along the east of the River Aire, also has potential to cause flooding in some areas. The Masterplan should avoid considering development within these areas.

Due to the linear slopes on both west and east sides of the River Aire, panoramic views can be obtained from the top of slopes, particularly in open spaces. Some notable long distance views are present along the Leeds and Liverpool Canal and Main Street.

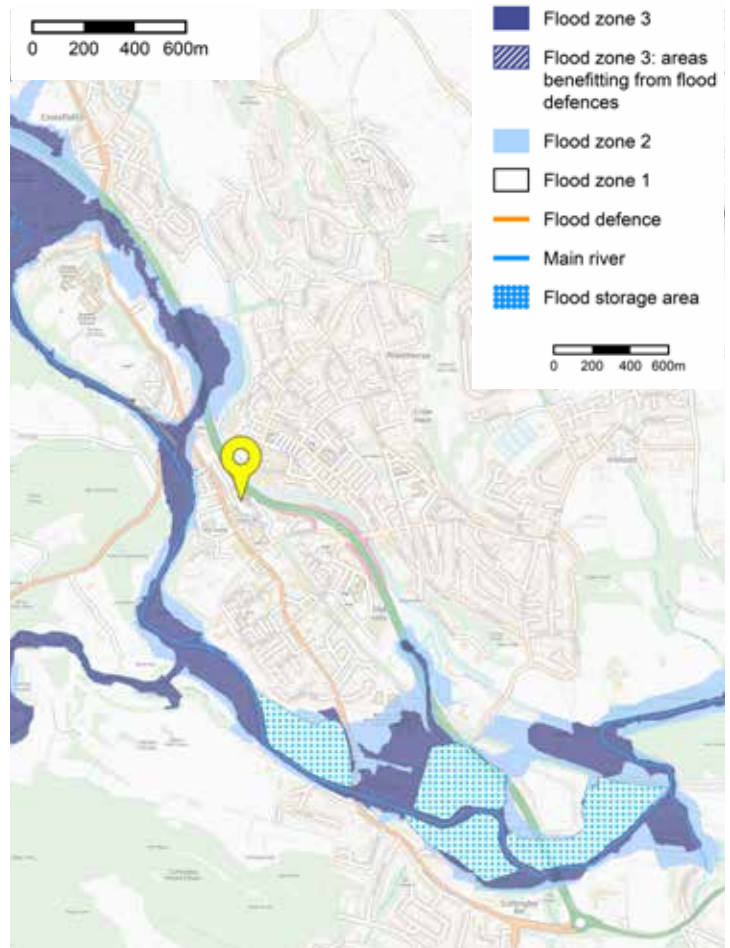


Fig 3.6 EA Flood Zone map  
(Source: Environmental Agency: <https://flood-map-for-planning.service.gov.uk/>)



View 1: Views along the Main Street looking towards the north



View 2: Views from the Main Street looking towards the east



View 3: Views from the Gilstead Crag looking towards the west

#### KEY

- Study area boundary
- Key viewpoint
- Watercourses
- Slope
- Valley area





Fig 3.7 Topography, water course and key views

## 3.2 Focus Areas

Villages and wards in Bingley have merged during historical development, and there are no clear physical gaps between villages. However, the spatial characters summarised above naturally define Bingley town into four focus areas: Lower Valley Communities, Slope Communities, Higher Communities, and Bingley Rural Communities (Figure 3.9). Each focus area consists of some local characteristics which make it different from the others.

Polling Districts	Ward Name
2A, 2G & 2J	Bingley Central & Myrtle Park
2B	Crossflatts & Micklethwaite
2C	Eldwick
2D	Lady Lane & Oakwood
2E	Crow Nest
2F	Priestthorpe
2H	Gilstead
3C & 3D	Cottingley

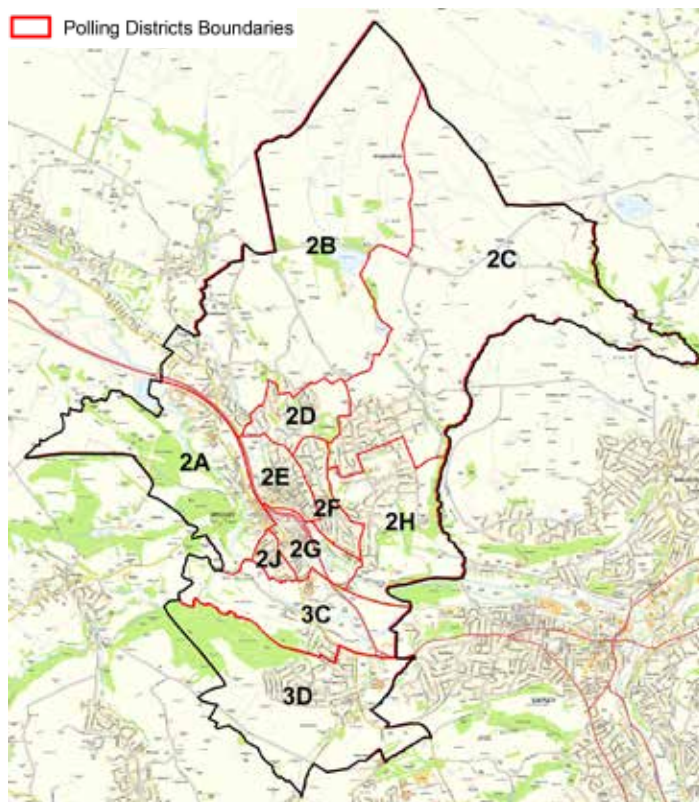


Fig 3.8 CBMDC Bingley Ward Polling Districts (2019)



### Focus Area 1: Lower Valley Communities

This area covers western wards including Bingley Central, Myrtle Park, and Crow Nest, bounded by the River Aire to the west and some communities to the east along the A650. Most Conservation Areas, Listed Buildings and ancient monuments are located within this area, which define the local identity of Bingley town. Bingley Town Centre provides all types of common social and community facilities to the whole town.



### Focus Area 2: Communities on slopes

To the east of the A650, several communities spread out on south-west facing slopes, including Crossflatts, Micklethwaite, Lady Lane and Oakwood, Priestthorpe and Ferncliffe. These areas are dominated by residential buildings, with relatively high density, terraced housing. A small local centre is located in the northern part of the area, close to Crossflatts village.



### Focus Area 3: Higher Communities

Living on higher plateau, the residents in the villages of Eldwick and Gilstead can overlook the River Aire valley. Most of the buildings in these communities are built later in the 20th century, with a lower density. A scattered local centre around the Eldwick Primary School provides basic social facilities to residents. The local centres of the two villages are not well connected by road, cycle or pedestrian routes.



### Focus Area 4: Bingley Rural Communities

This focus area lies to the south of Bingley Town Centre in rural areas. Most of the communities were built after 1950s. A mature and well-used local centre at the heart of Cottingley provides essential social and community facilities to local residents. Stronger and sustainable links between Cottingley and Bingley Town Centre are encouraged.

As Figure 3.6 indicates, stronger links between existing local centres might be needed. This could include enhancements to road surfacing, introducing safer cycle and pedestrian routes. The local centres could be strengthened and integrated with potential development opportunities.

