

Local Development Framework for Bradford

Core Strategy

Further Issues and Options for Consultation

Settlement Study

January 2008



City of Bradford MDC

www.bradford.gov.uk

HOW TO COMMENT

Bradford Council welcomes your comments on this Settlement Study.

Consultation on a) the Core Strategy Issues and Options Further Consultation, b) Initial Sustainability Appraisal and c) Draft Settlement Study commences on **17 January 2008** for the period to **20 March 2008**.

Comments can be sent to the following freepost address:

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Comments can also be:

- emailed to ldf.consultation@bradford.gov.uk
- faxed to 01274 433767
- handed in to the Planning Offices at Jacobs Well, Bradford or the Town Halls in Ilkley, Keighley and Shipley.

Please head the letter, email or fax **Core Strategy – Settlement Study** and clearly set out your comments.

The document will be made available in different formats on request.

If you have any queries regarding this document, or the Local Development Framework please do not hesitate to contact the Local Development Framework Group on (01274) 434050.

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1.0 INTRODUCTION

- 1.1 This background paper sets out the approach taken by Bradford MDC regarding the identification of the roles of individual settlements and the suitability of areas of the District for future development to accommodate the projected growth as set out in the Regional Spatial Strategy (post modifications, September 2007).
- 1.2 The aim and purpose of this document is to provide an evidence base to support Bradford Council's Core Strategy for the Local Development Framework (LDF). In doing so it will support the development of Spatial Options through identifying the most sustainable locations for development. *Planning Policy Statement 1: Delivering Sustainable Development* states that local authorities should consider 'sustainable development in an integrated manner when preparing development plans'.
- 1.3 A detailed evidence and data gathering stage will aid the identification of those settlements which are able to accommodate further growth without placing undesired pressures on resources – social (in terms of community facilities and resources), economic (in terms of employment opportunities), environmental (in terms of the impact on natural resources) and transport infrastructure (in terms of accommodating new development and growth). This stage will build upon the RSS Settlement Study as published in 2004.
- 1.4 The first part of the document will provide a brief introduction of the Bradford District, followed by an outline of the planning policy context which informs this study. Section three will outline the methodology adopted as part of this study. The report will be divided into two main sections, the first will provide a profile of the main Bradford Urban Area, and the second part will provide a settlement study for each of the remaining 20 settlements within the Bradford District.
- 1.5 This document is a draft document and will be updated in light of any representations received, and also of any outcomes from additional data and evidence currently being undertaken. The information in this Study will be used to inform the spatial option(s) for locating development at the Preferred Options stage.

2.0 BACKGROUND

- 2.1 This Settlement Study has evolved from the concept of a settlement hierarchy, as set out in the RSS (2005). A settlement hierarchy involves the classification of settlements types according to a number of factors; including population, level of facilities and accessibility to services. It also takes into consideration any constraints which may hinder new development. This aids the process of guiding development in terms of type, proportions and location.
- 2.2 The Core Approach of the Regional Spatial Strategy (post modifications - September 2007) gives scope to local authorities to decide whether additional towns should be designated as Principal Towns (Policy YH6), and also to identify which settlements should be classed as Local Service Centres (Policy YH7). These designations should be made with consideration to the level of service provision, the quality of transport connections as well as the level of accessibility to employment, retail, healthcare and education opportunities. Local authorities are also encouraged to use the Regional Settlement Study (2004) as a starting point for the creation of a settlement hierarchy for the Bradford District (Para 4.55).
- 2.3 The RSS classifies the City of Bradford as a Sub-Regional City, with Principal Towns of Ilkley and Keighley.
- 2.4 The Council has a duty to ensure that the location of all new development should be based upon sustainability principles and factors. To support this, this Settlement Study has identified and recorded the current availability of key facilities within the settlements. This involved the production of a number of key tables and figures (see Appendices) to illustrate and compare the facilities and services currently available within each settlement. These facilities, along with the recognition of environmental constraints have directly informed the Spatial Options of the Core Strategy.

3.0 THE BRADFORD DISTRICT

- 3.1 Bradford is a diverse district with sharp contrasts and challenges. Around one third of the District comprises of built up urban areas, with the main Urban Area of the District comprising of Bradford – the inner city and suburbs surrounding the City Centre; Shipley and Lower Baildon. Along the Aire Valley (Airedale) north west of Shipley are the freestanding towns of Bingley, Keighley and Silsden, and the smaller settlement of Steeton with Eastburn. To the north of Airedale is Wharfedale, this is characterised by the freestanding town of Ilkley and the smaller settlements of Menston and Burley in Wharfedale, and the village of Addingham. The rural areas include many Pennine villages including large ones such as Wilsden and Oakworth, as well as many smaller ones such as Harden and Cullingworth.
- 3.2 A primary strength of the District is the amount of natural open space and Green Belt land that surrounds the majority of the settlements. As two thirds of the District is rural, this presents an important asset in terms of areas of the desirability of the areas to live and work, the provision of natural open space, along with the provision of space for sport and recreation uses. However, the District's rural character acts as a constraint to development; for example, some areas are internationally recognised areas of biodiversity. In turn, this presents further issues regarding how and where best to locate development and promote growth whilst retaining the essential character of the District.
- 3.3 There is a diverse mix of population spread across heavily urbanised and remotely rural areas. The total population of the District at the time of the 2001 Census of Population was 467,665, with 78.3% of White Origin, and 18.9% of Asian/Asian British origin; 1.5% Mixed, 1.0% Chinese and 0.9% of Black or Black British origins.
- 3.4 There are extremities in terms of wealth and deprivation within the District, with the northern parts, including Ilkley and Addingham being the wealthiest and most desirable areas of Bradford to live. To the other extreme, there are several areas of Bradford which are ranked amongst some of the poorest and deprived areas nationally.
- 3.5 There are a number of supporting documents which have, or are currently being produced which form additional data and evidence regarding the state of the Bradford District. These are:
- Locality Planning (e.g. Neighbourhood Action Plans and Parish Plans)
 - Urban Potential Study (due to be completed Spring 2008)

- Employment Land Review (completed in December 2007)
- Retail Study (due to be completed February 2008)
- Housing Needs Survey (published for several settlements in January 2005)
- Local Housing Assessment (published in January 2008)
- Strategic Flood Risk Assessment (due to commence 2008)
- Appropriate Assessment
- Built Recreation Facilities Assessment
- Strategic Housing Land Availability Assessment

3.6 The findings/outcomes from these documents and studies will inform the content of a revised Settlement Study.

4.0 PLANNING POLICY CONTEXT

- 4.1 The Planning policy context, as set out below, highlights the Government's policy and guidance pertinent to ensuring sustainable development is central in Development Plan preparation.

National Planning Policy

- 4.2 *Planning Policy Statement 1: Delivering Sustainable Development (para.23, vii) states that* Local Authorities should 'ensure the provision of sufficient, good quality new homes...in suitable locations....'. The aim should be to ensure that everyone has the opportunity of a decent home, in locations that reduce the need to travel'.
- 4.3 In addition, PPS1 states that Local Authorities should 'provide improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car, while recognising that this may be difficult in rural areas'.
- 4.4 *Planning Policy Guidance 2: Green Belts* sets out the aim of national Green Belt policy which is to restrict urban sprawl and encourage the reuse and/or replacement of under utilised buildings in existing built up areas. The process of identifying Green Belt boundaries should promote sustainable development through the channelling of development towards existing built up areas thus protecting the Green Belt and having positive implications for car travel.
- 4.5 *Planning Policy Statement 3: Housing* states that the Planning system should deliver 'housing development in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure'. Housing should also be in close proximity to open space and away from areas at risk of flooding and be located in smaller towns to enhance vitality and achieve sustainability. PPS3 also states that 'housing should be provided in rural areas, not only in market towns and local service centres but also in villages in order to enhance or maintain their sustainability'.
- 4.6 *Planning Policy Statement 6: Planning for Town Centres* states that the Planning system should support and promote the creation of vital and viable city, town, district and local centres so to assist the achievement of sustainable development by focusing

development in these centres and encourage a wide range of services which are accessible to all.

- 4.7 *Planning Policy Statement 7: Sustainable Development in Rural Areas* states that Planning should promote sustainable patterns of development in rural areas by focusing development in existing centres and not allowing development in the Green Belt. Sustainable and adaptable agricultural sectors should also be promoted to achieve a thriving economy in those areas.
- 4.8 *Planning Policy Statement 9: Biodiversity and Geological Conservation* states that Government's objectives for planning are to ensure that biological and geological diversity are conserved and enhanced as an integral part of social, environmental and economic development; to conserve, enhance and restore the diversity of the country's wildlife and geology by sustaining and improving the quality and extent of natural habitats and geological and geomorphological sites; and to contribute to rural renewal and urban renaissance by enhancing diversity in green spaces and among developments, and by ensuring developments take account of the role and value of biodiversity in supporting economic diversification.
- 4.9 *Planning Policy Guidance 13: Transport* states that the Planning system can be used to influence the location of facilities and services so to reduce the need to travel, reduce the length of journeys and make it easier for people to access services, jobs and shopping by modes other than the car.
- 4.10 *Planning Policy Statement 25: Development and Flood Risk* states that local authorities should plan to avoid inappropriate development in areas of flood risk and direct development away from high risk areas. During the preparation of development plans, authorities should ensure that they have appraised, managed and reduced the risk of flooding.

Regional Planning Policy

Regional Spatial Strategy (post modifications)

- 4.11 Policy YH8 (Location of Development) clearly states that development should be located in existing developed areas within towns and cities, and priority should be given to the reuse of previously developed land and buildings. Extensions to the urban area should only be considered in exceptional circumstances. Local authorities are also encouraged

to adopt a transport-oriented approach and locate development in the most accessible locations, making the best use of existing infrastructure.

Regional Economic Strategy

- 4.12 The strategy seeks to encourage business development, promote the provision of high quality infrastructure to support the development of the economy, and connect local people to local employment opportunities.

Regional Housing Strategy

- 4.13 The strategy has three underpinning themes – to create better places; to deliver better homes, choice and opportunity; and to ensure fair access to quality housing. The Strategy supports both the Regional Spatial Strategy and the Regional Economic Strategy.

Regional Cultural Strategy

- 4.14 The cultural sector is now recognised as a key driver of prosperity through attracting knowledge workers and attracting and retaining graduates within the region. The strategy recognises that the cultural economy contributes to the economy of the region through its creative influence, particularly by way of its impact on health, well-being and sports participation, but also through tourism, by using the culture of local identity and distinctiveness in driving regeneration, and the protection of the historic and natural environment.

Local Policy and Other Strategies

Replacement Unitary Development Plan (RUDP)

- 4.15 Policy UDP1 promotes sustainable development by focusing development in the urban areas; encouraging the most effective use of Brownfield land and buildings; concentrating development in areas with good transport links, and in close proximity to facilities and services; and phasing the release of land for housing development.

Community Strategy

- 4.16 The Community Strategy for the Bradford District (2006-09) has five aims. These are to:
- To create a vibrant economy and prosperous District
 - To improve the District for children and young people
 - To build safer and stronger communities
 - To make healthier communities and improve the quality of life for older people

- To create the foundations for long term prosperity.

The Council is currently developing the *Sustainable Community Strategy* which will replace the Community Strategy. The document will establish the community's vision for the District and will identify a number of priorities for action. The Local Development Framework should aid the delivery of the spatial aspects of the Sustainable Community Strategy. The Sustainable Community Strategy is due to be completed in April 2008.

Bradford Economic Strategy

- 4.17 The aim of the Economic Strategy is to maximise the potential of the District's communities, businesses and the physical environment to bring about improvements to people's quality of life. This strategy is an ongoing process and involves a transformation to reverse economic and physical decline; maintenance of the economy and infrastructure; and the development and preparation of new opportunities.

Bradford District Transport Strategy

- 4.18 The Transport Strategy for the Bradford District sets out the key transport investments that are considered necessary to deliver increased economic performance between 2006 and 2021. The main objective of this strategy is to address the issue of connectivity and congestion within the District.

West Yorkshire Local Transport Plan (WYLTP) 2

- 4.19 This regional plan is a partnership between Metro and the five West Yorkshire Local Authorities. The plan supports the wider agendas including health, education, skills and the economy. The aim of the plan is to deliver a more sustainable transport system, improve accessibility, improve road safety and security, and provide better travel information and better facilities for pedestrians and cyclists whilst improving the condition of the highway.

Local Housing Assessment (2008)

- 4.20 The Local Housing Assessment for the District aims to provide a better understanding of the local housing market; the key drivers of local housing demand and supply; and the level of housing need within the area.

There are two main trends that the Local Housing Assessment highlights:

- i. Population growth in the District is projected to be mainly attributed to a growth in the BME population, which will make up 33% of the District's population in 2021 (compared to 22% in 2001)
- ii. Higher income households will move to rural and semi-rural locations within the District, and also to locations in adjacent districts.

The Assessment identifies nine housing market areas with differing characteristics and which may require different policy approaches to address prevalent issues.

Open Space, Sport and Recreation Study (KKP, 2006)

- 4.21 This study was an assessment of the open spaces and recreational facilities in the District in order to provide the Council with a strategy and action plan to enable them to Council to plan positively, creatively and effectively so to ensure that there is an adequate provision of accessible, high-quality green/civic spaces, civic spaces and sport and recreation facilities to meet the needs of local communities and visitors.

4.22 Employment Land Review (December 2007)

This study sought to understand how potential future employment patterns will impact on the demand for, and supply of, employment land. It will enable the Council to manage employment land through policies in the LDF.

The study found that economic growth is likely to be focused in Bradford City Centre and the regeneration areas in Canal Road and Airedale. General industrial, storage and distribution uses should be concentrated around the M606. Airedale will see a growth of digital and creative industries, but Keighley will require some intervention to improve the quality of sites and therefore the perception of the town as a place to locate.

