

City of Bradford Metropolitan District Council

Replacement Unitary Development Plan

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Replacement Unitary Development Plan for the Bradford District

Adopted October 2005

Proposals for the Bradford North Constituency



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1.0 Introduction

This Proposals Report for the Bradford North Constituency Area is one of five Reports that together with the District Wide policies in the Policy Framework report form Part 2 of the Replacement Unitary Development Plan for the Bradford District. They should be read in conjunction with the appropriate Proposals Map for the area.

Description

The Bradford North Constituency Area has a population of almost 92,000 people (1991 Census) and extends from Esholt in the north to Holmewood in the south. It is the most urbanised of the five constituency areas. At the base date of the plan, the area comprised of the wards of Bolton, Bowling, Bradford Moor, Eccleshill, Idle and Undercliffe. This is a mixed and heavily built up area including part of the city centre, the industrial heartland of Bowling, the regeneration areas of Barkerend and Newlands and the extensive suburbs of north Bradford built upon older village centres. It also includes important entrances to the city along the principal radial routes of Harrogate Road, Leeds Road, Wakefield Road and Tong Street, two railway lines and the eastern part of the outer ring Road from the M606. The village of Esholt is the only freestanding settlement in the area.

2.0 Visions and Objectives

See 'Policy Framework'.

3.0 Principal Policies

Role of the Area

The heavily developed nature of much of the area, together with the crucial importance of retaining open space between Leeds and Bradford, limits the area's ability to contribute to meeting District housing and employment land needs. The remaining open spaces are under pressure for development, yet are of outstanding importance for the recreation needs and amenity of the densely populated inner city. These open spaces have been reviewed as part of the replacement plan to ascertain whether there are any development opportunities in these areas or whether further areas warrant protection. The review has led to the deletion of three of the former areas of Major Urban Greenspace in the constituency, where development pressures have already resulted in the loss of their open and green character, and the reduction of one area where it is considered that development opportunities may exist in the future. However, a further three areas of urban greenspace have been proposed where further protection of their open and green character is considered essential.

The area has the following functional divisions:

- The northernmost part consists of open countryside along the Aire Valley. The area is heavily wooded in parts and conceals the District's main sewage works. This area functions both as a green lung for the city, and as an important area of green belt preventing the coalescence of Leeds and Bradford.
- The central part is predominantly residential and contains the large part of Bradford's inner city that lies east of the Canal Road corridor (Bradford Moor, Undercliffe, Barkerend), large Council estates (Thorpe Edge, Ravenscliffe) and substantial suburban residential areas centred on pre-industrial villages (Thackley, Idle, Greengates, Eccleshill).
- The southern part centred on Bowling Ward comprises one of the major industrial areas of the District, albeit one that has undergone and is undergoing considerable change to the types of employment it contains. The area also contains substantial residential areas centred on East Bowling.

The Location Strategy as it Applies to Bradford North

The built up area of the constituency is wholly within the defined urban area of Bradford/Shipley/Baildon and much of this area is well served by public transport except for the Wrose area. Consequently most of the proposed housing sites are within phase 1 the exception is where local constraints are expected to delay development. The constituency also offers important urban potential through windfalls in mixed use areas and redevelopment of functionally redundant housing areas. The northern part of the constituency is within the Aire valley and with regard to 2020 Vision provides opportunities for economic investment in one of the prime locations in the district.

PROPOSALS

4.0 Urban Renaissance

Policy UR5 Safeguarded Land

The following area of safeguarded land is defined on the Proposals Map.

- BN/UR5.4 CARR BOTTOM ROAD, GREENGATES 2.43 ha**
 This site was formerly designated as Green Belt and is located on the edge of the main urban area. There is existing housing to the south, and an employment use to the north, whilst to the west is employment allocation BN/E1.14. The only vehicular access to the land is from Carr Bottom Road, which is very narrow at each end, and the alternative of access along Elder Street and Ash Grove is far from ideal. The site could be considered for housing in the future if a satisfactory access could be provided, but it is inappropriate to allocate it for housing at the present time because of the access constraint, its visual prominence, and the informal recreational use.
- BN/UR5.5 SIMPSONS GREEN, APPERLEY BRIDGE 13.45 ha**
 A large area consisting mainly of undulating pastureland, bounded by development on two sides and adjoining the Leeds-Liverpool Canal.

Regeneration

Bradford North includes a variety of regeneration initiatives reflecting a range of issues affecting fringe areas of the city centre, inner city housing areas, nineteenth century industrial areas and fringe estates.