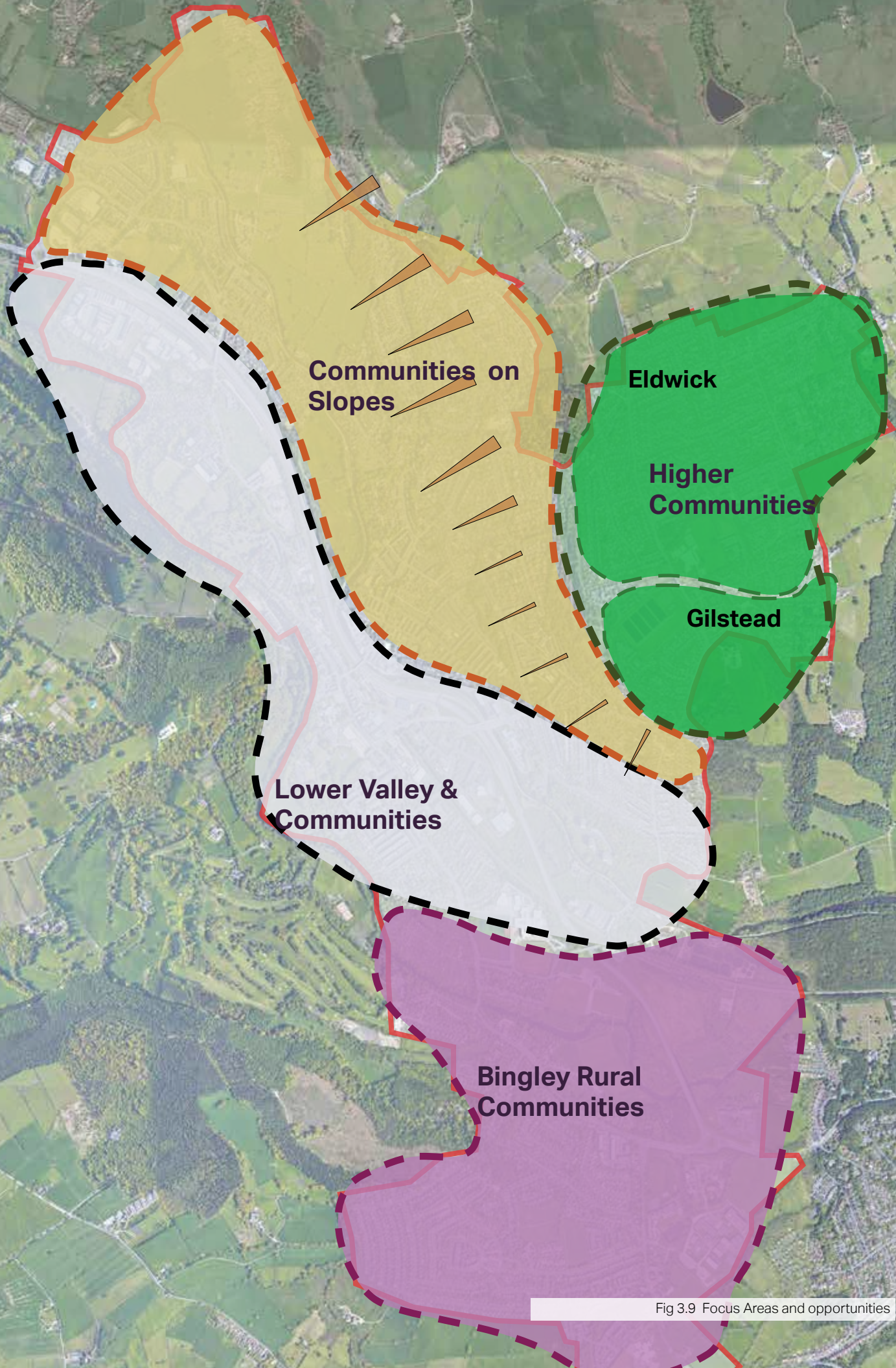


Fig 3.9 Focus Areas and opportunities

### 3.3 Potential Opportunities

Based on the baseline study in the discussion in previous sections, the key spatial features and constraints of Bingley can be summarised as below:

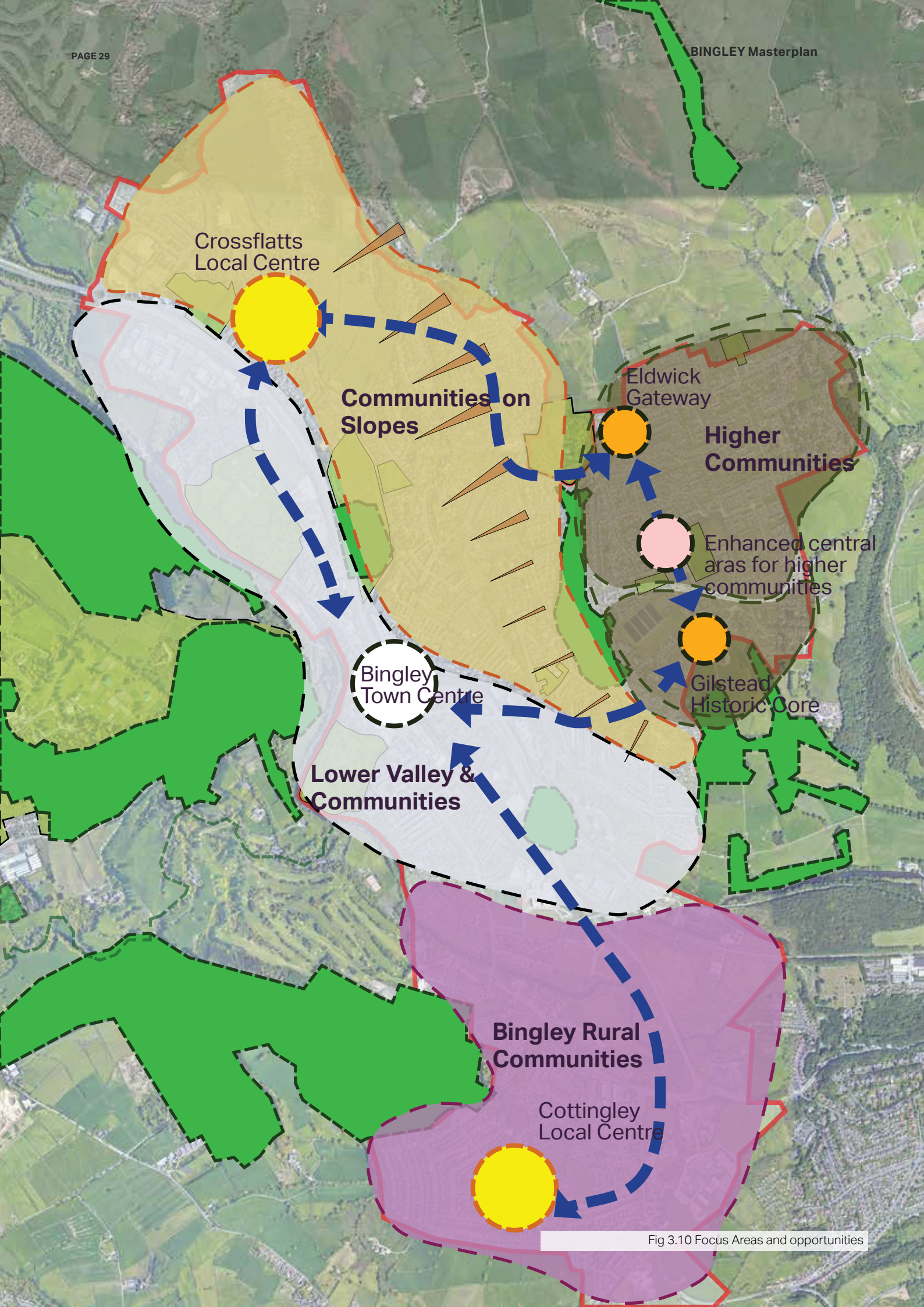
- The majority of historic assets are in lower valley areas, along the River Aire and the Leeds and Liverpool Canal;
- The A650 separates Bingley Town Centre from communities in the northern areas. The majority of both vehicular and non-vehicular routes run north and south;
- Bingley town is surrounded by the West Yorkshire Green Belt. Several large public open spaces are scattered throughout the town;
- The River Aire and the Leeds and Liverpool Canal create a north-south lower valley. The north-east part of the town lies on south-west facing slopes.