5.0 METHODOLOGY

- 5.1 As outlined earlier, this study builds upon the RSS Settlement Study (June 2004). This study outlines a settlement hierarchy which is based upon Bradford forming the Sub-Regional City with Keighley and Ilkley serving as Principal Towns. The data set out in the study is in some respects considered to be out of date, and is limited as it did not include environmental constraints which may affect the potential for development in some areas.
- 5.2 This study outlines the profiles of the Bradford Urban Area and the remaining settlements. The Bradford Urban Area is classified as a Sub Regional City in the RSS, and this is unlikely to change. However, the Study will look at the sustainability of different areas within the Urban Area and where development may be more appropriately located.
- 5.3 The methodology adopted as part of this study enables the identification of the most sustainable settlements, in terms of the level of facilities (which include a doctor's surgery, primary school and a post office), access to public transport infrastructure; and those where further growth would be most appropriate so as not to place undue pressure on the environment or adversely affect special landscape areas.

Identifying the settlements

- 5.4 Below the Sub Regional City level, the Regional Spatial Strategy (RSS) as modified (2007) identifies Keighley and Ilkley as Principal Towns. It is now the Council's responsibility to place the remaining settlements within an appropriate settlement hierarchy. The RSS Settlement Study (2004) identifies Addingham, Bingley, Burley, Denholme, Haworth, Menston, Queensbury, Silsden, Steeton with Eastburn, and Thornton as Local Service Centres.
- 5.5 The following settlements have also been included in this study: Baildon, Cottingley, Cullingworth, East Morton, Harden, Oakworth, Oxenhope and Wilsden, as these are the remaining settlements outside of the Green Belt and have differing levels of potential for development and growth.
- 5.6 In addition to these existing settlements, Bradford City Centre, the Canal Road Corridor and Shipley have been separated from the Bradford Urban Area as they have been

identified as areas for considerable regeneration and growth and will be the subject of Area Action Plans (AAPs).

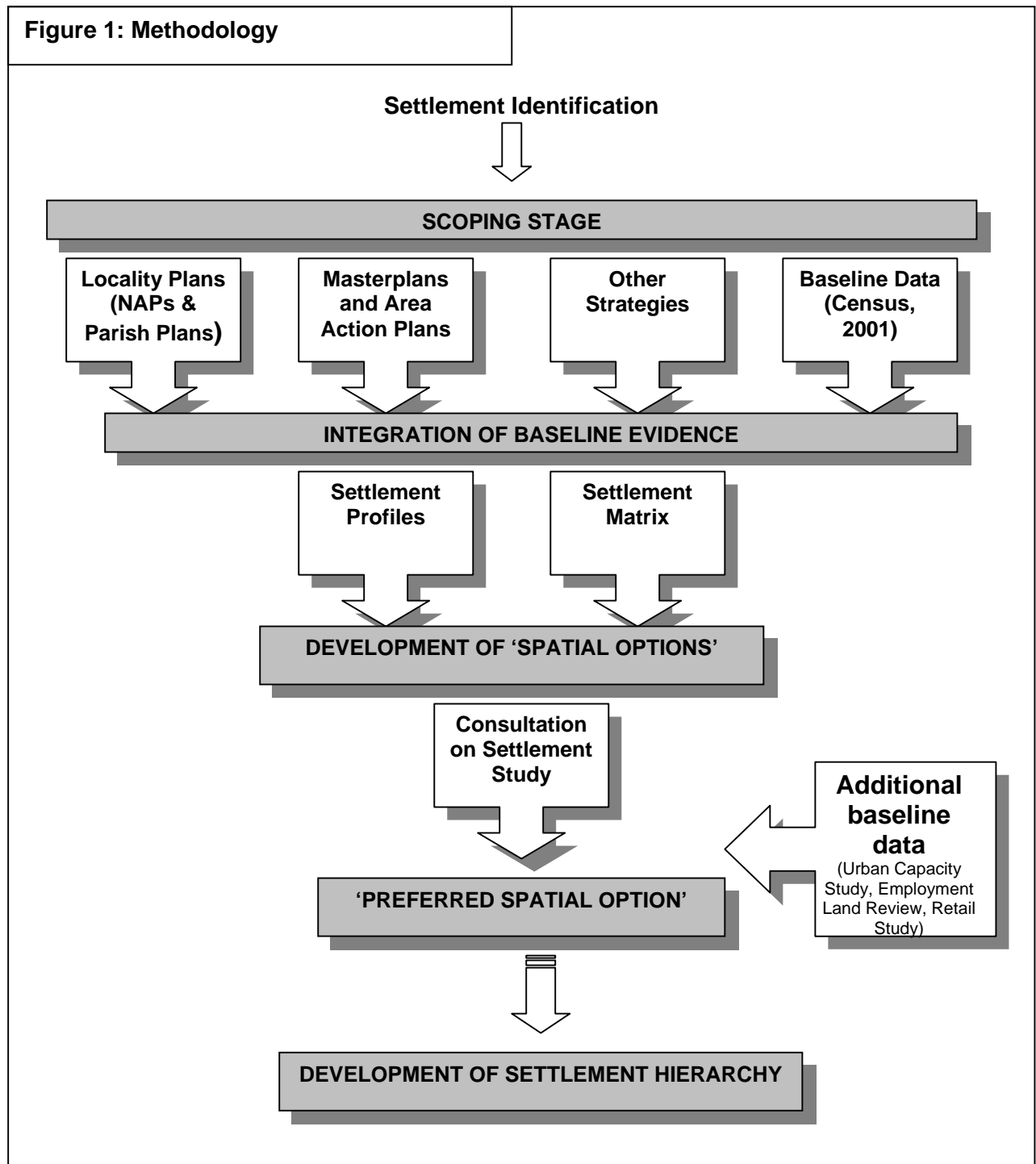
- 5.7 The Green Belt boundary has been used to determine the boundaries for each settlement and these have been assessed and analysed in terms of the facilities and services available, the capacity for and constraints to development, and the accessibility of the settlements by public transport.
- 5.8 Settlement Profiles were then drawn up for each settlement; these can be found in Part 1 and 2 of this report.

Sustainability

- 5.9 In order to assess the sustainability of the settlements for future development, the following evidence has been analysed:
- Key services and facilities within the settlement (consisting of a doctor's surgery, a primary school and a post office);
 - The proximity of the settlement to a railway station and/or a high frequency bus route (4 or more bus services per hour during peak periods);
 - The propensity to commute to another location for employment;
 - Environmental constraints to further development.
- 5.10 The 'Draft Sustainability Appraisal Scoping Report' for the Core Strategy (CBMDC, 2007) sets out a number of sustainability objectives and indicators that will also be considered when assessing sustainability. For example, considering how the growth of a settlement will impact on climate change, how much development can be accommodated on Brownfield land, and how new development will impact on access to greenspace are central to this task.

Explanation of the stages

- 5.11 Figure 1 below illustrates the process undertaken as part of this study.



Stage 1: Scoping

- 5.12 This stage involved the identification and collection of a range of baseline data concerning settlements within the Bradford District. This included data from the Office of National Statistics (2001 Census of Population), the Environment Agency, internal Council departments; and web searches for data which could not be sourced from elsewhere.

Stage 2: Integration of Baseline Information

- 5.13 The baseline information collected in Stage One formed an evidence base to create an overview of the existing condition of each settlement. This enabled the production of detailed settlement profiles, which in turn informed the settlement matrix.
- 5.14 Each settlement has been assessed in terms of the characteristics set out in Paragraph 4.5 – existing facilities, accessibility and constraints; and also the amount of land allocated as Phase 2 Housing Sites and Safeguarded Land in the Replacement UDP that could be brought forward into the LDF.
- 5.15 Part Two sets out each of the settlements and gives a flavour of the potential for future development and what the role of the settlements could be in the future. It is likely that some of the smaller settlements will have more scope for development; the exact amount will be assessed at a later date once the preferred spatial option has been developed.

Stage 3: Development of Spatial Options

- 5.16 The information gathered within this Settlement Study was used to inform a range of Spatial Options for the Bradford District. These Spatial Options provide alternatives for the broad location of housing and employment development over the Plan period.

Stage 4: Development of Preferred Spatial Option

- 5.17 Following a period of consultation on the Spatial Options, a revised version of this Settlement Study, which takes into account any new evidence, will inform the next stage of the development of a Preferred Spatial Option for the Bradford District.

Stage 5: Development of Settlement Hierarchy

- 5.18 The outcome of this Settlement Study will lead to the development of a Settlement Hierarchy for the Bradford District. This will aid the development of the Preferred Spatial Option in terms of the proportions of development in each settlement.

Limitations of the methodology

- 5.19 There were a number of limitations to this methodology, these are indicated below: -
- Time constraints - i.e. the incomplete data sets that will be fed into the updated version of this study.

- The most detailed and accurate official information source for small geographical levels is the 2001 Census of Population. Although this is somewhat dated, this data has been used within this report.
- Various evidence-based data was incomplete at the time of writing and cannot inform this version of the settlement study. However, this Study will be revised and updated as and when influential reports are published (as indicated in Paragraph 3.4).
- Settlements may experience changes within the Plan period.
- Inaccuracy of the data is inevitable as local facilities can change regularly. Public consultations on this document will allow for any discrepancies to be minimised.

6.0 PART ONE: BRADFORD URBAN AREA PROFILE

- 6.1 The Bradford Urban Area is the built up area (the inner city and suburbs) surrounding the City Centre, the area of Shipley, and also the area of Baildon south of Otley Road. The Green Belt surrounding this area acts as its outer limit.
- 6.2 For the purpose of this report, the Bradford Urban Area has been divided into seven main areas to facilitate the development of an area profile. These profiles are set out below, and a map of the extent of these areas can be found in the Appendices.
- 6.3 The population of the Bradford Urban Area is dispersed with:
- 63,621 people living in Bradford North West
 - 80,223 people living in Bradford North East
 - 1615 people living in the City Centre
 - 84,350 people living in Bradford South West
 - 50,837 people living in Bradford South East
 - 1171 people living in the Canal Road Corridor
 - 16,919 people living in Shipley.

Bradford North West

- 6.4 Bradford North West covers a portion of Bradford West Constituency, along with a small sliver of Bradford North and Shipley Constituencies to the west and south respectively. The majority of this area is bounded by large sections of Green Belt to the north and west, Thornton Road to the south and the railway line to the east. The area comprises of distinct inner city, suburban and semi-rural communities, including Manningham, Girlington, Heaton, Frizinghall and Allerton. Girlington serves as a district centre with a cluster of localised community facilities. It has a population of over 63,500 (2001 Census) with a wide mix of ethnic groups, with 47.8% White, 40.3% Pakistani, 3.9% Indian, 2.6% Bangladeshi, 2.2% Mixed, 1.8% Other and 1.4% Black/British Black. A report produced by the Bradford Central and Eastern European Working Group in January 2006 states that both Manningham and Girlington have an abundance of relatively cheaper housing and have a history of migrant populations settling within these areas.
- 6.5 There are a number of large employers in the area, with Hallmark Cards Plc employing over 1100 people. There are concentrations of employers close to the City Centre and

also the area close to the railway line and Manningham Lane; Heaton and Allerton also have smaller clusters of employment opportunities. The Bradford Royal Infirmary (BRI) is located centrally within this area, which provides emergency and non-emergency health care to the City as well as providing significant employment opportunities within Bradford.

- 6.6 The area is served well with high frequency bus routes between each of the neighbourhoods and there is potential for a new rail station at Manningham, in addition to the existing station at Frizinghall, which would provide more connectivity between Leeds and Bradford. There is over 32 hectares of Phase 2 and Safeguarded Land as allocated in the Replacement UDP for development; however the densely developed inner city areas presents only limited opportunities for new housing and employment development.
- 6.7 There are 6 Conservation Areas within this area, namely St Pauls, Southfield Square, Eldon Place, Apsley Crescent, Heaton Estates (all in Manningham) and Wheatley Grove. Any development within these areas must seek to protect and enhance the unique character of these places. There are a number of designated Bradford Wildlife Areas; however these double up with existing playing fields and areas of urban greenspace. There is also a Site of Ecological or Geological Importance at Nick Noon close to Stoney Ridge. There are a few areas of flood risk within the North West of the urban area, at Frizinghall and along Valley Road close to the City Centre.
- 6.8 There are 6 area based locality plans which have been produced for a number of neighbourhoods – Cornwall Road, Frizinghall, Girdlington, Manningham, Upper Heaton, and for the Bradford West Constituency; these have all been produced in consultation with the public. The area-based issues concerned the need to improve employment and training opportunities as well as transport infrastructure; also to increase the provisions of affordable housing and facilities for younger people; improve accessibility to schools and green spaces along with enhancing the general quality of the environment. One of the main issues raised by the Manningham community was the distinct lack of and protection of open space within this area. In addition, it was raised that the issue of the growing migrant community, particularly in Manningham and Girdlington, must also be addressed in the wider area to ensure local facilities meet demand.
- 6.9 The Manningham Masterplan (2005) identifies Manningham as a key area for targeted regeneration with a number of physical and social projects that will provide a catalyst for

change and harness planned and potential investment. The key aims of the plan ensure that all aspects of sustainability are achieved, by way of social cohesion, increasing employment opportunities through stimulating new businesses and retail offer, and bringing vacant and under-used buildings back into use. Major projects such as the conversion and redevelopment of the world famous Grade II* Lister Mills is an important asset for both Manningham and the wider area.