The Proposals Map identifies:-

- Four mixed use areas, where mixed use development will be promoted to create sustainable regeneration opportunities
- Two area based regeneration initiatives at Bradford Moor (known as Regen 2000) and at Newlands where intervention will continue during the early life of the plan to regenerate communities.

Policy UR7 - Mixed Use Areas

Mixed use areas are proposed at:-

- BN/UR7.1 CUTLER HEIGHTS**
 This is a typical mixed use area sandwiched between the traditional employment zone of Bowling, and the peripheral post war housing estate of Holmewood. It is bounded to the north by the Leeds/Bradford railway line, and Dick Lane and Fenby Avenue form the eastern and southern boundaries. Sticker Lane and Laisterdyke form part of the western boundary as it abuts Bowling Employment Zone. The area incorporates a range of industrial activity, housing tenure and supporting community uses. Large parts of the area were formerly within Bowling Employment Zone in the 1998 adopted Plan. A section of the residential area has benefited from estate regeneration under City Challenge and in recent years there has been an upward trend in market demand for new residential development on former employment sites. At the same time the area has attracted significant investment in new employment opportunities.

The Council wishes to encourage this form of sustainable development, providing local jobs for local people and reducing reliance on the private car. At the same time, the Council recognises the needs of residents and seeks to enhance the

environmental quality of the area, maintain a range of community uses and provide for economic investment.

The area contains a number of vacant or underused sites suitable for redevelopment. The most notable is the former Whitehead's industrial complex which forms the majority of the northern part of the area. This former textile mill complex is divided into two distinct areas - the Victorian multi-storey mills in the north and the modern single storey industrial units in the south. Together with surrounding vacant land the northern area has potential for large scale residential redevelopment, whereas the newer industrial units in the south are capable of re-use. This whole area requires a comprehensive planning framework to resolve all the land use issues and existing highway and open space concerns in the area.

Other available sites in the area are:

- The former Tyersal First School site which could provide much needed amenity open space and a children's play area.
- Land between Parry Lane and Douglas Drive which in the short term could be landscaped to improve the general environment of the area, but in the long term could form part of a larger housing and /or commercial redevelopment scheme.
- Land between Douglas Road and Sticker Lane which is severely constrained by a high pressure gas main, but which in the short term could provide limited parking and open storage, but in the long term could form part of a larger housing and/ or commercial redevelopment of the area.
- Land between Dick Lane and Wellington Street which could accommodate residential uses in the south and employment uses in the north.
- The former Morrison's supermarket on Sticker Lane which preferably should be re-used for retail use, to strengthen the local shopping centre; or if that fails, redeveloped for residential use.

The range of uses appropriate for the area include:

B1 Business
 B2 General Industry
 C3 Dwellings

Small scale A1 and A3 uses where it can be demonstrated to support local needs and in accordance with the relevant policies elsewhere in the Plan.

BN/UR7.2

FAGLEY

The Fagley Mixed Use Area identifies an area of land as suitable for new employment, residential, and recreation uses together with the provision of additional visitor facilities required by the Industrial Museum. In addition this development will support a system of footpaths, cycle and bridleway links giving access through the urban area to the open countryside. Development of the area is constrained by poor highway access, inadequate drainage facilities, a derelict quarry and by an extant planning permission for mining operations, valid until the year 2042. The comprehensive redevelopment of the area, which is in mixed ownership, can only be achieved if the needs of the area and its constraints are addressed as part of an overall co-ordinated strategy, sustainable and appropriate for the local neighbourhood. It is important to resist an incremental piecemeal approach to development as this may prejudice the wider objectives for the area.

The principal means of access will be gained from Harrogate Road to accommodate mainly residential development and to rationalise the facilities for St Lukes School. The potential for additional employment land in the vicinity of Union Mills is limited, with only the existing car park to the south and the mill pond considered as suitable expansion land. The valley slopes to Fagley Beck will provide amenity open space and should incorporate linkages east and west along the existing footpath network. There is scope for additional housing development further to the south of Fagley Beck. The land to the west of Fagley Lane is constrained by the extant quarrying permission although a potential housing infill site lies to the east of Whitaker Street at Haigh Fold.