As shown in Figure 3.10, potential Masterplan opportunities may include the following principles:

- Enhancing the spatial quality of the Bingley Town Centre, local centres, and central areas of the villages;
- Strengthening the links between these centres;
- Integrating potential development sites into the Masterplan, and contributing to the enhancements of the public realm and local communities.

#### KEY

-  Study area boundary
-  Bradford wildlife areas
-  Bingley Town Centre
-  Local Centre
-  Central areas of villages
-  Linkage areas between Eldwick and Gilstead villages
-  Strategic links among villages to be enhanced



Crossflatts Local Centre

Communities on Slopes

Eldwick Gateway

Higher Communities

Enhanced central areas for higher communities

Bingley Town Centre

Gilstead Historic Core

Lower Valley & Communities

Bingley Rural Communities

Cottingley Local Centre

Fig 3.10 Focus Areas and opportunities

# 4 Engagement



## 4.1 ENGAGEMENT

### General Description

During the preparation of the Masterplan Report, two Neighbourhood Plan working group engagement events were held. These workshops gave the members the opportunity to ascertain, share and debate the key opportunities and constraints of the study area. These events helped to confirm an understanding of the key issues, and also helped to shape the content of the Masterplan design principles & guidance.

### Workshops

- Workshop 1, Inception Meeting: The first workshop was held on 5th November 2019. In this workshop, AECOM explained the approach that was going to be adopted in the Masterplanning exercise. AECOM also gathered aspirations from the members of the BNPWG.
- Workshop 2: On 16th September 2020, AECOM provided an update on the progress of the Masterplan report. During the workshop, AECOM explained the approach of the design strategy for Bingley Town and some potential allocated sites.







A photograph of a park in autumn. In the foreground, a large tree trunk is on the left, and the ground is covered with fallen brown leaves. In the middle ground, there is a green lawn, a dark hedge, and a gazebo on the left. The background shows more trees with some autumn foliage under a grey, overcast sky.

# **5 Masterplan for the Town**

## 5.1 Conceptual Framework

This conceptual framework seeks to integrate two residential developments – Sty Lane and Gilstead Water Works into the holistic vision. The Sty Lane site has the benefit of outline planning permission and is located in close proximity to the allocated Crossflatts Local Centre. The former Gilstead Water Works site is listed in the SHLAA (BI/021) and close to existing central areas of Gilstead village.

Based on Focus Areas structure and potential development locations, a conceptual framework is suggested (Figure 5.1). The key concepts include:

- ① This Masterplan will consider public realm in Bingley town, particularly focus on the Bingley Core Area, Local Centres and Central Areas of Villages; The Masterplan seeks to extend and enhance the existing centres to attract more residents;
- ② Integrate potential development schemes into village centre enhancement proposals, to provide better social facilities for surrounding communities;
- ③ Strengthen the links between village centres and Bingley Town Centre, by creating convenient routes, enhancing existing roads, and introducing cycle and pedestrian routes where appropriate;
- ④ The majority of residents will be covered within 800m walkable (10 minutes) catchment of villages centres; or 1200m (15 minutes) walking distance to Bingley Town Centre; and
- ⑤ Retaining the existing local community uses and historic core areas; integrate into wider connecting network.
- ⑥ Enhance or create new strategic sustainable routes, including cycle, pedestrian, and bridle routes.

These approaches would reduce car reliance through the creation of less car dependent developments.

### KEY

	Study area boundary
	Train station and railway line
	Strategic connections
	Proposed Residential Development
	Bingley core area
	Public Rights of Way
	National Cycle Network
	Enhanced / new strategic sustainable links
	Bingley Town Centre
	Local Centres (Cottingley & Crossflatts)
	Central areas of villages
	Existing community facilities
	Existing historic village cores