Bradford North East

- 6.10 The north east of Bradford stretches from the City Centre in the far southwest to Apperley Bridge in the far northeast and borders Shipley in the northwest. The southern boundary follows the A647 Leeds Road from its junction from the Shipley Airedale Road to where it meets Leeds in the east. The area comprises of the inner city areas of Barkerend, Bradford Moor and Undercliffe; areas built around older village centres such as Idle, Thackley, Greengates and Eccleshill; and the large ex-Council housing estates of Thorpe Edge and Ravenscliffe. Apperley Bridge is located on the edge of the built up area adjacent to the Green Belt. The centre at Five Lane Ends serves as an important district centre. The area is home to over 80,000 people, with 73% of White origin and 17% of Pakistani origin.
- 6.11 The largest employer in this area is George Barker & Co in Idle employing over 480 people. Stylo and Storey Evans are also large employers in the Apperley Bridge/Idle area; and Square One Patterns Ltd in Bradford Moor. There is also a cluster of smaller businesses in Eccleshill. There are fewer employers in this area, compared to other parts of the Bradford Urban Area.
- 6.12 Undercliffe Cemetery is a locally important site which is included in the Register of Parks and Gardens of Special Historic Interest in England. The Cemetery has also been designated as a Conservation Area together with the village of Idle and the Leeds Liverpool Canal which are also within this area. Any development within these areas must protect and enhance the special character of these places. There are several Bradford Wildlife Areas, along with two SEGIs at Wrose Hillside and the Leeds Liverpool Canal at Apperley Bridge. There is an area of flood risk to the north of the canal in Apperley Bridge which may impact on the location of development in this area.
- 6.13 The area has over 6.2ha of land allocated as Phase 2 Housing Sites in the RUDP, and over 15ha of Safeguarded Land. There is a also large section of land to the north of the area allocated as Green Belt, north of Thackley. This area provides an important respite

to the built up area of Bradford and Leeds, and is partly constrained from development due to the risk of flooding from the River Aire.

- 6.14 There are some neighbourhoods within Bradford North East which do not lie within 400m of a high frequency bus route; and there is no railway station within the area. However, the Bradford District Transport Strategy (2006-2021) highlights a new station at Apperley Bridge as a future project which will improve connectivity between Leeds, Bradford, Airedale and Wharfedale. The area is also well linked to Leeds via the A658 Harrogate Road and the A647 Leeds Road.
- 6.15 There are two Neighbourhood Action Plans which have been produced for two neighbourhoods within the area – Bradford Moor, Barkerend and Thornbury; and Ravenscliffe. Issues raised by local communities include barriers to entering employment, poor housing standards, poor environmental quality, the effects of immigration, and a lack of facilities for young people.

Bradford City Centre

- 6.16 The City Centre has a population of over 1600 (2001 Census), and over 85% are aged between 16 and 64 years. The City Centre has a mix of ethnic groups, with 3.9% being of a Black/British Black origin, 4.5% of an Indian origin, 12.9% of a Pakistani origin and 70% White. The land uses are what one would expect from a city centre – retail, leisure, business and residential. The residential market has improved over recent years and is now home to over 460 households.
- 6.17 There are two large employers in the City Centre – Abbey National Plc employs 1800 people, and Reccats (UK) Plc employs over 970 people. Due to the very nature of this area, there are many other employers, including City of Bradford Metropolitan District Council which employs a high number of people not only in the City Centre but across the District.
- 6.18 The University of Bradford and Bradford College are prominent institutions in the City Centre, covering approximately 18 hectares of land to the west of the City Centre. The University is another large employer with nearly 3300 staff. The Further Education sector plays an important role in the local economy, providing a skilled workforce, aiding the development of new industries, attracting new investment and contributing the regeneration of the District as well as the City Centre.

- 6.19 There are four Conservation Areas within the City Centre – City Centre, Cathedral, Goitside and Little Germany. There is a high concentration of Listed Buildings in the City Centre, especially in Little Germany. The Wool Exchange, City Hall and Bradford Cathedral are the most prominent landmark buildings within the City Centre.
- 6.20 The City Centre has excellent public transport links, with Bradford Interchange and Bradford Foster Square being the two public transport gateways to the City Centre. The motorway network is a few miles south where the M606 ends at Rooley Lane. Large sections of the City Centre lie within areas of flood risk – at Thornton Road and close to the University, north at Canal Road and Valley Road, south close to the railway, and east at Leeds Road.
- 6.21 Government policy advocates locating development within existing urban centres to promote sustainable development. The City Centre has some areas of low environmental quality but a great supply of previously developed land and buildings that could be converted to new uses. The 2003 Alsop Masterplan, subsequent Neighbourhood Development Frameworks, and the emerging City Centre Area Action Plan promote the City Centre as an area for growth, in terms of housing, employment, retail and leisure. At present, there are no sites allocated for Phase 2 Housing or Safeguarded Land but there are a number of Mixed Use Areas, covering the Little Germany, Cathedral Quarter, Canal Road/Valley Road and Barkerend area and encourage a mix of uses including residential.
- 6.22 Major regeneration projects such as Broadway and the Mirror Pool City Park will be a catalyst for further regeneration within this area. A number of prominent developments are signs that investor confidence is increasing in the City Centre, for example, Gate Haus on Leeds Road and Beehive Mills on Thornton Road.

Bradford South West

- 6.23 Bradford South West is a heavily urbanised area that is clearly defined by Thornton Road to the North, Manchester Road/Huddersfield Road to the East, and a substantial amount of green belt to the West. The area contains the villages of Lower Wyke and Clayton; older areas of Little Horton, Great Horton and Wibsey; and peripheral housing estates at Buttershaw and Woodside. Great Horton is also a district centre with a variety of local community facilities. It has a population of over 84,000 (2001 Census), with 71.2% people of white origin, 17.9% of Pakistani origin and 5.2% of Indian origin.

- 6.24 St Luke's Hospital is located within the Little Horton area providing non-emergency health care to the city, as well as a large proportion of employment opportunities within the area. Other large employers include Yorkshire Water on Halifax Road, with 2158 employees; Grattan on Ingleby Road employing 4000 people; and Farmers Boy on Cemetery Road with over 900 employees. There are clusters of employers on Thornton Road, Great Horton Road and Shearbridge Road close to the Listerhills Science Park.
- 6.25 There is good public transport infrastructure with high frequency buses serving the surrounding area and beyond to Queensbury, Halifax and Huddersfield. The completed Manchester Road guided bus lane has greatly improved the reliability and speed of buses into and out of the centre of Bradford. Whilst there is no rail station nearby, the bus service provides easy access to the central stations within the City Centre; and the proximity to the motorway network provides easy access to other destinations. There is a large amount of Phase 2 and Safeguarded Land in this area as allocated in the Replacement UDP, with a combined total of 16.59 hectares available for potential development.
- 6.26 There are 4 Conservation Areas within this area, namely Little Horton, Little Horton Green, Great Horton and Clayton; any development within these areas must protect and enhance the special character of these places. There are also several Bradford Wildlife Areas (BWAs), which are within existing areas of urban greenspace and playing fields. There is also an area of flood risk that runs from the village of Thornton to the City Centre along the route of Bradford Beck.
- 6.27 There are 14 area based locality plans that have been produced in conjunction with certain neighbourhoods within this area. The public has raised a variety of neighbourhood based issues, these include issues of crime and anti-social behaviour, and poor environmental quality with a lack of community facilities and spaces. There is poor availability and accessibility to recreational and sporting facilities; high unemployment level within these areas which is accompanied by lack of employment and training opportunities. There has been an increase in migrant communities, particularly in the Great Horton area, which is consequently putting extra strain on local services and facilities.
- 6.28 Bradford Trident, the community led company, have been working since 2000 to transform the areas of Park Lane, Marshfields and the West Bowling area of Bradford into regenerated and sustainable communities. The key aims of this organisation are to

tackle the major issues within these areas to improve all aspects of community life including, education, crime, housing, health and environment and the local economy. Whilst Bradford Trident is nearing the end of its term, plans are being put in place to ensure that the benefits are not lost. Significant projects have included the current redevelopment of the Reyner House Site off Manchester Road; housing improvements at Roundhill Road, Park Lane and Hudson Street.

Bradford South East

- 6.29 Bradford South East contains parts of Bradford North, West and South Constituencies and has a collective population of over 50,500 (2001 Census) with the majority of people (81.4%) being of White origin. This area is clearly defined by Leeds Road to the north, Green Belt to the east, and Manchester Road/Huddersfield Road to the west. It contains a variety of neighbourhoods, namely the older villages of Low Moor, Wyke, Lower Wyke; the inner city areas of East and West Bowling, Laisterdyke and Tong Street; the industrial heartland of Bowling, and peripheral housing estates of Holmewood, Bierley, Odsal, and Tyersal. The areas of Mayo Avenue and Tong Street serve as district centres, which provide a range of retail and other community services.
- 6.30 The largest employer within this area is Yorkshire Building Society on Rooley Lane, employing over 1300 people. CIBA Chemical Works in Low Moor also employs a large number of people (980). There are clusters of businesses at the Euroway Trading Estate and north east of Huddersfield Road (both in Low Moor); in the Bierley and Dudley Hill areas; and also in Bowling.
- 6.31 The transport infrastructure is an important and vital asset to this area of Bradford; the M606 provides the gateway into the city from other destinations such as Leeds, and Manchester. There is a good level of public transport facilities that serve the area; the completed Manchester Road guided bus route allows for speed and efficiency, and the West Yorkshire Local Transport Plan (WYLTP) 2 proposes another route to be located along the A650 Tong Street. Additionally, the Local Transport Plan cites the re-opening of Low Moor rail station as a potential project that would create a more connected area of the city. The Replacement UDP also puts forward a new railway station at Laisterdyke which would improve connectivity between Leeds and Bradford. Some of the major industrial and employment growth areas are located in this area, especially around Low Moor, and the land surrounding the M606 Corridor favour the development of employment uses. Sport and recreation also has an important role to play with the Richard Dunns Sport Centre and Odsal Stadium, both located at Odsal Top. There is

3.77ha of Safeguarded Land as allocated in the Replacement UDP available for potential development.

- 6.32 There is one designated Conservation Area within Bradford South West, namely Lower Wyke to the far south of Bradford; any development within this area must seek to protect and enhance the unique character of this place. There are also several Bradford Wildlife Areas which are within existing areas of urban greenspace and playing fields. The area around the A H Marks Chemical Works in Low Moor is classified as a hazardous installation zone and is a major constraint for development within this area. There is also a small area of Flood Risk close to the City Centre.
- 6.33 There are 15 area based locality plans which have been produced for neighbourhoods within this area. A number of area-based issues have been recorded, these include a number of social based problems such as crime, anti social behaviour and poor community cohesion; the standard of the existing housing stock is poor and there is a lack of affordable housing and provision of open spaces and facilities for younger people. There is high unemployment in some areas and this is compounded with a lack of employment and training opportunities to counteract the skills shortage. Educational attainment is low, and there are cases whereby families migrate out of the area towards those with better or more school provisions. There is a lack of accessible health facilities in this area, particularly access to NHS Dentists in Tyersal. The increase in Eastern Europeans into parts of this area, particularly the Leeds Road area and West Bowling, is putting extra demand on local facilities and provisions already under strain.
- 6.34 Bradford Trident, the community led company, have been working since 2000 to transform the areas of Park Lane, Marshfields and the West Bowling Area of Bradford into regenerated and sustainable communities. The key aims of this organisation are to tackle the major issues within these areas and to improve all aspects of community life including, education, crime, housing, health and environment and the local economy. Whilst Bradford Trident is nearing the end of its term, plans are being put in place to ensure that the benefits are not lost within communities. Significant projects have included a local centre at St Stephen's Road and Gaythorne Road.

Canal Road Corridor

- 6.35 This corridor runs along the valley bottom from Bradford City Centre to Shipley Town Centre, straddling Canal Road, a major road linking Airedale to the urban area of Bradford. It is a key employment area and has good transport links by road and rail to

both Bradford and Airedale. Due to its dominance by vehicles, the area is not particularly attractive or conducive to residential uses. In spite of this over 1170 people live in the area, with over 80% White and over 3.5% of a Pakistani origin. The area is made up of a number of neighbourhoods such as Bolton Woods and Owlet, but also a number of industrial areas at Valley Road and Canal Road close to Bradford City Centre.

- 6.36 There are over thirty employers in the Canal Road Corridor each employing over ten people; the largest being PM Group Plc which employs 150 people, and Arnold Laver & Co Ltd which employs 140 people.
- 6.37 A Neighbourhood Action Plan has been prepared by local people covering Crag, Owlet and Bolton Woods and cites a number of social and economic issues, such as difficulties obtaining employment, poor safety, poor environment, and lack of affordable health and fitness facilities.
- 6.38 The Canal Road Corridor Masterplan (August, 2006) also highlighted a number of other issues including the fragmented nature of the area due to its topography, the road network and railway; the poor physical environment that is characterised by industry; and the poor quality of some of the housing in the northern section of the Corridor.
- 6.39 The area, along with parts of Shipley to the north, has been identified in the Local Development Scheme (LDS) to be the subject of an Area Action Plan to deliver the regeneration and redevelopment of the corridor, and also support the reintroduction of the Bradford Canal and other major infrastructure projects. Currently, there is no land allocated as Phase 2 Housing or Safeguarded Land in the Replacement UDP, but there is an ample supply of previously developed land and buildings which could be utilised.
- 6.40 Large parts of the area lie within flood risk zones, more specifically, the valley bottom along Canal Road from the City Centre to Shipley. This may have an impact on the location of development in this area. Bolton Woods Quarry is a Mineral Extraction Site, which plays an important role in the economy of the District. The Buffer Zone is protected from further quarry development to maintain social amenity for communities in close proximity.

Shipley

- 6.41 This is a large area, spanning from the Green Belt boundary in the east close to Esholt to the edge of the built up area at Nab Wood in the west. The northern boundary follows

Otley Road, and the southern boundary follows the extent of Northcliffe Park in the southwest, and the Canal Road Corridor boundary to the southeast. Over 16,900 people live in the area; and ninety-five percent of the population are White, and nearly 3% are of a Pakistani origin. The neighbourhoods range from those characterised by low quality housing in Windhill, Westroyd and Hirst Wood, to the leafy suburbs of Nab Wood, Moorhead and Shipley; and also the dense but well preserved World Heritage Site at Saltaire.