The range of use classes which would be acceptable in this location are:

- B1 Business
- B2 General Industrial
- C3 Dwellings

BN/UR7.3

DUDLEY HILL

This mixed use area is centred upon the intersection of Wakefield Road, Rooley Lane and Sticker Lane. It is an area which has been susceptible to land use change and variation in property occupancy over the last decade. Due to its strategic point on the local transport network and its proximity to a substantial catchment population, a site on the south east boundary was designated as a District Centre on the 1998 adopted plan. Although a small element of retail and commercial uses are evident, the location has been overtaken by extensive retail development at Tong Street to the south, an area which has now been designated as the replacement District Centre.

Part of this mixed use area was allocated as an employment zone in the 1998 plan but this is no longer the dominant activity. Generally the area comprises a mix of uses including, residential, employment, warehousing, retail, commercial and incidental open space.

Geographically, the main transport corridors divide Dudley Hill into four identifiable quarters. The area to the north west, located between Rooley Lane and Wakefield Road comprises largely of small areas of terraced housing, garden areas and incidental open space lying adjacent to school playing fields. It is anticipated that this sector will retain these characteristics and that future development will comprise mainly of residential infill and some small scale, service sector commercial development.

The north eastern quadrant, between Sticker Lane and Wakefield Road is also a predominantly residential area with a number of small business units and a social club. Centrally located is a flat vacant site used informally for recreation and playspace. It has the potential for new housing and associated play space. The cleared sites fronting Sticker Lane could accommodate small scale commercial or service development, housing and off street parking.

The area lying between Tong Street, Lister Street and School Street contains a mix of housing, a school, employment workshops, and commercial uses and this land use pattern is likely to continue for a considerable time. The remaining sector which lies between Tong Street, Lister Street, and Rooley Lane has a defined area of housing located adjacent to a group of former mill buildings and warehouses, some of which are underused. Lying on the fringes of a major employment zone and with good transport links, this is a prime location for a large office development or business use and limited housing.

The Dudley Hill area could accommodate use classes:

B1 Business
 B2 General Industry
 C3 Dwelling Houses

A1 uses (retail), A3 uses (food and drink) and D2 uses (leisure and recreation) may be acceptable if they are of a scale appropriate to supporting the needs of the local community and in accordance with the relevant policies elsewhere in the Plan.

BN/UR7.4 **LITTLE GERMANY, CATHEDRAL QUARTER, BARKEREND, CANAL ROAD/ VALLEY ROAD**

An extensive area encompassing quarters of distinctive character. Little Germany is a conservation area of Victorian merchant warehousing which is currently the subject of intensive efforts at regeneration by the Little Germany Urban Village Company. The Cathedral Quarter, adjoining Little Germany, is a separate conservation area which has also been the subject of studies to unlock its potential as a mixed use area with particular emphasis on the promotion of city centre living.

Barkerend is a predominantly industrial zone close to the city centre that has potential for change to accommodate a greater variety of uses. The Canal Road/ Valley Road area adjoins the city centre retail area and contains historic multi level buildings that are suitable for adaptation for a number of uses.

The focus for sustainable regeneration in this mixed use area is increased economic activity, a diversity of residential accommodation in terms of size, tenure and affordability and an inclusive community structure.

Little Germany

The Quarter known as Little Germany is defined by Shipley Airedale Road, Leeds Road and Church Bank/Barkerend Road.

The vision for Little Germany is of 'an urban village that aims to create a safe, vibrant, well-populated area with a strong sense of identity based around a lively range of local amenities'. A Little Germany Urban Village Company, a partnership of stakeholders in the regeneration of the quarter, has been set up to realise the potential of Little Germany by attracting a mix of quality developments.

The overall aim is for the provision of a vibrant, inclusive and well integrated mix of uses, related to high quality urban design which takes account of the heritage value of the area. The development potential in this conservation area is mainly for conversion rather than redevelopment in order to retain the existing buildings of which 55 are listed. The existing surface level car parks do, however, offer some limited potential for redevelopment subject to the retention of parking within the scheme.

In order to encourage the reuse of buildings, residential, offices, leisure and commercial uses will be acceptable in principle, as will small scale retail developments, if of a specialist nature or to support the local community. The latter would need to be subject to the stringent tests relating to retail development outside established shopping centres outlined in the retail policies in the plan and Government guidance contained in Planning Policy Guidance Note 6 and ministerial statements. Industrial and warehousing uses and other uses likely to generate heavy goods vehicles or large volumes of traffic are unlikely to be acceptable because of the inadequate street pattern.