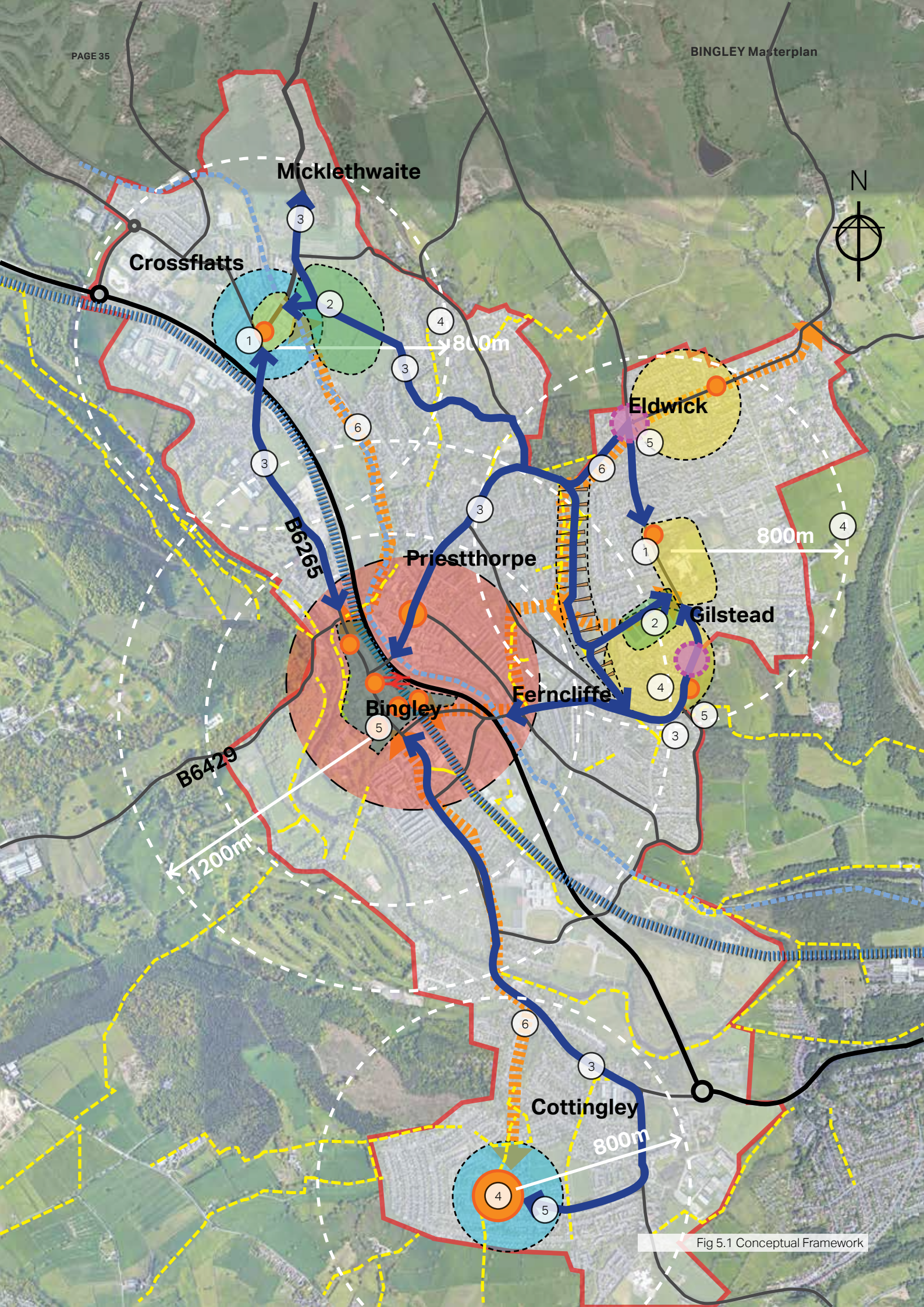


Fig 5.1 Conceptual Framework

## 5.2 Masterplan Vision

### A Holistic Masterplan Framework

This Masterplan aims to create a comprehensive framework which will guide development in the Neighbourhood Plan Area. It provides guidance on how to link all three Local Settlements (Bingley, Crossflatts and Gilstead) together with a set of design principles and strategic connections.

In the latest adopted Local Plan, the Policy EC5 of Core Strategy (2017) defines a series of City, Town, District and Local Centres. It states that *"Bingley Town Centre should be the focus for office, residential, convenience and comparison retail, including the traditional (and specialist) markets, leisure, entertainment, arts, culture and tourism, intensive sports and recreation uses that are appropriate to the centres."* There are two 'Local Centres' (Cottingley, Crossflatts) within Bingley urban areas that should be the focus for appropriately sized local supermarkets and a variety of small shops of a local nature to meet people's day to day needs and minimise their need to travel.

As Figure 5.2 shows the location of the Bingley Town Centre and two local centres are located towards the western part of Bingley. The Majority of residents of Eldwick and Gilstead are not well covered by the social facilities provided within existing local centres. Therefore, this Masterplan will consider how to enhance and add social facilities to the central areas of these villages, together with potential development.









### Design Principles

- Enhance the links between the Bingley Town Centre, two Local Centres (Cottingley and Crossflatts), and central areas of villages, through improved Urban Design of the settlements and creation of high-quality public realm in these centres;
- Enhance existing as well as create new vehicular, pedestrian and cycle routes between the settlements to establish a high quality movement network.
- Respond to the proposed residential development with its integration into the wider strategic Masterplan.

### Proposals and Interventions

1. Proposed new residential developments;
2. Improved streets with better cycle and pedestrian routes;
3. Improved shopfronts with the implementation of the Design Code in Bingley Town Centre;
4. Improved community facilities;
5. Well defined gateways;
6. Improved and new established links between the settlements of the Neighbourhood Plan Area.

#### KEY

-  Proposed strategic links. Priority to pedestrians and cyclists
-  Railway Line
-  National Cycle Network
-  Existing Public Rights of Way
-  Enhanced / new strategic sustainable links
-  Key public realm / gateway areas
-  Potential residential development areas
-  Key green space at Local Centre or Central Area of Villages