- 6.42 Saltaire World Heritage Site is an important asset for the whole District, and is nationally and internationally recognised as a reminder of our industrial past. Today, Saltaire village plays a key role in the tourist economy for Bradford.
- 6.43 The area has excellent rail links to Airedale, Wharfedale, Leeds and Bradford via Shipley railway station. There is a second station at Saltaire, giving direct access to Bingley, Keighley, Shipley, Leeds and Bradford. There are issues with the road network; some areas are heavily congested at peak periods, resulting in a poor environment for local residents. In terms of bus services, the vast majority of the area lies within 400m of a ten-minute frequency bus route. The West Yorkshire Local Transport Plan has identified some major public transport projects in Shipley – focused on connecting the bus interchange with the railway station. The Bradford District Transport Strategy (2006-2021) cites the completion of the “missing link” between Shipley, Saltaire and Cottingley to remove the congestion from primarily residential areas as a Highway Investment Proposal.
- 6.44 The largest employer in Shipley is DENSO Marston Ltd in Lower Baildon which employs 900 people. Filtronics and PACE in Saltaire are also key employers in the digital industry, employing 500 and 450 people respectively. There are also clusters of employers in Shipley Town Centre and also around Dockfield Road. Shipley College is located in Saltaire on Exhibition Road, offering a range of courses, apprenticeships and skills training for local people; as well as being a large employer.
- 6.45 The Leeds Liverpool Canal passes through the area and is an important leisure facility, acting as a pedestrian and cycle route. It has also been designated as a SEGI and a Conservation Area spanning across the north of the District. Hirst Wood butts the area in the north east of Shipley and has been designated as a SEGI, and may have an impact on development within the Shipley area.

- 6.46 Parts of the Shipley area lie within Flood Risk and Washlands Zones, particularly the area around the Bradford Beck and north close to the River Aire.
- 6.47 *Airedale Corridors: a Masterplan and Strategy for Airedale* covers issues in Shipley, such as the role of the town centre in light of competition from Leeds and Bradford; poor public transport to Leeds Bradford International Airport; traffic congestion; and weak links between public transport modes in the town centre. The Masterplan suggests that the priorities for action in Shipley should be a Shipley Eastern Link Road that would remove traffic from the centre, allowing for redevelopment and improvements to public transport. It would also unlock employment land where digital technologies could expand. Unlocking the full potential of Saltaire as a World Heritage Site would also be a key measure, including a visitor centre and a hotel for tourists.
- 6.48 In terms of issues for local communities, four Neighbourhood Action Plans have been produced and the issues include a lack of local employment opportunities, poor access to greenspace and healthcare services, congestion, and a lack of affordable housing.

7.0 PART TWO: REMAINING SETTLEMENT PROFILES

- 7.1 The main purpose of this settlement study is to identify the levels of sustainability of each settlement, which will in turn inform the hierarchy that is to be used when determining the level of development for each settlement once a preferred Spatial Option has been devised.
- 7.2 The remaining settlements lie to the north and west of the Bradford Urban Area. In the Wharfedale lie the settlements of Burley, Menston, Ilkley and Addingham, the total population being 26,756. In the Airedale settlements of Bingley, Keighley, Silsden, Steeton with Eastburn, the total population is 71,589.
- 7.3 Twenty Settlement Profiles are set out below; these provide a description of each settlement in terms of their level of facilities, access to transport and any constraints to development that exist within them.

I. Addingham

Addingham is situated within the Wharfe Valley and is home to 3160 people, a high proportion of whom are aged over 65 years. It has a good level of facilities, including a doctor's surgery, primary school and post office, but no significant employers. A high proportion of its population (64.2%) travel more than 5km to work; yet Addingham is not served by a rail or high frequency bus service. Addingham conservation area covers a large part of the heart of the village and seeks to protect the character of this settlement. There are approximately 1.52 hectares of both Phase 2 and Safeguarded Land as allocated in the Replacement UDP. There is an area of flood risk which runs through the centre of the village and a very small area of washland to the north-eastern corner; these areas may act as constraints to development.

II. Baildon

With a population of 15,861, Baildon has a good range of facilities, including a doctor's surgery, primary school and post office. It has access to a rail connection to both Bradford and Ilkley; however the location of this at the bottom of a hill poses problems in terms of access; there is also no frequent bus service in this area. There are a number of large companies employing between 34 and 350 people located around the junction of Baildon Road and Otley Road. There are two conservation areas, namely Baildon and Baildon Station Road, each of these seek to protect the unique character of these areas. There is approximately 4.58 hectares of Phase 2 land as allocated in the

Replacement UDP. A small section of land to the north east is located within a flood risk zone, and the valley bottom towards the south west, around the Otley Road area is both within a flood risk and washlands zone; both of these areas are a potential constraint for future development.

III. Bingley

Over 17,980 people live within the urban area of Bingley. The town has excellent transport connections within Airedale serving Bradford, Shipley, Keighley and Leeds. The centre has a good level of facilities and a range of employment opportunities. Bradford and Bingley Plc and Damart are the largest employers in Bingley, employing 1500 and 700 staff respectively. There is also a cluster of businesses at Crossflatts. Over half of Bingley's population (54.4%) travel more than 5km to their place of work, the remaining within 5km of the town centre. There is a total of 17.65 hectares of Phase 2 land as allocated in the Replacement UDP for potential development allowing scope for future developments. The centre of Bingley is designated as a conservation area due to its historic nature; any development must ensure that the character of the area is not eroded. The area is constrained further by its steep topography and location in a flood risk area to the north west towards Crossflatts and washlands to the northwestern corner. The Leeds and Liverpool Canal is a designated SEGI and cuts through the centre of Bingley; there is also a SSSI (Bingley South Bog) towards the south close to the relief road.

IV. Burley in Wharfedale

Burley is home to 5735 people with a high majority of residents (98.7%) being of White origin. There are a range of facilities in the area with a doctor's surgery, two primary schools and a post office. It is located a rail network, but does not have a high frequency bus route through the village. There are two employers within the settlement, and one just outside of the area in the Green Belt, employing less than 85 people. The Housing Needs Survey (2005) identified that more affordable housing is needed in Burley to support local residents. The main historic core of Burley is a designated Conservation Area. There is a small portion (0.65ha) of safeguarded land and an area of land to the southeast is within a flood risk zone.

V. Cottingley

Cottingley is home to 4539 people; it has a good range of facilities with a doctor's surgery and a post office; the local Primary school lies outside of the settlement within the Green Belt. The area is served by a frequent bus service and is close to a main

transport corridor; however there is no rail link within the immediate vicinity. Approximately 50.3% of residents travel more than 5km to work. The Ramada Jarvis Hotel and the Yorkshire Clinic are located just outside the boundary and employ 90 people and 230 people respectively. Cottingley Business Park is home to a number of small businesses which provide a local employment base for the community. A small section of land to the far north is constrained by its location in a flood risk zone and washland area.

VI. Cullingworth

Cullingworth has a good range of facilities in terms of a doctor's surgery, primary and secondary school, and post office. Approximately 61.3% of residents travel more than 5km to work, however Cullingworth does not have good public transport links in terms of a rail service or access to a frequent bus service. Cullingworth has a small number of employers, with the largest being HCF Poultry Ltd which employs 100 people. The Housing Needs Survey (2005) identified Cullingworth as an area needing affordable housing provision. The historic core of Cullingworth is designated as a Conservation Area; and a small section of Cullingworth to the far northeast is within a flood risk zone which may act as a constraint to development.

VII. Denholme

Denholme has a population of 2403 and is served well with access to a range of community facilities, including a doctor's surgery, primary school and a post office. A total of 61.3% of residents travel more than 5km to work, however people are constrained through the lack of adequate access to public (rail and bus) transport links. There is one business in Denholme that employs 66 people – CR Taylor Timber; however, there are several businesses which lie in the Green Belt close to the settlement. There are 7.72 hectares of Safeguarded Land as allocated in the Replacement UDP for potential development; however a small section of land to the southern edge of Denholme is within a flood risk zone.

VIII. East Morton

With a population of 1007, the village of East Morton has a local primary school and a post office, but lacks a doctor's surgery. The village does not have adequate public (bus or rail) transport links to serve 53.8% of residents that travel more than 5km to work. A Conservation Area covers the historic core of this village. In terms of future development, there is approximately 0.67 hectares of land available in this settlement, however there is a small area of flood risk running north to south, and there is a SEGI

(Sunny Dale) to the far north of the village, both of which may be a constraint to development.

IX. Harden

Harden is a small settlement which is home to 1546 people. There is a primary school and a post office, however it lacks local a doctor's surgery. The village has a frequent bus service, but lacks access to the rail network; over 64% of its residents travel more than 5km to work. Although there are no employers within the settlements, there are several which lie in the Green Belt close to the boundary, the biggest being Harden Beck Mill which employs over 70 people. The settlement is constrained by a small area of flood risk to the SE and a SEGI (Goitstock Woods) to the south east of the area.

X. Haworth

Haworth is one of the Pennine Villages and is home to over 5700 people. The level of facilities and transport links are good; whilst there is no mainline railway station, there is a frequent bus service within the village. Haworth has an important tourist role within the district with its Brontë legacy and the Keighley and Worth Valley Railway route; its distinct character is protected through its Conservation Area designation. Over half the population travel more than 5km to work. There are six employers within the area, employing no more than fifty staff. There are also a few businesses which lie in the Green Belt in the area surrounding Haworth. In terms of land availability, the Housing Need Survey (2005) identified that there was a need for more affordable housing provision within Haworth. There are nearly 5 hectares of both Phase 2 Housing Sites and Safeguarded Land as allocated in the Replacement UDP. The area of land along the valley bottom is constrained by Flood Risk.

XI. Ilkley

Ilkley has a population of over 13,000, with over 25% of people aged over 65 and over 57% of the population travel over 5km to work. The level of facilities is good; Ilkley is the main centre in Wharfedale. There are two railway stations within the built up area, in Ilkley town centre and at Ben Rhydding; there is no access to a high frequency bus service. There are over thirty employers in Ilkley, each employing more than ten people. The largest is Spooner Industries with 90 staff. There are twenty-one businesses that employ less than 33 people. Both the Ilkley and Ben Rhydding centres are highly desirable areas and are currently protected as Conservation Areas. Ilkley has no land allocated as Phase 2 Housing Sites or Safeguarded Land. Large parts of Ilkley around the River Wharfe fall within the Flood Risk zone and an area of washland; the part of the

River to the north is a designated SEGI. The Rombalds Moor to the south of Ilkley is a designated as part of the South Pennine Moor Special Protection Area, which is of international importance.

XII. Keighley

Over 44,300 people live within the urban area of Keighley. The town has excellent transport connections, with a frequent train service serving Bingley, Shipley, Bradford and Leeds, and frequent bus routes running along the valley bottom into Crossflatts, Bingley, Shipley and Bradford. The level of facilities is good with a number of doctor's surgeries, post offices and primary schools within the area. Park Lane College (Keighley) is also located within the town, with buildings at Cavendish Street and at Chesham Street, offering a wide range of courses and apprenticeships. There are also three secondary schools within the Keighley area. A relatively low proportion of people travel over 5km to work, with over 62% of people remaining within 5km of the town centre. Keighley has a large employment base, with over 110 businesses employing over ten people. The largest companies are Peter Black Holdings, Kone, Magnet, RN Wooler, which employ between 200 and 300 people each. There is also a cluster of employment uses along the Worth Valley. The town has over 56 hectares of Phase 2 Housing Sites and Safeguarded Land as allocated in the Replacement UDP, and a large part of the centre is designated as a Conservation Area. However, the area is constrained by its topography, and areas of land surrounding the Worth River and also at the valley bottom towards the northeast lie within the Flood Risk Zone and Washlands Zone. The Leeds Liverpool Canal runs through the area and is designated as a SEGI.

XIII. Menston

Menston is located within the Wharfe Valley and has a population of over 4400, with a high proportion of people aged over 65 years. It has a good level of facilities with a doctor's surgery, primary school and a post office within the area. Menston lies on the Wharfedale rail line with good connection to Bradford and Leeds; however, it is not served by a high frequency bus service. Over 65% of the population travel over 5km for employment. There are limited employment opportunities in Menston, with only a handful of small employers. The need for affordable housing within Menston has been identified within a Housing Needs Survey (2005); this should be achieved within new housing developments in the area. In terms of land availability there are over 11 hectares of Phase 2 Housing Sites as allocated in the Replacement UDP; the historic core of the area is a Conservation Area. Small areas of the village to the far southeast lie within the Flood Risk Zone, which may act as a constraint to future development.

XIV. Oakworth

Oakworth is one of the Pennine Villages, home to over 3400 people. There is a doctor's surgery, post office and primary school in Oakworth contributing towards a good level of facilities. There is a good bus service with regular services to Keighley and other settlements within the Worth Valley. Oakworth lies on the Keighley and Worth Valley railway but this is not part of the Northern Rail mainline; it is tourist railway offering a limited service throughout the year. A relatively high proportion of the population travel over 5km to work but Keighley town centre is within 5km of the village so this may mean that a high number of residents work in Keighley. There are limited employment opportunities within the village. A Conservation Area covers the length of the historic core of this settlement, seeking to protect its unique character and appearance. There is very little Safeguarded Land within the village, but there are no constraints to development in terms of Flood Risk or Washland; however, Oakworth is also close to the designated SEGI at Newsholme Dean, which is by the River Worth.

XV. Oxenhope

Oxenhope is another Pennine village and has a population of over 1770. It has poor transport connections with no frequent bus service and no mainline railway station. There are limited employment opportunities within the village, with only two businesses employing more than ten people. A very high 70% of residents commute over 5km to work. The village has a satisfactory level of facilities, but does not have a GP surgery. The Housing Need Survey (2005) identified that there is a need for increased affordable housing provision within the village. There are three separate Conservation Areas covering Oxenhope and these encapsulate the distinct character zones of this settlement. There are no Phase 2 Housing Sites or Safeguarded Land as allocated in the Replacement UDP. Parts of the village, following the river, lie within the Flood Risk Zone.