The mixed use of buildings within the area is both acceptable and encouraged to stimulate vitality in the area. Dead ground floor frontages should be avoided

especially in the Peckover Street, Chapel Street, Burnett Street and Vicar Lane area. Basements should be treated as opportunities to introduce a mix of uses.

Use Classes permitted in this area are:-

- A2 Financial and Professional Services
- A3 Food and Drink
- B1 Business
- C1 Hotels
- C2 Residential Institutions
- C3 Residential
- D1 Community Facilities

The Little Germany Area contains a number of landmark buildings and sites whose reuse, refurbishment or redevelopment will have the most positive effect on regeneration within the area. The Millennium Gate site at the Leeds Road and Airedale Ring Road intersection is a particular example. The buildings have little heritage value and are unsuited to modern requirements. As such, the site could accommodate a prestige residential, office or hotel development. On a wider scale, the Leeds Road Gateway is suitable for mixed office and commercial developments whilst the Vicar Lane sub quarter can accommodate large scale office developments.

Supplementary Planning Guidance has been adopted for the Little Germany area providing more detailed guidance on development potential. In addition, development briefs will be prepared for key sites to ensure appropriate uses and development form in these locations.

Cathedral Quarter

The Cathedral Quarter is bounded by Church Bank/Barkerend Road, Shipley Airedale Road and Bolton Road. It has a strong inter-relationship with Little Germany across Church Bank and consideration is being given to a more formal linkage and extension of the urban village concept, with a particular emphasis on the provision of city centre housing, education and faith based activities.

This potential of this steeply sloping area of land between the Shipley Airedale Road and Canal Road has until now been neglected. To the north east of the Cathedral there is a small but well established residential area which has been added to recently by a Housing Association development. A new study by Priest Woodward (as part of work undertaken jointly with the Little Germany Urban Village Company by Lee Shostak of Shared Intelligence) updates earlier work by URBED and suggests there is further potential for residential development in this area.

Proposals that would extend the established residential area on Church Bank northwards to Bolton Road will be encouraged. This could be achieved through redevelopment or conversion of existing buildings and the development of areas currently used for car parking. The topography of this quarter of the city provides the opportunity for unusual and excitingly different design solutions for new city centre residential accommodation.

While there is particular encouragement for residential use, other uses such as education, business (including small scale specialist retail and hotels) and faith based activities will also be encouraged where they can contribute to a good quality environment. Proposals for A1 (retail) and A2 (financial and professional) uses will be considered on merit provided they are in accordance with other relevant policies in the Plan.

Use Classes that could be permitted in this area are:-

- A2 Financial and Professional Services
- A3 Food and Drink
- B1 Business
- C1 Hotels
- C2 Residential Institutions
- C3 Residential
- D1 Community Facilities

Beyond Bolton Road to the north and west between the Cathedral Quarter and city centre retail areas the existing land uses, road configuration and the severance caused by traffic movements mean that commercial uses currently in existence should continue to operate.

Barkerend

This area, bounded by Shipley Airedale Road, Barkerend Road and Leeds Road, adjoins Little Germany to the west. It is traditional inner city industrial in nature, but abuts housing areas to the north and east. It also contains the substantial Roman Catholic Church of St. Mary's.

The area has already begun to change with the addition of a large housing allocation at Pit Lane in the north east corner, and may be considered to be a logical continuation of a mixed use zone extending eastwards from Little Germany during the life of the plan.

Use Classes permitted are:-

- B1 Business
- B8 Storage or Distribution
- C1 Hotels
- C2 Residential Institutions
- C3 Residential
- D1 Community Facilities

Canal Road/Valley Road (Midland Mills/Conditioning House)

Part of the area bounded by Canal Road, Valley Road and Hamm Strasse that is designated in the 1998 Adopted Development Plan as an employment zone has been developed in recent years for office and retail use. The remaining substantial complexes of former industrial buildings at Conditioning House and Midland Mills are Listed Buildings. It will be important to retain and re-use these buildings and their size and position would present the opportunity to create a good quality, secure residential environment. Other appropriate uses in a mixed scheme could include retail, offices, leisure, hotel or community facilities, with ground floor uses that would promote vitality to any scheme. Proportions of such uses would be the subject of detailed discussion and negotiation, as would the need to alter the structure and character of the listed buildings.