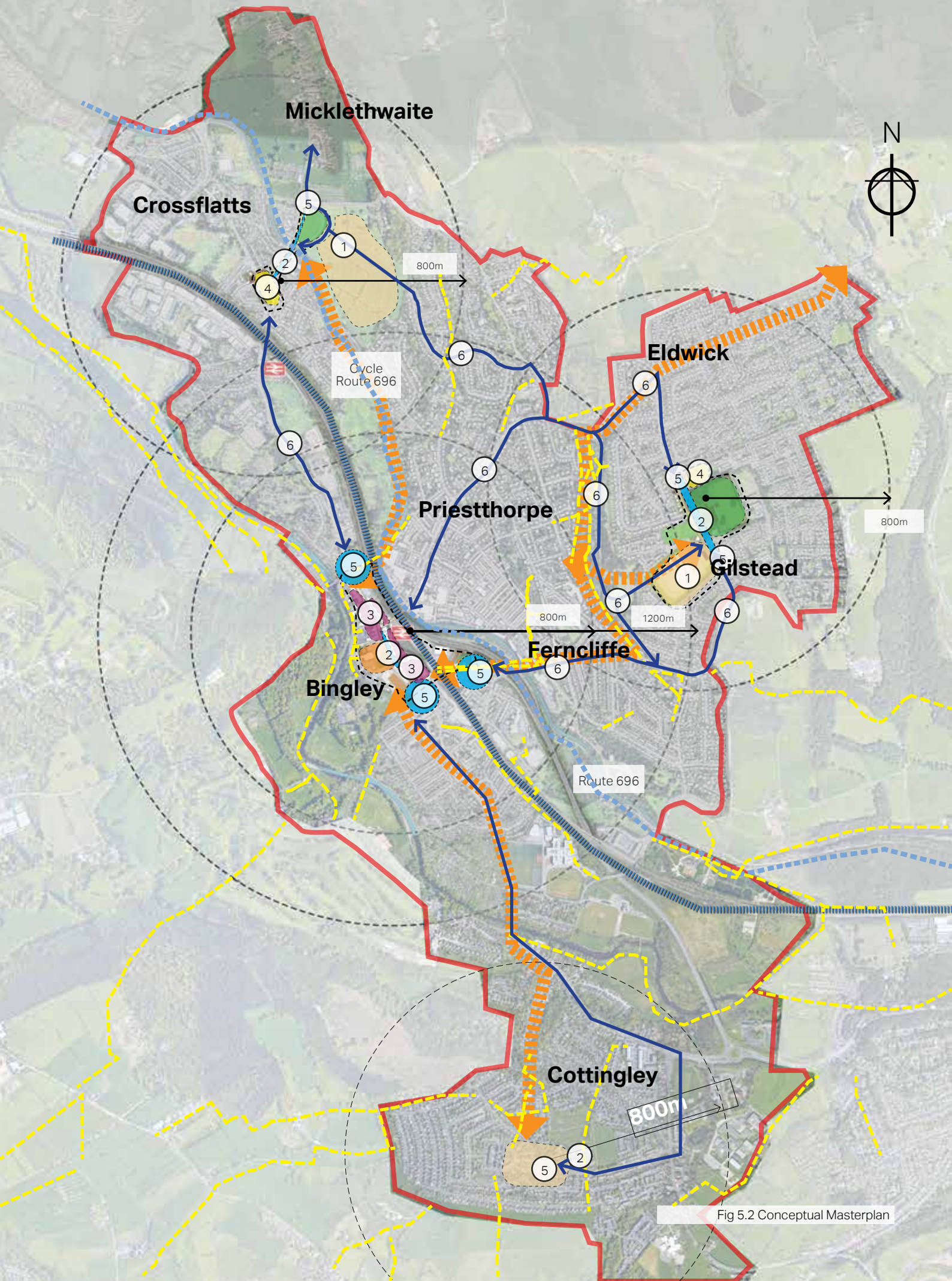


Fig 5.2 Conceptual Masterplan

## 5.3 Green Infrastructure Framework

This Masterplan will encourage the enhancement and protection of networks of high quality trees, hedgerow and woodland. Within the countryside frontage areas, the potential development at Crossflatts should preserve the rural character of the roads by retaining grass verges, hedgerows and trees. The retention of existing landscape green infrastructure of value should be incorporated into development Masterplans and the felling and removal of trees should be avoided.

The two potential development sites in Crossflatts and Gilstead should consider adjacent open spaces as an integral aspect of the development’s layout planning and structuring. Any existing open spaces should be retained and enhanced, and developments need to contribute to the provision of enhancement of Bingley’s open spaces.(See Figure 5.3).

Developments adjoining public open spaces should arrange their main building façades and entrances to face the open space to enhance the character of the space, which will help create a sense of place, improve natural surveillance, and foster social interaction. New open spaces will be well connected with the non-vehicular networks and connected to the wider town area.

All developments within Bingley should incorporate the following Green Infrastructure principles:

- Landscaping and public realm should be interconnected to create a network of green infrastructure both within any site and to connect to wider routes and places;
- Existing landscape features (such as tree, flower beds, hedgerow) should be retained and where possible their presence should be enhanced by new landscape elements; and
- All public space should be clearly defined and designed to fulfil specific roles and functions for different range of users.

In the following sections, a series of enlarged Masterplans will be presented to demonstrate how the Bingley Town Centre and local centres could be improved through integrating new development or public realm schemes. The enlarged Masterplan will focus on three areas: the Bingley Town Centre, the Crossflatts Local Centre with the Sty Lane site, and the linkage space between the central areas of Eldwick and Gilstead villages.

### KEY

-  Proposed strategic links. Priority to pedestrians and cyclists
-  Railway Line
-  National Cycle Network
-  Existing Public Rights of Way
-  Existing key open space
-  Existing Bradford Wildlife areas
-  Key land uses in Town Centre
-  Key public realm / gateway areas
-  Potential residential development areas
-  Enhanced / new strategic sustainable links



Fig 5.3 Conceptual Green Infrastructure Plan

## 5.4 Bingley Centre Public Realm Appraisal

The Town Centre is the most important community centre and service facility hub for the town. Based on site survey, the urban design quality of some key nodes needs to be improved. Figure 5.4 gives several examples of pictures of existing conditions that requires protecting or enhancement in the future.



▲ Narrow footpath along Wellington Street should be widened and clearly defined;



▲ The junction of Millgate and Main Street defines an urban gateway to the north of Bingley Town Centre; Opportunities to make a pedestrian and cycle friendly junction;



▲ Traditional pavement of Dryden Street presenting local identity should be protected and enhanced;

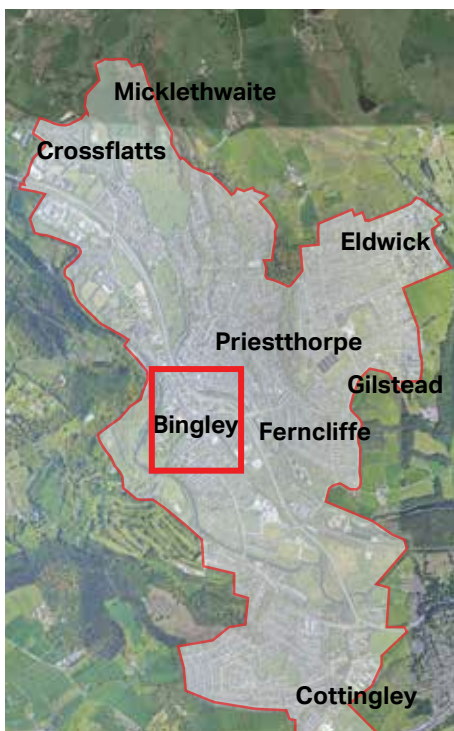


▲ Footpaths along Main Street should be widened and improved;



▲ Bingley Town Square should be enhanced and well used by local people;

Bingley Town Centre location plan



▲ The junction of Myrtle Park and Main Street provides opportunities to make a pedestrian and cycle friendly junction;



▲ Narrow footpath along Main Street should be widened;