XVI. Queensbury

Queensbury has a population of over 8440. It has good facilities and is well connected by a high frequency bus service; however, there is no railway station in the area. 66% of the population travel over 5km for employment. There are a handful of small employers dispersed across the settlement, with most lying close to the main road. The area does not have environmental constraints in terms of flood risk and washland, and it has over 10 hectares of land allocated as Phase 2 Housing Sites and Safeguarded Land. There is a Conservation Area which covers the central historic built up area of the settlement.

XVII. Silsden

Silsden has a population of 8022 and lies to the north west of Keighley in the valley bottom. It has adequate transport links as there is a high frequency bus route and the village shares its railway station with Steeton, which lies across the A650; but this is a long and unattractive and somewhat unsafe walk from the centre of Silsden, and does not lie within 800m of the village. Fifty-eight percent of the residents travel over 5km for employment. However, there are several businesses in Silsden, the largest being Habasit Rossi Ltd that employs 170 people. The village has good facilities, including two primary school and GP surgery. The village has over 60 hectares of Safeguarded Land but a small part of the settlement lies within the Flood Risk Zone, this includes a section which runs north to south through the village, and an area to the far south. The centre of Silsden as well as the Leeds-Liverpool Canal which runs through the area are designated Conservation Areas, and the Canal is also designated as a SEGI. These may act as constraints to future development.

XVIII. Steeton with Eastburn

Steeton with Eastburn is home to 4264 people and lies to the north west of Keighley town centre. There is a good level of facilities which include a doctor's surgery, two primary schools and a post office. Transport links are good with the railway station close to the centre of the village; however the location of the station towards the outskirts of the village poses some accessibility issues for users. The village is also along the high frequency bus route. There are six businesses in Steeton with Eastburn, the largest being CineticLandis Grinding Ltd that employs 254 people. Airedale Hospital is also a major employer within the area which may account for over half the residents commute less than 5km to employment. Parts of the village are designated as Conservation Areas and there are over 16 hectares of Phase 2 Housing Sites and Safeguarded Land; however, a small part of the village to the north east lies within the Flood Risk Zone and Washland, thus acting as constraints to development.

XIX. Thornton

Thornton lies in the east of the District and has a population of over 5100. The level of facilities and transport connectivity is good; the village lies on a high frequency bus route but there is no rail line in this area. There are several small businesses in Thornton, which may account for over 53% of the population travelling more than 5km to work. The historic core of this village is designated as a Conservation Area. There are over 9 hectares of Phase 2 Housing Sites and Safeguarded Land allocated in the village and the village is not constrained in terms of Flood Risk or Washland.

XX. Wilsden

Wilsden is home to over 3500 people. It has good facilities and has access to a high frequency bus route, but does not have access to a rail service. There are a handful of small businesses in the village, the largest being Laurel Bank Nursing Home; and over 61% of residents travel over 5km for work. There are no sites allocated for Phase 2 Housing or Safeguarded land, however the full length of the village is designated as a Conservation Area. A small part of the village to the northeast lies within the Flood Risk Zone.

APPENDIX ONE BRADFORD URBAN AREA PROFILE

TABLE 1a – POPULATION DISTRIBUTION OF THE BRADFORD URBAN AREA

	Bradford NE	Bradford NW	Bradford SE	Bradford SW	Canal Rd Corridor	City Centre	Shipley
POPULATION							
TOTAL	80223	63621	50837	84350	1171	1615	16919
0 - 15 (%)	25.1	27.9	25.2	23.8	24.2	7.7	19.2
16 - 64 (%)	61.3	60.2	61.9	63.2	64.3	84.8	63.0
65+ (%)	13.6	11.9	12.9	13.0	11.6	7.5	17.8
HOUSEHOLDS							
Total No.	30104	20872	20148	31222	528	565	4938
ETHNIC GROUP (%)							
Bangladeshi	1.8	2.6	0.3	0.7	0.6	0.9	0.1
Black/British Black	1.0	1.4	1.7	1.4	1.7	3.9	0.2
Indian	3.9	3.9	2.7	5.2	2.3	4.5	0.8
Mixed	1.6	2.2	2.0	1.9	3.0	1.7	1.3
Pakistani	17.0	40.3	11.0	17.9	3.7	12.9	2.0
White	73.4	47.8	81.4	71.2	88.2	69.5	95.1
Other	1.3	1.8	0.9	1.7	0.6	6.7	0.5

FIGURE 1a – AGE DISTRIBUTION OF BRADFORD URBAN AREA

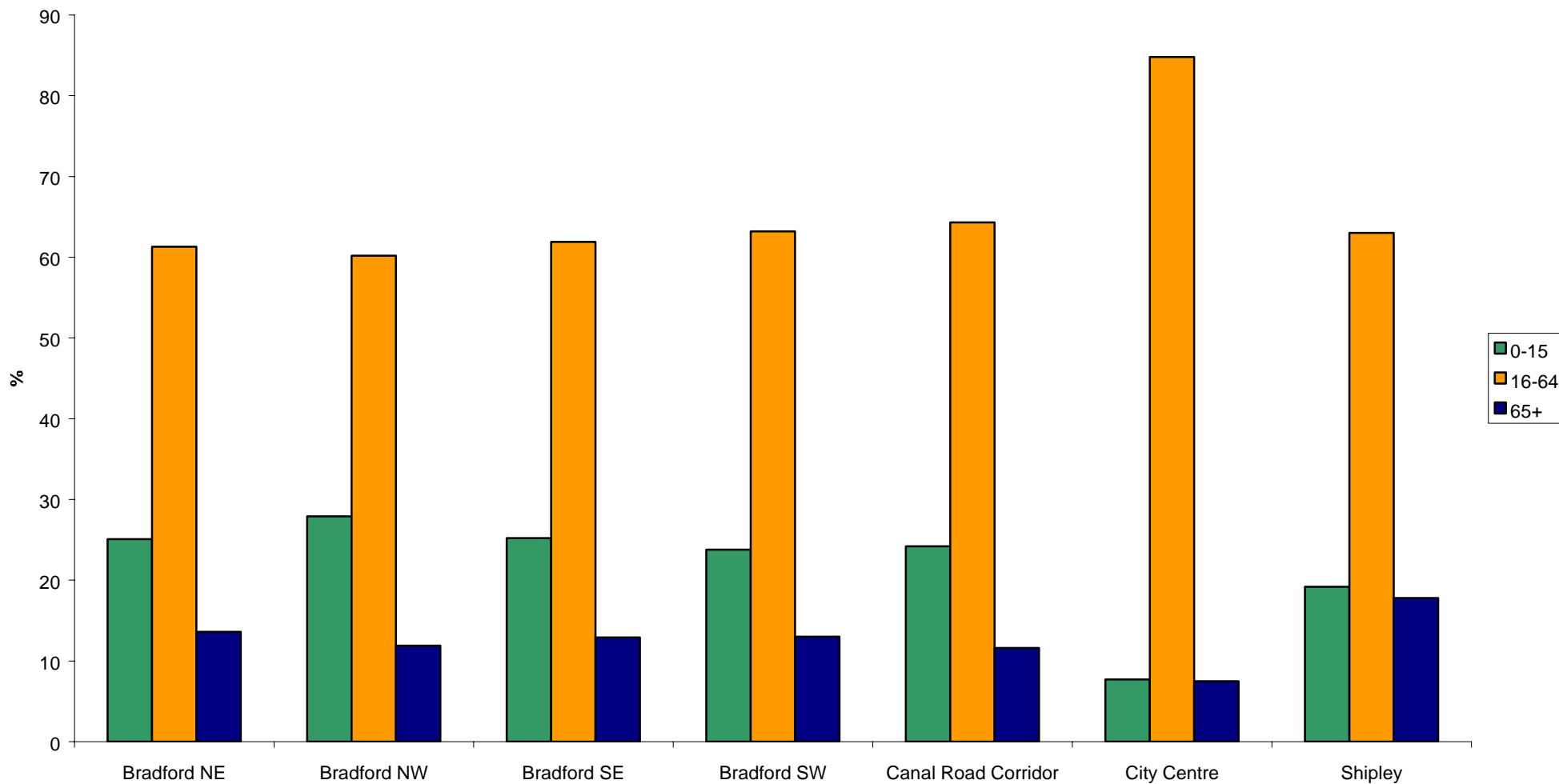


TABLE 1b – LEVEL OF FACILITIES IN THE BRADFORD URBAN AREA

	BRADFORD URBAN AREA							SOURCE & DATE:
	BFD NE	BFD NW	BFD SE	BFD SW	Canal Rd Corridor	City Centre	Shipley	
OPEN SPACES								
Provision for children and teenagers	3	3	4	5	0	0	5	KKP Study (June, 2006)
Outdoor sporting facilities	45	40	41	54	2	0	10	KKP Study (June, 2006)
Parks and Gardens	4	4	4	5	0	0	3	KKP Study (June, 2006)
Civic Spaces	0	0	1	0	0	5	1	KKP Study (June, 2006)
Allotments & Community Gardens	16	6	8	8	3	0	2	KKP Study (June, 2006)
HEALTH								
NHS Hospitals	0	0	0	1	0	0	0	Bradford PCT
NHS Hospitals (with A&E)	0	1	0	0	0	0	0	Bradford PCT
Dental Surgeries	13	12	7	11	0	0	3	Bradford PCT
Doctors Surgeries	20	28	12	27	0	1	6	Bradford PCT
Pharmacy	15	18	8	17	0	4	4	Bradford PCT
EDUCATION								
Sure Start Children's Centre	3	6	4	3	0	0	1	www.surestart.gov.uk - (2005)
Primary Schools	28	21	18	27	0	0	6	Education Client Team (CBMDC)
Secondary School	5	6	2	2	0	0	0	Education Client Team (CBMDC)
Further & Higher Education Establishment	5	6	2	2	0	2	1	Web Searches
COMMUNITY FACILITIES								
Post Office	12	13	9	15	0	2	0	Consultation and Research Service (CBMDC, Aug 07)
Library	6	5	3	3	0	1	1	Consultation and Research Service (CBMDC, Aug 07)
TRANSPORT								
Railway Station (within 800m)	0	0	2	0	1	2	2	National Rail
10 Min Freq. Bus Route (within 400m)	1	1	1	1	1	1	1	www.wymetro.com
Cycle Network	1	1	1	1	1	1	1	RUDP maps (2005)
EMPLOYMENT								
No Employers with 10 or more employees	83	83	223	96	31	95	61	Bradford Libraries Business Database (June 2007)

TABLE 1c – CONSTRAINTS WITHIN THE BRADFORD URBAN AREA

	BFD NE	BFD NW	BFD SE	BFD SW	Canal Rd Corridor	City Centre	Shipley	
								SOURCE & DATE:
CONSTRAINTS								
Close proximity to Flood Risk Area		●			●	●	●	Environment Agency (September 2007)
Washlands							●	Environment Agency (September 2007)
Immediately adjacent to a SSSI / SEGI	●	●					●	Replacement UDP (2005)
Immediately adjacent to a SPA								Replacement UDP (2005)
BWA in close proximity	●	●	●	●	●		●	Replacement UDP (2005)
Within or bordered by Hazardous Installations			●		●		●	Replacement UDP (2005)
Within an Air Quality Management Area		●	●	●		●		UK National Air Quality Archive (www.airquality.co.uk accessed Oct 07)
Conservation Area within or edge of existing settlement	●	●		●		●	●	Conservation Area Assessments (BMDC, Various)
Landfill Site								Replacement UDP (2005)
Bolton Woods Quarry					●			Replacement UDP (2005)

APPENDIX TWO REMAINING SETTLEMENT PROFILE

TABLE 2a – SETTLEMENT POPULATION DISTRIBUTION

* Data from the 2001 Census	SETTLEMENTS																			
	Addingham	Baildon	Bingley	Burley	Cottingley	Cullingworth	Denholme	East Morton	Harden	Haworth	Ilkley	Keighley	Menston	Oakworth	Oxenhope	Queensbury	Silsden	Steeton with Eastburton	Thornton	Wilsden
POPULATION																				
TOTAL	3160	15861	14980	5735	4539	2401	2403	1007	1546	5735	13398	44323	4463	3404	1772	8441	8022	4264	5155	3586
0 - 15 %	16.9	18.6	23.4	19.6	14.5	19.1	23.2	15.6	18.2	19.7	17.6	24.4	19.5	21.5	20.8	22.5	18.2	19.4	20.4	20.4
16 - 64 %	59.3	62.6	62.2	63.1	64.2	64.6	62.7	67.9	65.6	65.3	57.1	60.4	60.4	66.5	65.3	66.7	63.1	63.9	64.8	65.5
65+ %	23.8	18.8	14.4	17.3	16.3	14.4	14.1	16.5	16.3	15.0	25.3	15.2	20.1	11.9	13.8	11.7	18.7	16.7	14.7	14.0
HOUSEHOLDS																				
Total No.	1459	6751	6436	2346	1920	1021	990	460	656	2493	5735	17201	1863	1382	759	3610	3420	1673	2165	1462
ETHNIC GROUP (%)																				
Bangladeshi	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	2.2	0.1	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Black/British Black	0.0	0.1	0.3	0.2	0.2	0.0	0.2	0.0	0.0	0.3	0.2	0.3	0.2	0.3	0.0	0.3	0.2	0.3	0.4	0.2
Indian	0.2	0.4	0.5	0.2	0.2	0.4	0.6	0.5	0.4	0.2	0.4	0.4	0.2	0.0	0.4	0.8	0.2	1.9	0.6	0.5
Mixed	0.6	0.9	0.8	0.4	0.6	1.1	0.6	0.3	0.4	0.8	0.7	1.1	0.4	0.6	0.8	0.7	0.2	0.5	1.2	0.2
Pakistani	0.2	0.6	0.5	0.1	0.7	0.1	0.9	0.4	0.0	1.1	0.2	14.9	0.7	0.6	0.9	0.7	0.1	0.7	1.1	0.7
White	98.8	97.8	97.3	98.7	97.2	97.8	97.5	98.4	98.2	97.2	98.0	80.5	98.3	98.2	97.8	97.3	99.2	96.1	96.5	98.4
Other	0.2	0.2	0.5	0.4	1.1	0.5	0.2	0.4	0.0	0.3	0.5	0.7	0.2	0.2	0.0	0.3	0.2	0.4	0.2	0.0