Use Classes that could be permitted in this area are:

- A1 Retail (where the proposal accords with the retail policies of the plan)
- A3 Food and Drink
- B1 Business
- C1 Hotel
- C2 Residential Institutions
- C3 Residential
- D2 Leisure

Area Based Regeneration Strategies

The Council recognises the importance of developing economic linkages with Leeds as part of the strategy of economic regeneration. The area astride Leeds Road provides the closest physical link between the main urban areas of Bradford and Leeds and includes important public transport routes. Proposals in the Plan include the enhancement of these routes together with policies and allocations relating to the Single Regeneration Budget, employment zone, mixed use area, district centre, housing and recreation. Together with the 2020 Vision, the Council's Economic Strategy and the Transport Plan, these will form the basis of an Area Based Regeneration Strategy to be produced at an early stage.

Area strategies are under way at:-

Newlands SRB3

The Newlands SRB initiative includes the peripheral housing estates of Newlands, Ravenscliffe and Greengates and is programmed to run until the year 2004. It is an intensely deprived area with the community suffering from high incidences of crime, poor health, education and unemployment. The urban fabric is in a state of physical decay.

The Partnership has prepared a Regeneration Strategy for the Ravenscliffe and Greengates area following consultation with local community groups, residents and service providers. It summarises the perceived problems facing the estates and recommends actions to overcome them. Their work stems from the Government's Social Exclusion Unit which developed a 'National Strategy for Neighbourhood Renewal' highlighting poverty and social exclusion concentrated in individual neighbourhoods. Social deprivation, once seen as principally a housing problem, has masked a whole series of socio-economic factors affecting these areas. The strategy is intended to act as a catalyst for continuing renewal, providing innovative solutions to ongoing issues. Although not an approved Council document, development proposals in the area should be consistent with the aspirations of this report.

'Urban Codes for Thorpe Edge' is an approved planning framework and provides supplementary planning guidance for this district of Newlands. It is a land use plan for the area together with a design brief which aims to achieve high quality design standards in the urban form. Development proposals for Thorpe Edge must conform to the principles and objectives set out in this document.

Bradford Moor - Regen 2000

This is a proposal for the eastern part of inner - city Bradford incorporating the Barkerend Road/ Leeds Road area and the eastern fringes of the city centre. It is a 7 year programme with the objectives of increasing the public and private wealth of the community, their physical, social and mental well being and to create a strong partnership approach to the area's revival. The programme has an economic focus and through capacity building, education and training initiatives provide the linkages for local residents to employment opportunities. A range of environmental improvement schemes are planned for the area together with an open space strategy to improve local facilities. Through a mix of new build and selective property renovation the scheme will address the worst declining residential areas and secure a quality living environment. Regen 2000 meets the Regional Economic Strategy objective of implementing targeted community based regeneration.

5.0 The Economy, Employment and Tourism

Policy E1 Employment Sites

The following sites of over 0.4 hectares are allocated on the Proposals map for employment in accordance with Policy E1.

BN/E1.1	<p>NEVILLE ROAD/LOWER LANE</p> <p>Employment site carried forward from the 1998 adopted UDP. Part of a larger redevelopment site within Bowling Employment Zone. Access from either Lower Lane or Neville Road. Clearance and remedial work already taking place on site.</p>	1.17 ha
BN/E1.2	<p>NEVILLE ROAD, BOWLING</p> <p>New employment site with planning permission for a wholesale warehouse. Access from Neville Road. Within Bowling Employment Zone.</p>	0.7 ha
BN/E1.3	<p>BIRCH LANE, BOWLING</p> <p>Employment site carried forward from 1998 adopted UDP. Within Staygate Employment Zone. Part of a much larger site in Bradford South (Chase Way BS/E1.6), details in the Bradford South Report.</p>	1.85 ha
BN/E1.4	<p>HAMMERTON STREET, BOWLING</p> <p>Employment site carried forward from 1998 adopted UDP. Within Bowling Employment Zone. Very constrained backland site. Access to be taken from Hammerton Street.</p>	0.78 ha
BN/E1.5	<p>BUCK STREET WEST, BOWLING</p> <p>Remainder of an employment site carried forward from the 1998 adopted UDP. Within Bowling Employment Zone. Access to be taken from Buck Street. A public sewer and Eastbrook Beck cross the site, these restrict the development of the site, and will need to be diverted.</p>	0.89 ha
BN/E1.6	<p>STEADMAN STREET, LEEDS ROAD</p> <p>Part of a former housing site in the 1998 adopted UDP. Within Regen 2000 Area. Previous planning permission for industrial/commercial uses.</p>	0.43 ha
BN/E1.11	<p>DICK LANE, LAISTERDYKE</p> <p>Employment site carried forward from the 1998 adopted UDP. Within Newlands SRB area. Possible expansion for adjacent industrial premises, but could be developed independently from existing access off Dick Lane, to link in with recent hotel and B1 uses to the east of Dick Lane in Leeds District.</p>	0.55 ha
BN/E1.12	<p>GAIN LANE, THORNBURY</p> <p>Employment site carried forward from the 1998 adopted UDP. Within Newlands SRB area. Large site to be developed in accordance with Policy E2. A prime site only suitable for B1 and B2 uses. Footpath and cycling routes must be incorporated in any development to allow access to existing routes in the surrounding area.</p>	7.06 ha
BN/E.13	<p>VICTORIA ROAD, ECCLESHILL</p> <p>Employment site carried forward from the 1998 adopted UDP. Site developed since April 2000.</p>	0.65 ha
BN/E1.14	<p>HARROGATE ROAD, GREENGATES</p> <p>Extended employment site carried forward from the 1998 adopted UDP. It is located in an area of high unemployment with few employment site opportunities, and on major transport routes close to Leeds/Bradford Airport in the Aire Valley. Although the site is located in Airedale, the site cannot be considered as a prime</p>	3.26 ha