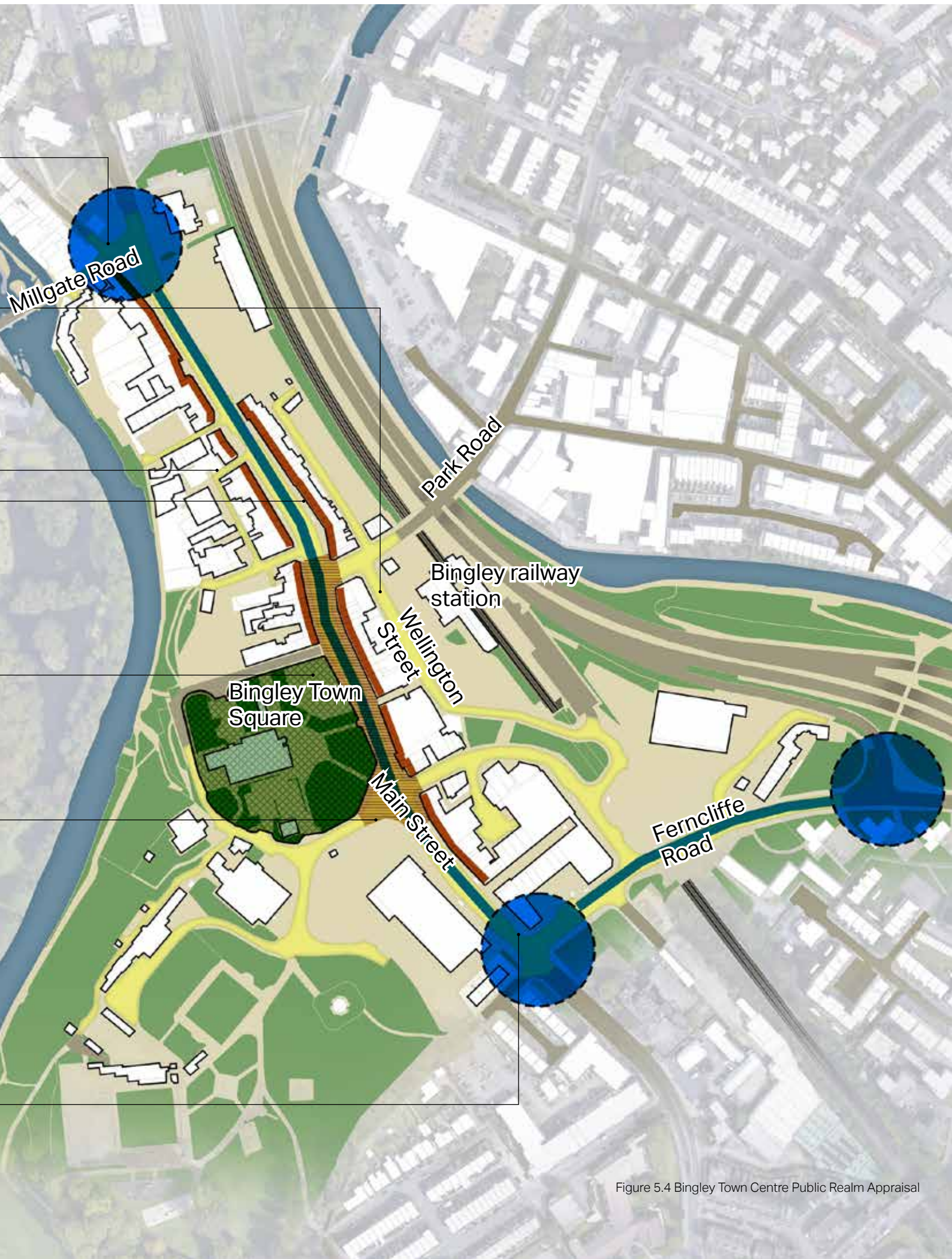


Figure 5.4 Bingley Town Centre Public Realm Appraisal

## 5.5 Bingley Town Centre Concept Masterplan

### Town Centre Description

Based on site appraisal, the Town Centre Masterplan seeks to improve connectivity, permeability and liveability of the Town Centre. Through the creation of three gateways, navigation and definition of the Town Centre will be improved. It will further be enhanced with the establishment of pedestrian and cycle routes which will be integrated into the wider Neighbourhood Plan area. Public Realm will also be significantly improved. Better streets with priority for cyclists and pedestrians will be proposed, with an improved shop frontage aesthetic as encouraged within the Bingley Design Code document. Main Street will be upgraded to become the main destination in the Town Centre and will help to enhance Bingley identity. The Masterplan seeks to improve Bingley Town Square to become more active, appealing and attractive to the residents and visitors of the Town Centre.

### Constraints and Opportunities

- Create a high-quality public realm through the implementation of the Design Code document and application of interventions and proposals, which will improve shopfronts, streets, roads, pavements, Town Square and public open spaces;
- Create northern, eastern and southern gateways with resurfaced roads, prominent buildings and frontages as well as safeguarding of the green open spaces where possible;
- Provide priority to pedestrians and cyclists and create links with other settlements in the Neighbourhood Plan area;
- Improve and establish alternative routes and networks to improve traffic flow, creating a high-quality public realm.

### Proposals and Interventions

- ①. Resurface/Raised Table/Traffic Calming to create gateways;
- ②. Proposed new gateway to the north;
- ③. Improvements to the Streets and Footpaths. From Bingley Design Code -Public Realm Strategy;
- ④. Proposed New cycle and pedestrian routes;
- ⑤. Resurface the street and widen footpaths. Priority to cyclists and pedestrians; From Bingley Design Code -Public Realm Strategy;
- ⑥. Enhanced existing route, which will circulate traffic around the Town Centre and allow improvements to Main Street;
- ⑦. Rearrange/extend the train station car park.
- ⑧. Rearranged / enhanced open space;
- ⑨. Proposed gateway to the east;
- ⑩. Improved and enhanced open space as key gateway feature;
- ⑪. Shopfront improvements. From Bingley Design Code -Shopfront Design Guide (CODES: SHPFT);
- ⑫. Landscaping to be kept and enhanced;
- ⑬. Potential to redevelop and add value to the Town Square;
- ⑭. Extend the hard surface to create a high quality public space.
- ⑮. Proposed gateway to the south; and
- ⑯. Enhance and integrate the existing Public Rights of Ways into a permeable pedestrian Bingley Town Centre network. This public footpath will provide unique waterfront space experience to the town.
- ⑰. The A650 (Sir Fred Hoyle Way) should contribute to local traffic release by encouraging and guiding vehicles to this road.

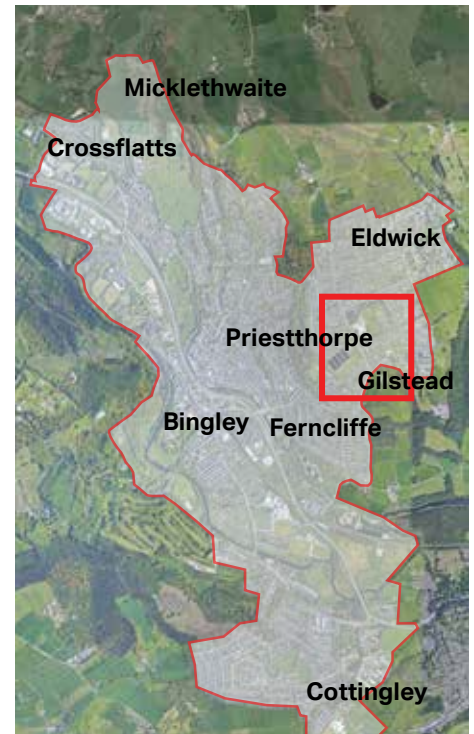


Fig 5.5 Bingley Town Centre Masterplan

## 5.6 Central Areas of Villages Appraisal

### Higher Communities Village Centre (Gilstead)

The area shown on Figure 5.6 is the key linking route between Eldwick and Gilstead villages. There are several existing social facilities along Warren Lane, including Eldwick primary school, allotments, and a convenience shop at the junction of Warren Lane and Swan Avenue. This linear space is well used by local people but lacks quality placemaking. The development of the former Gilstead Water Works might be an opportunity for integration into the Masterplan to enhance the space quality of this linear area.



The linear area linking Eldwick and Gilstead villages location plan



Narrow footpaths along both sides of Warren Lane, without bus shelters;



Poor pavement materials around a small roundabout at the junction of Warren Lane with Agincourt Drive and Rylands Ave;



Former Gilstead water works site, a potential development area;



Unsafe and poorly arranged entrance for Eldwick primary school;



Existing allotments for local residents;



Poor pavement materials around a small roundabout at the junction of Warren Lane and Swan Ave;



To central Eldwick village

Swan Ave



6

4

Eldwick primary school

Bus stop

5

Warren Lane

Agincourt Drive

3

2

Bus stop

Bus stop

Former Gilstead waterworks

1

To central Gilstead village

Fig 5.6 Higher Communities village centre Masterplan

## 5.7 Village Centres Concept Masterplan

### Higher Communities Village Centre (Gilstead)

The Higher communities Village Core Masterplan aims to establish and enhance the local centre of the north-eastern communities in the Neighbourhood Plan area. The Masterplan aims to improve connectivity with the surrounding settlements through the provision of new cycle and pedestrian links, as well as through improvements to the public realm. Furthermore, the Masterplan will make sure that the proposed residential development will be a positive contribution to the surrounding context and fit into the existing development.