FIGURE 2a – POPULATION DISTRIBUTION OF REMAINING SETTLEMENTS

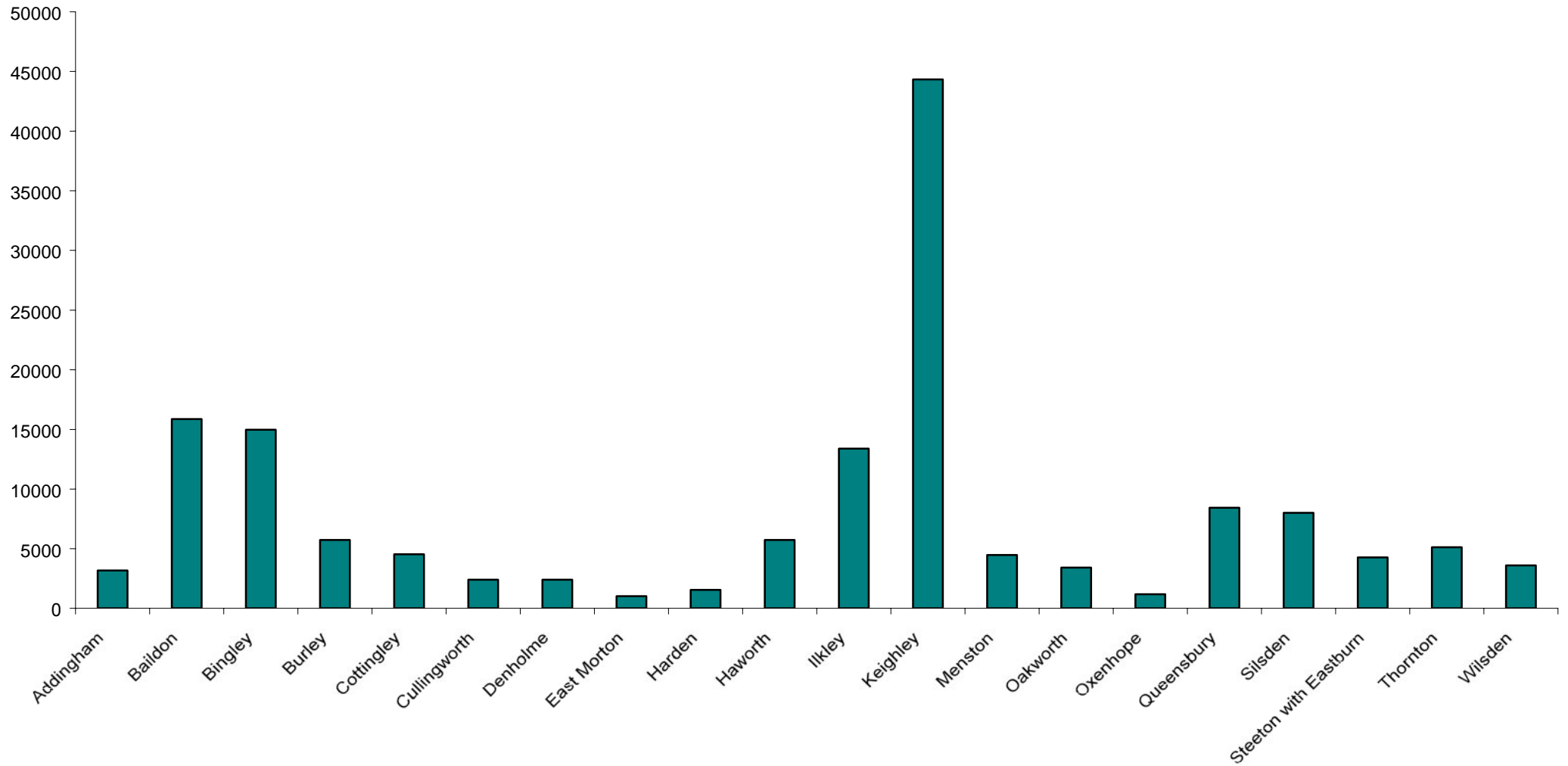


FIGURE 2b – AGE DISTRIBUTION OF REMAINING SETTLEMENTS

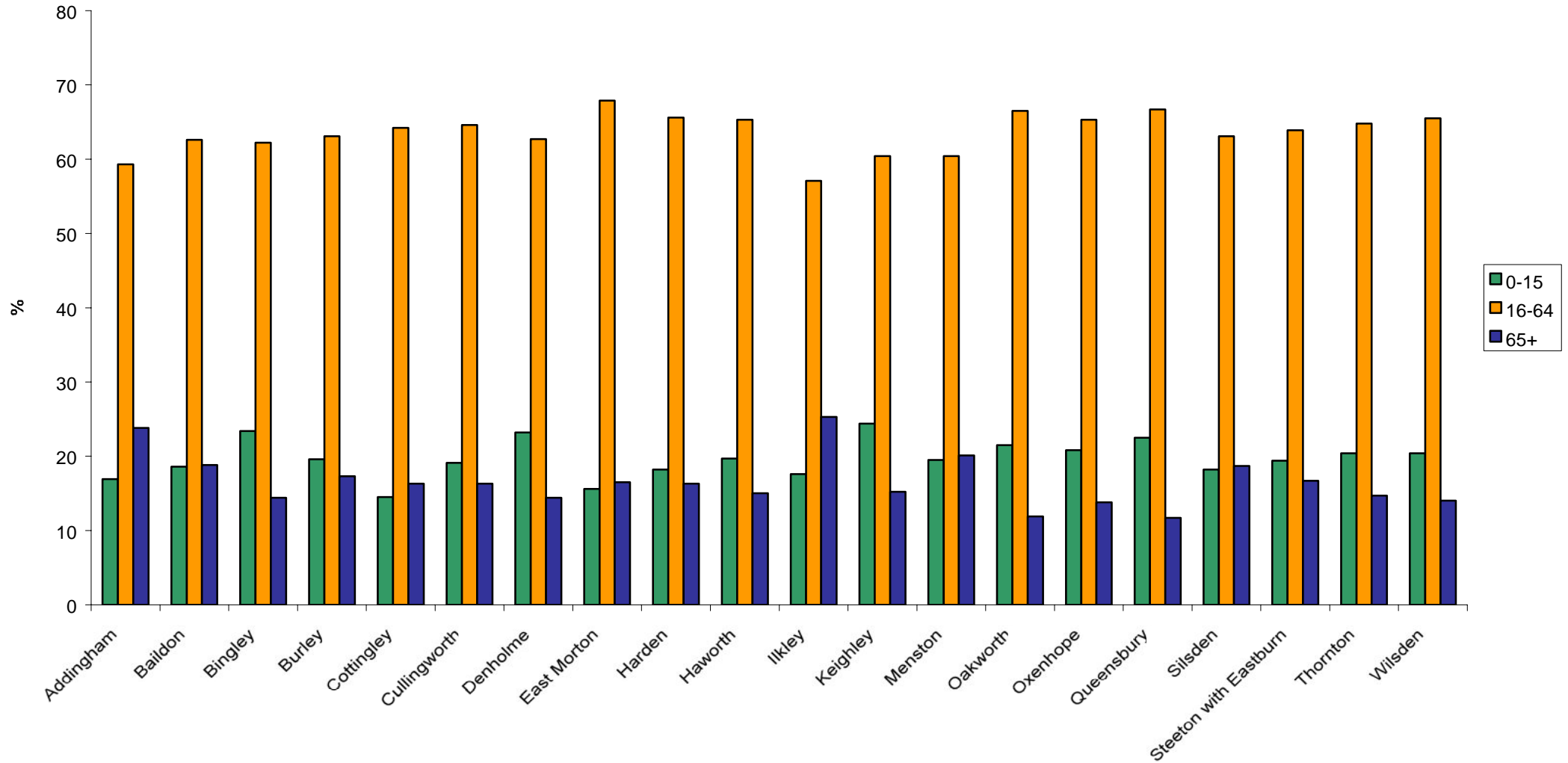


TABLE 2b – LEVEL OF FACILITIES WITHIN THE REMAINING SETTLEMENTS

	SETTLEMENTS																				SOURCE & DATE:
	Addingham	Baildon	Bingley	Burley	Cottingley	Cullingworth	Denholme	East Morton	Harden	Haworth	Ilkley	Keighley	Menston	Oakworth	Oxenhope	Queensbury	Silsden	Steeton with Eastburn	Thornton	Wilsden	
OPEN SPACES																					
Provision for children and teenagers	1	8	2	2	1	2	2	1	1	3	3	34	5	2	3	2	3	4	3	3	KKP Open Space, Sport & Recreation Study (June, 2006)
Outdoor sporting facilities	2	4	8	4	1	4	1	2	1	4	8	25	4	0	1	6	5	4	3	2	KKP Open Space, Sport & Recreation Study (June, 2006)
Parks and Gardens	0	0	0	1	0	0	1	0	1	2	4	7	1	1	1	1	1	0	1	1	KKP Open Space, Sport & Recreation Study (June, 2006)
Civic Spaces	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	KKP Open Space, Sport & Recreation Study (June, 2006)
Allotments & Community Gardens	1	2	3	1	0	0	1	1	0	4	3	14	0	1	1	2	1	1	1	1	KKP Open Space, Sport & Recreation Study (June, 2006)
HEALTH																					
NHS Hospitals (without A&E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Bradford PCT
NHS Hospitals (with A&E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	Bradford PCT
Dental Surgeries	1	1	3	1	1	0	0	0	0	1	6	5	1	0	0	2	1	0	1	1	Bradford PCT
Doctors Surgeries	1	2	5	1	1	1	1	0	0	1	2	7	0	1	0	2	1	1	1	1	Bradford PCT
Pharmacy	1	3	3	1	1	1	1	0	0	1	2	10	1	1	0	1	2	1	0	0	Bradford PCT
EMPLOYMENT																					
No Employers with 10 or more employees	1	15	19	2	2	7	1	0	0	6	30	113	3	1	2	4	7	6	5	5	Bradford Libraries Business Database. June 2007

	SETTLEMENTS																			SOURCE & DATE:	
	Addingham	Baildon	Bingley	Burley	Cottingley	Cullingworth	Denholme	East Morton	Harden	Haworth	Ilkley	Keighley	Menston	Oakworth	Oxenhope	Queensbury	Silsden	Steeton with Eastburn	Thornton		Wilsden
EDUCATION																					
Sure Start Childrens Centre	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	www.surestart.gov.uk - (2005)
Primary Schools	1	1	6	2	0	1	1	1	1	2	4	14	1	1	1	2	2	2	1	1	Education Client Team (CBMDC)
Secondary School	0	0	1	0	0	1	0	0	0	0	1	3	0	0	0	1	0	0	0	0	Education Client Team (CBMDC)
Further & Higher Education Establishment	0	0	1	0	0	1	0	0	0	0	1	4	0	0	0	1	0	0	0	0	Various Web Searches
COMMUNITY																					
Post Office	1	0	1	1	0	1	1	0	0	3	3	8	1	1	1	1	1	2	1	1	Research and Consultation Service (Aug 07)
Library	1	1	1	1	0	0	1	0	0	1	1	1	1	0	0	1	1	0	1	1	Research and Consultation Service (Aug 07)
Supermarket	0	#	1	1	0	0	0	0	0	2	3	11	0	0	1	1	1	1	1	0	RSS Settlement Study 2004
Public House	5	8	12	5	2	2	2	1	1	9	8	39	4	2	2	12	6	3	9	3	www.yell.com 30 October 07
TRANSPORT																					
Railway Station (within 800m)	X	1	2	1	X	X	X	X	X	X	2	1	1	X	X	X	X	1	X	X	www.nationalrail.co.uk
High Freq. Bus Route (6 per hou*) (within 400m)	X	X	✓	X	✓	X	X	X	X	X	X	✓	X	X	X	✓	X	✓	✓	X	www.wymetro.com
Bus Route (4 per hour*) (within 400m)	X	X	X	X	X	X	X	X	X	✓	X	X	X	✓	X	X	✓	X	X	✓	www.wymetro.com
Cycle Network	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	RUDP maps (2005)

*during peak times

X no service/facility

✓ service/facility present

Baildon not included in RSS Settlement Study so data not available

FIGURE 2c – NUMBER OF OPEN SPACES IN THE REMAINING SETTLEMENTS

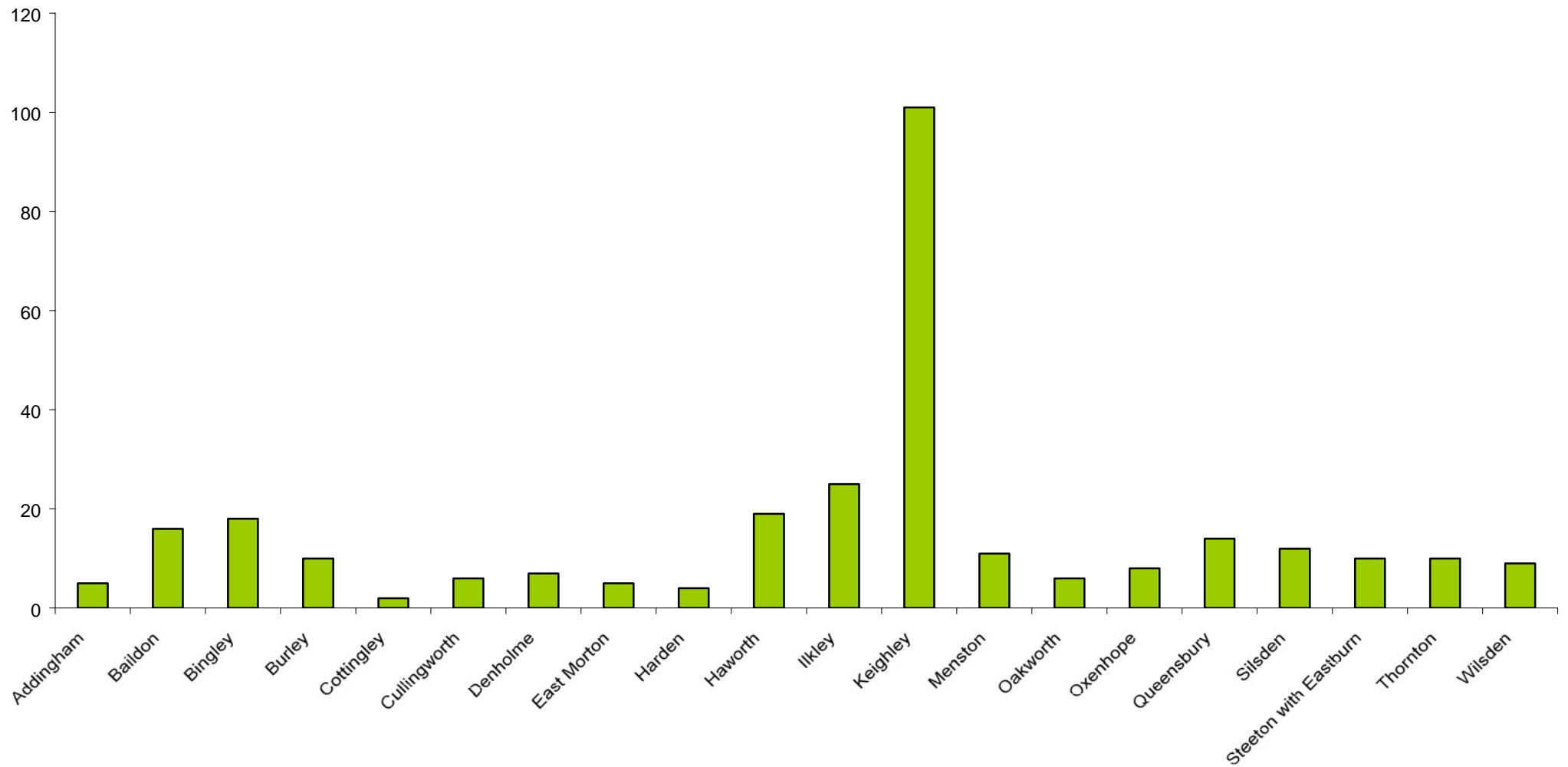


FIGURE 2d – LEVEL OF HEALTH FACILITIES WITHIN THE REMAINING SETTLEMENTS

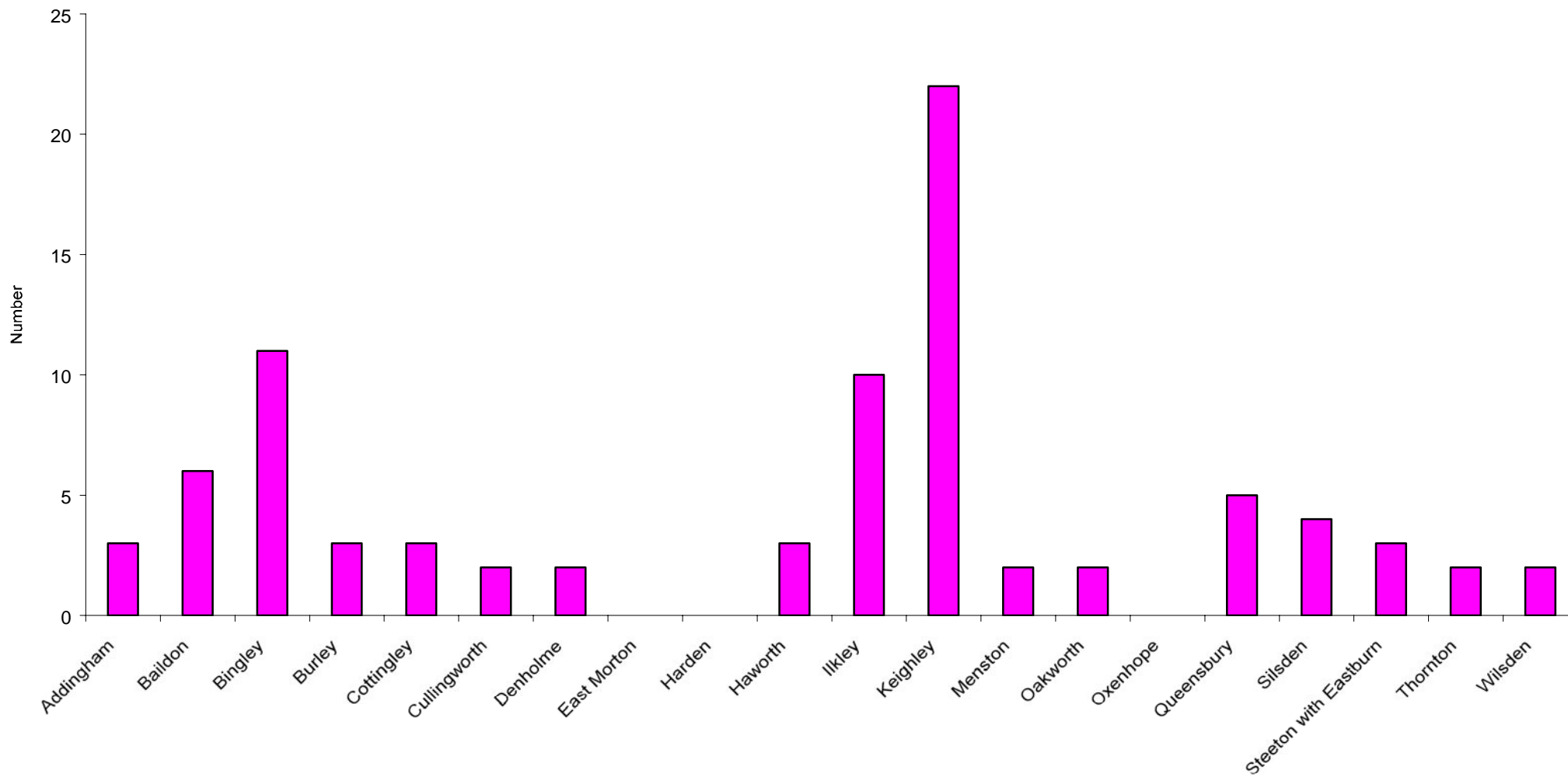


FIGURE 2e – LEVEL OF EDUCATION PROVISION WITHIN THE REMAINING SETTLEMENTS

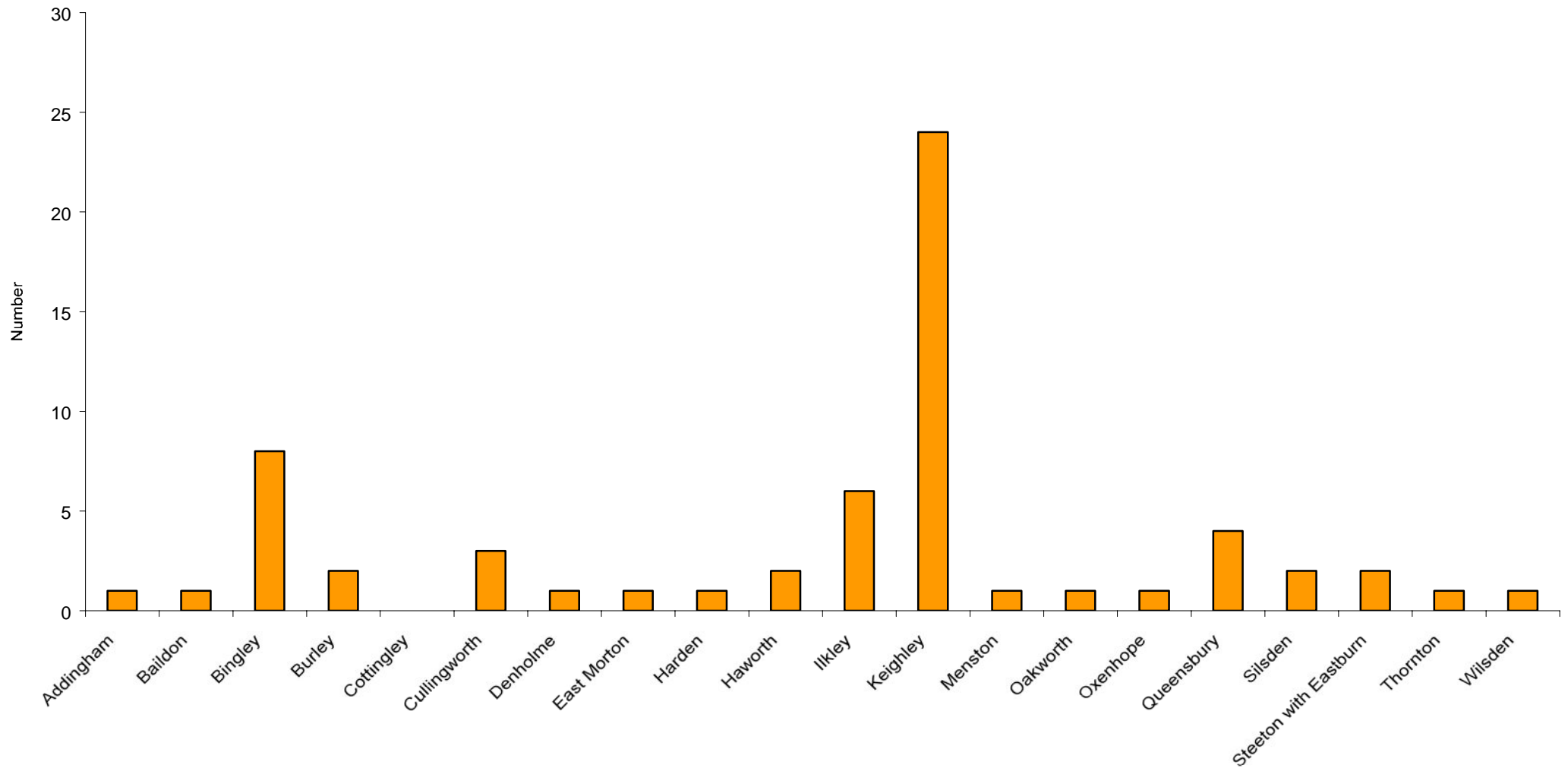


FIGURE 2f – NUMBER OF COMMUNITY FACILITIES (Post Office, Library, Supermarket & Public House) WITHIN THE REMAINING SETTLEMENTS

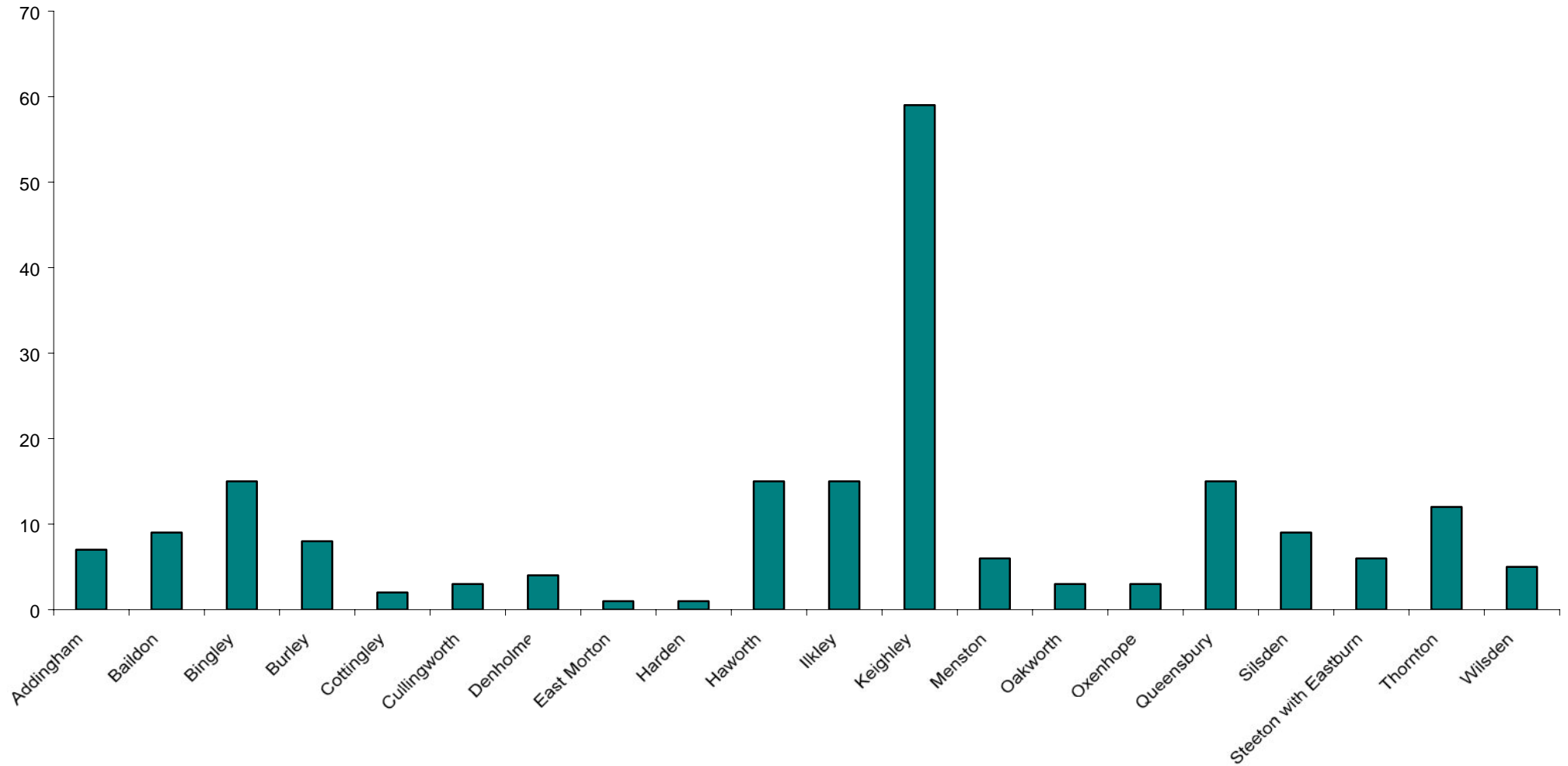


TABLE 2c – DISTANCE TRAVELLED TO WORK FROM THE REMAINING SETTLEMENTS

	Addingham	Bingley	Burley	Cottingley	Cullingworth	Denholme	East Morton	Harden	Haworth	Ilkley	Keighley	Menston	Oakworth	Oxenhope	Queensbury	Silsden	Steeton with Eastburn	Thornton	Wilsden
DISTANCE																			
Low <5km	30.6	41.8	33.6	46.0	35.5	27.9	41.8	32.1	43.8	38.8	58.9	30.2	46.5	26.1	31.2	37.6	46.0	39.2	35.5
Medium 5-20km	38.5	46.7	52.8	44.9	51.9	61.1	41.1	52.1	43.9	32.6	30.2	58.3	39.6	59.9	59.6	45.4	39.1	52.0	53.7
High >20km	25.7	7.8	9.5	5.4	9.4	8.4	4.7	12.4	8.7	24.5	7.7	7.6	10.0	10.7	6.4	13.5	11.3	5.3	8.1