#### Design Principles

- Create two gateways through resurfacing of the streets and creating a new feature building to create definition and a focal point;
- Enhance existing facilities in the Village Core. Improve the public realm by providing safer and wider pavement to serve Eldwick Primary School. Create new car parking to serve the local allotment site;
- Potential to create new pedestrian and cycle route to connect the Village Core and communities to the south.
- Create a new high-quality residential development which will fit the surrounding context;
- Create a landscape buffer around the new residential development.

### Proposals and Interventions

- ① Resurface/Raised Table/Traffic Calming to define the gateways into the Village Core;
- ② Wider and safer pavements to serve Eldwick Primary School;
- ③ Improved, safer and speed-controlled street;
- ④ Proposed car parking to serve the allotment;
- ⑤ Feature building to define and create a getaway feature;
- ⑥ Potential new residential development;
- ⑦ Landscape buffer to define the proposed residential development;
- ⑧ New cycle and pedestrian routes to link the Village Core with wider surroundings. Where cycleways are proposed on the line of a public footpath as on Gilstead Moor, consideration should be given to provide a segregated cycle (3 metres width) and footpath (2 metres width) route with the permission of the landowner

#### KEY



-  Allotments
-  Community facilities

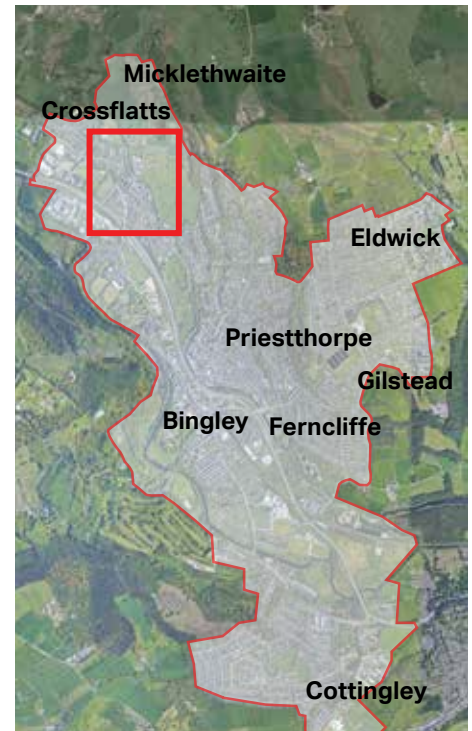


Fig 5.7 Higher Communities village centre Masterplan

## 5.8 Central Areas of Villages Appraisal

### Communities on Slopes Local Centre (Crossflatts)

The area shown on Figure 5.8 is the central area of Crossflatts village and identified as a Local Centre in the current Core Strategy. Some existing social facilities can be found around the junction of Keighley Road and Micklethwaite Lane. This local centre attracts local people but needs enhancement as it is not a high-quality pedestrian-friendly place.



Central area of wider Crossflatts Local Centre location plan



Poor quality public realm at the junction of Keighley Road and Micklethwaite Lane



Parking spaces along narrow Micklethwaite Lane



Narrow bridge crossing the Leeds and Liverpool Canal



Long distance view toward west from Micklethwaite Lane





Fig 5.8 Crossflatts Local Centre Appraisal

## 5.9 Village Centres Concept Masterplan

### Communities on Slopes Village Centre (Crossflatts)

The central area of Communities on Slopes Village (Crossflatts Local Centre) Masterplan aims to establish and enhance the local centre of the northern communities in the Neighbourhood Plan area. The Masterplan (Figure 5.9) establishes improved connection with the proposed residential development to the north-east of the Local Centre by creating new routes for vehicles, pedestrians and cyclists. The Masterplan establishes a gateway to the central area of Crossflatts via surface improvements and better pavements. In order to improve connectivity, the Masterplan proposes improvements to the existing bridge over the Leeds and Liverpool Canal. Existing communities are also well-considered and integrated into the Masterplan links.

### Design Principles

- Enhance existing and create new routes through the proposed development site which will link the Middle Slope Village Centre with the surroundings;
- Give priority to pedestrians and cyclists by providing better pavements and cycle routes throughout the Village Centre. Improve, widen and reinforce the bridge over the Leeds and Liverpool Canal;
- Create a gateway through resurfacing of the street and pavement widening, which will create a 'sense of a place';
- Widen the pavements to create a better and more pedestrian orientated public realm.

### Proposals and Interventions

- ①. Access only lanes to existing residential development;
- ②. Potential new road connecting south, north and further east;
- ③. New cycle route into the site and further east;
- ④. Potential for a new Residential Development;
- ⑤. Potential to widen and reinforce existing bridge over Leeds and Liverpool Canal;
- ⑥. Road improvements to accommodate cycle and pedestrian routes;
- ⑦. Resurface/Raised Table/Traffic Calming to create a gateway; and
- ⑧. Wider pavements to create a pedestrian orientated public realm.

### KEY

- Community facilities



Fig 5.9 Communities on Slopes village centre Masterplan

## 5.10 Design Quality: General questions to ask when presented with a development proposal

### The importance of good design and respecting local distinctiveness

As the NPPF (paragraph 124) notes, "good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities".

Research, such as for the Government's Commission for Architecture and the Built Environment (now part of the Design Council) has shown that good design of buildings and places can:

- Improve health and well-being;
- Increase civic pride and cultural activity;
- Reduce crime and anti-social behaviour; and
- Reduce pollution.

Local people understand what good design means in the context of Bingley. The baseline work shows the peaceful character of the town and the long sight views from almost all parts of the town.

Because this Masterplan cannot cover all design eventualities, this section provides a number of questions based on established good practice against which the design proposal must be evaluated. The aim is to assess all proposals by objectively answering the questions shown. Not all the questions will apply to every development. It is up to the Town Council to decide the ones that are relevant to each specific case.

As a first step there are a number of ideas or principles that must be present in the proposals. The proposals or design must:

1. Integrate with existing paths, streets, circulation networks and patterns of activity;
2. Reinforce or enhance the established village character of streets, greens, and other spaces;
3. Respect the rural character of views and gaps;
4. Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
5. Relate well to local topography and landscape features, including prominent ridge lines and long distance views;
6. Reflect, respect, and reinforce local architecture and historic distinctiveness;
7. Retain and incorporate important existing features into the development;
8. Respect surrounding buildings in terms of scale, height, form and massing;
9. Adopt contextually appropriate materials and details;
10. Provide adequate open space for the development in terms of both quantity and quality;
11. Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
12. Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
13. Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours; and
14. Positively integrate energy efficient technologies.

### Gateway and Access Features

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between villages?
- Does the proposal affect or change the setting of a Listed Building or listed landscape?
- Is the landscaping to be hard or soft?

### Buildings Layout and Grouping

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

### Building Line and Boundary Treatment

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Have the appropriateness of the boundary treatments been considered in the context of the site?

### Building Heights and Roofline

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing, and scale?
- If a higher than average building is proposed, what would be the reason for making the development higher?

### Local Green Spaces, Views and Character

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
  - Does the proposal maintain or enhance any identified views or views in general?
  - How does the proposal affect the trees on or adjacent to the site?
  - Has the proposal been considered in its widest context?
  - Has the impact on the landscape quality of the area been taken into account?
  - In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
  - How does the proposal affect the character of a rural location?
  - How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
  - Can any new views be created?
  - Is there adequate amenity space for the development?
  - Does the new development respect and enhance existing amenity space?
  - Have opportunities for enhancing existing amenity spaces been explored?
  - Will any communal amenity spaces be created? If so, how will this be used by the new owners and how will it be managed?
- ### Street Grid and Layout
- Does it favour accessibility and connectivity over cul-de-sac models? If not, why?
  - Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists, and those with disabilities?
  - What are the essential characteristics of the existing street pattern? Are these reflected in the proposal?
  - How will the new design or extension integrate with the existing street arrangement?
  - Are the new points of access appropriate in terms of patterns of movement?
  - Do the points of access conform to the statutory technical requirements?

## 5.11 Design Quality: Placemaking and space quality

### Placemaking and space quality for Bingley Town Centre, Local Centres, and Central Areas for Villages

This Masterplan suggests that high quality landscaping and building materials should be used across the new development and areas to be enhanced. Care should be taken when selecting the materials that will be used for the paved areas.

High quality stone, gravel, granite, and bricks can provide durable and attractive hard surface throughout the public realm. Expensive materials such as sandstone and limestone could also be used to further enhance the quality of spaces.

The spacing of any new development should reflect the rural character and allow for long distance views of the countryside from the public realm. Trees and landscaping should be incorporated in the design.

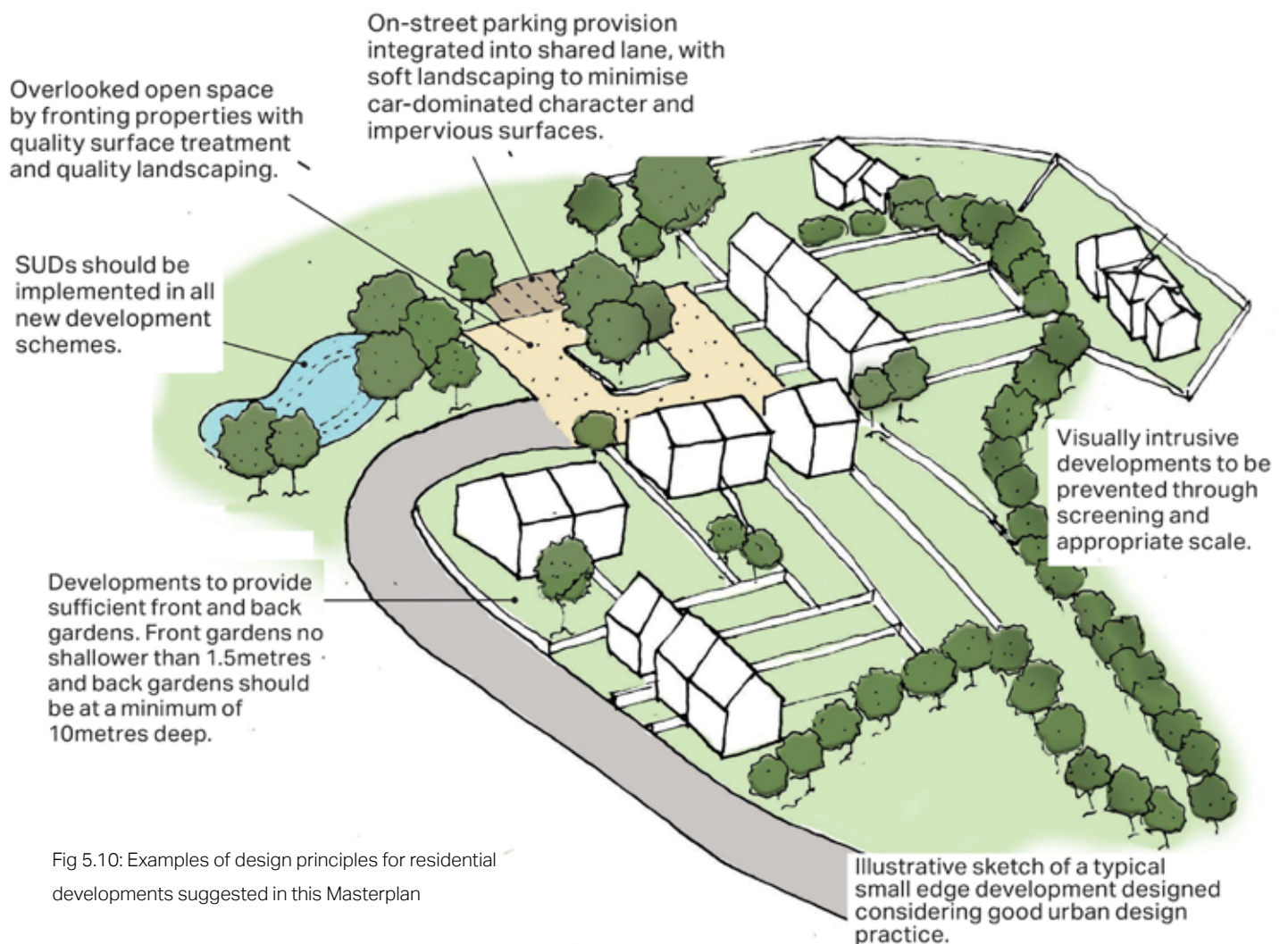


Fig 5.10: Examples of design principles for residential developments suggested in this Masterplan

Examples of connectivity measures suggested in this Masterplan



STREETS WITH PROVISION FOR CYCLISTS, PEDESTRIANS AND GREENERY



PRIMARY STREETS ACCOMMODATING DEDICATED CYCLE PATHS



GREEN SPINES WITH SUDS



SHARED SURFACE AROUND A VILLAGE GREEN



PEDESTRIAN LANES CONNECTING MAIN PUBLIC SPACES



FOOTPATH WITH STREET FURNITURE



ENCOURAGING CYCLING AND WALKING



QUALITY PUBLIC REALM



SUSTAINABLE URBAN DRAINAGE

Examples of green spaces and links suggested in this Masterplan



GREEN INFRASTRUCTURE



CHILDREN PLAY GROUND



BIODIVERSITY



COMMUNAL AMENITIES



OPEN SPACE



MIX TYPOLOGIES

Examples of sustainable communities principles suggested in this Masterplan



LEISURE FACILITIES



PLACE MAKING



SUSTAINABLE LIVING





An aerial photograph of a town nestled in a valley. The foreground shows a grassy hillside with some trees. The town below has a mix of residential and commercial buildings, with a large industrial-style building on the right. The background features rolling green hills under a hazy sky.

# Next Steps 06

## Next Steps

This document provides a series of design principles and recommendations for Bingley town and the potential development sites and areas for improvements in Bingley. The report is based on high level reviews regarding the context, constraints, history, and characteristics of the town. The reviews suggest that any future development should be in line with the local character and the existing context. The general design principles and concept Masterplan within the report will guide future developments in Bingley to respect the area, conserve the existing setting, heritage, links, and townscape character.

The BNPWG is recommended to use this document to embed design policies within the Neighbourhood Plan to achieve the objectives set out in this document. Developers should also observe this document to understand the design quality they are expected to achieve.

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