SOURCE: RSS SETTLEMENT STUDY 2004

PLEASE NOTE: DATA FOR BAILDON NOT INCLUDED IN THIS STUDY

FIGURE 2g – DISTANCED TRAVELLED TO WORK FROM THE REMAINING SETTLEMENTS

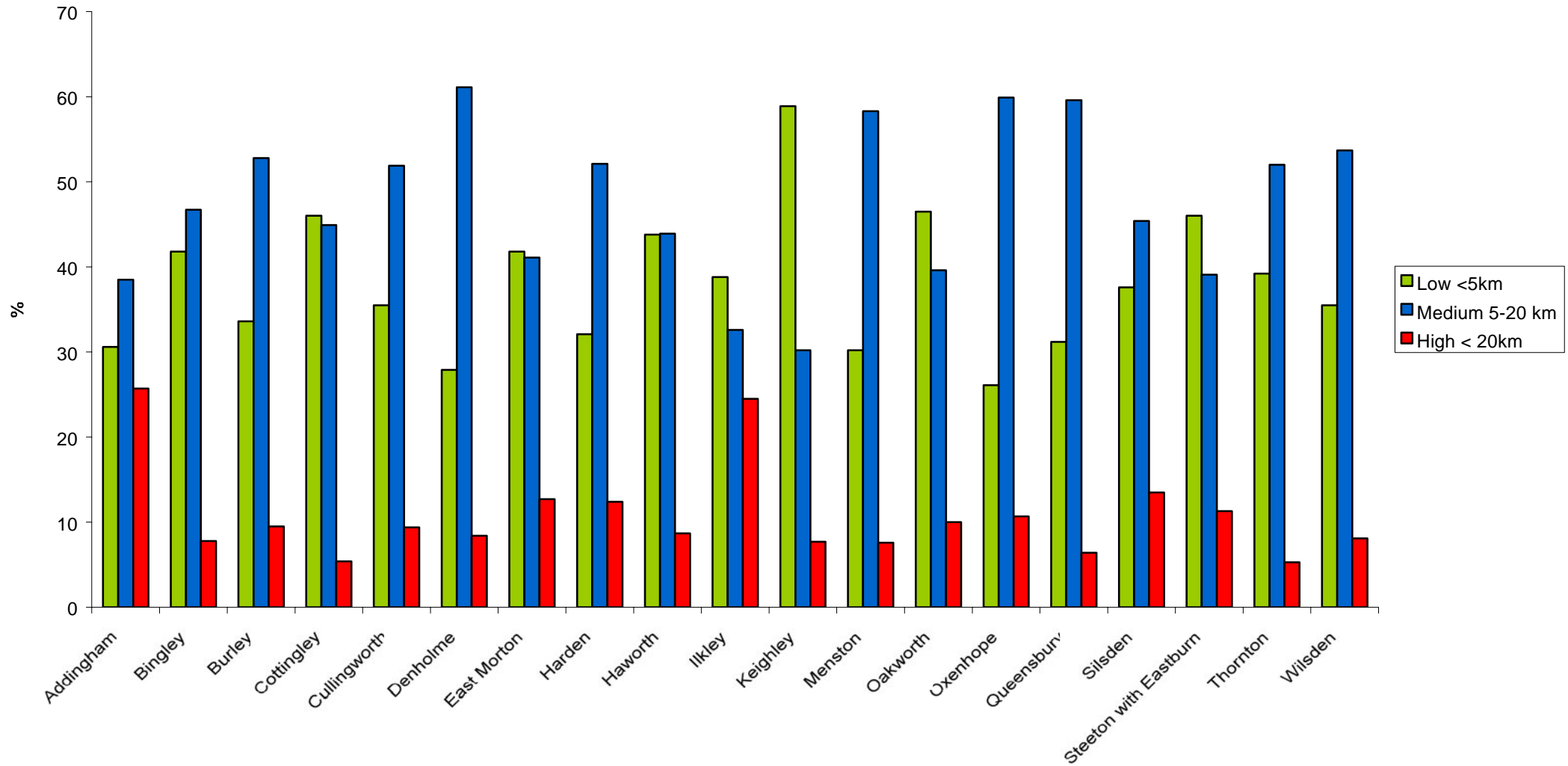


TABLE 2d – CONSTRAINTS WITHIN THE REMAINING SETTLEMENTS

	SETTLEMENTS																		SOURCE & DATE:		
	Addingham	Baildon	Bingley	Burley	Cottingley	Cullingworth	Denholme	East Morton	Harden	Haworth	Ilkley	Keighley	Menston	Oakworth	Oxenhope	Queensbury	Silsden	Steeton with Eastburn		Thornton	Wilsden
CONSTRAINTS																					
Close proximity to Flood Risk Area	●	●	●	●	●	●	●	●	●	●	●	●	●		●		●	●		●	Environment Agency (September 2007)
Washlands	●	●	●	●	●						●	●						●			Environment Agency (September 2007)
Immediately adjacent to a SSSI / SEGI			●						●		●	●					●				Replacement UDP (2005)
Immediately adjacent to a SPA											●										Replacement UDP (2005)
BWA in close proximity	●	●	●	●	●	●	●		●	●	●	●		●	●	●	●	●	●	●	Replacement UDP (2005)
Within or bordered by Hazardous Installations																					Replacement UDP (2005)
Within an Air Quality Management Area																					UK National Air Quality Archive (www.airquality.co.uk accessed Oct 07)
Conservation Area	●	●	●	●		●		●		●	●	●	●	●	●	●	●	●	●	●	Conservation Area Assessments (BMDC, Various)
Landfill Site												●									Replacement UDP (2005)

APPENDIX THREE MAPS

A. Bradford District Settlements










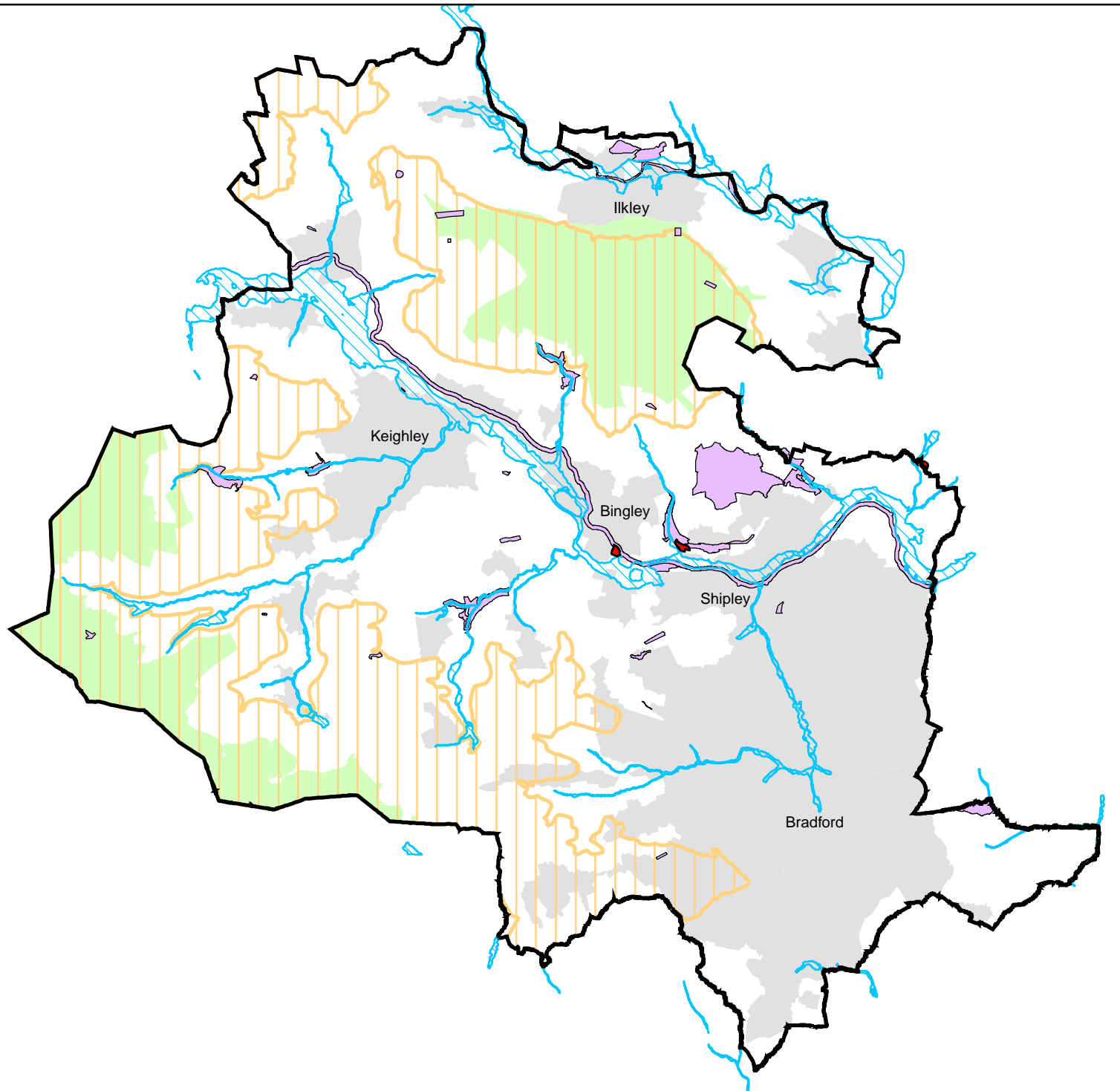
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B. Environmental Constraints

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 FOUR – LIST OF LOCALITY PLANS

Action for the Odsal Community – Action Plan
Baildon Urban Village Plan
Bierley Acting Together
Bradford Moor, Thornbury and Barkerend Neighbourhood Action Plan
Bradford North Area Committee Action Plan Progress Report
Bradford South Area Committee Action Plan
Bradford West Area Committee Action Plan
Braithwaite, Guardhouse and Upper Highfield Neighbourhood Action Plan
Branshaw and Fell Lane Action Plan
Burley Parish Plan
Buttershaw Action Plan
CARE (Delph Hill) Neighbourhood Action Plan
Clayton Urban Village Plan
Cooperville Neighbourhood Action Team
Cornwall Road Neighbourhood Action Plan
Cullingworth Parish Plan
East Bowling Community Link Action Plan
Eastwood and Showfield Neighbourhood Action Plan
Faxfleet Neighbourhood Action Plan
Frizinghall Neighbourhood Action Plan
Girlington Neighbourhood Action Plan
Great Horton Community Partnership - Neighbourhood Action Plan
Hainworth and Parkwood Neighbourhood Action Plan
Hirst Wood Local Action Plan
Holmewood Neighbourhood Action Plan
Horton Grange Regeneration Partnership Action Plan
Keighley Area Committee Action Plan
Keighley Participatory Budgeting Pilot – Residents Survey Results
Lidget Green Community Partnership – Action Plan
Little Horton Neighbourhood Action Plan
Low Moor Urban Village Action Plan
Manningham Moving Forward Action Plan
Marshfields Neighbourhood Action Plan
Menston Locality Action Plan
Otley Road and Undercliffe Neighbourhood Action Plan

Oxenhope Parish Plan
Park Lane Neighbourhood Action Plan
Parkside Neighbourhood Action Group - Neighbourhood Action Plan
Q2 Regeneration Limited
Ravenscliffe Neighbourhood Action Plan
Scholemoor Beacon Neighbourhood Action Plan
Shipley Area Committee Action Plan Progress Report
Silsden Village Design Statement
St Mary's and Shirley Manor Neighbourhood Action Plan
Steeton with Eastburn Parish Plan
Stockbridge Neighbourhood Action Plan
Street Ahead East Shipley
Tyersal Neighbourhood Action Plan
Upper Heaton Working Together (UHWT) Neighbourhood Action Plan
West Bowling Neighbourhood Action Refresher Plan
Westroyd, Windhill, Crag, Owlet and Bolton Woods Neighbourhood Action Plan
Wibsey Urban Village Action Plan
Woodside Action Group Neighbourhood Action Plan
Wrose Action Plan (draft)
Wycliffe and Saltaire Local Action Plan
Wycollar Action Group - Neighbourhood Action Plan
Wyke Estates Action Plan
Wyke Urban Village Action Plan

N.B There are a number of Parish Plans and Neighbourhood Action Plans that are currently in preparation. These will be incorporated into this Settlement Study once they are completed.

APPENDIX FIVE – 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 very 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.

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