site, due to its topographical conditions, therefore non-core employment uses including hotels (C1) and health related employment uses including residential institutions (C2) will also be acceptable on this site. Extensive landscaping is required on the periphery of the site to provide an important amenity and visual buffer between the development and the open countryside.

- BN/E1.15** **CANAL ROAD, BOLTON** **0.57 ha**
 Employment site carried forward from the 1998 adopted UDP. Within Canal Road Employment Zone. Development of the site must be designed so that it does not have an adverse impact on the adjacent site of Local Nature Conservation Value.
- BN/E1.16** **PARRY LANE, BOWLING** **0.86 ha**
 Employment site carried forward from the 1998 adopted UDP. Within Bowling Employment Zone. Access to be taken from Parry Lane.
- BN/E1.17** **WOODHALL ROAD, THORNBURY** **9.85 ha**
 New greenfield site located on the edge of the urban area. Formerly designated as Green Belt. Large site to be developed in accordance with Policy E2. A prime site only suitable for core employment uses. Extensive landscaping is required around the periphery of the site to provide an amenity and visual buffer between the development and the open countryside.

Policy E6 Employment Zones

The following Employment Zones are defined on the Proposals Map.

- BN/E6.1** **BOWLING**
 Carried forward from the 1998 adopted UDP. The area has been extensively amended to exclude, areas now included in the proposed Sticker Lane/Cutler Heights and Dudley Hill Mixed Use Areas, the new Cutler Heights Employment Zone, and the commercial properties on the south side of Leeds Road. The Sticker Lane/ Cutler Heights and Dudley Hill MUAs have been designated to provide greater flexibility in the redevelopment of these areas, as they both include substantial residential areas, which were formerly within the employment zone. The zone extends into Bradford West.
- BN/E6.2** **CANAL ROAD**
 Carried forward from the 1998 adopted UDP. The area now excludes the retail warehouse area, and allotments and land between Canal Road and Queens Road.
- BN/E6.3** **STAYGATE**
 Carried forward from the 1998 adopted UDP. The majority of the area is in Bradford South. No changes in the Bradford North area.
- BN/E6.4** **CUTLER HEIGHTS**
 New employment zone created following the designation of the proposed Sticker Lane/Cutler Heights and Dudley Hill MUAs. All the land was formerly within the Bowling Employment Zone, but now is separated from the rest of the zone by the mixed-use areas. Extends into Bradford South to include the former ASDA site and existing industrial premises off Knowles Lane.

6.0 Housing

Appendix F to the Policy Framework contains a matrix of housing sites in Phase 1 of the Plan. Appendix G to the Policy Framework contains a matrix of housing sites in Phase 2 of the Plan. Both appendices show the status of sites in relation to the sequential approach of the Plan, including whether or not the land is previously developed.

Policy H1 Housing Sites

The following sites (over 0.4 hectares) are allocated on the Proposals Map for Housing in accordance with Policy H1.

BN/H1.1	PLUMPTON MEAD, IDLE Part of a housing site carried forward from the 1998 adopted UDP. Brownfield site within the built up area, which is now separated from the remainder of the original housing site and is therefore, classified as an independent site. Vehicular access is to be taken from Plumpton Mead. Planning permission has been granted on the site since April 2000.	0.98 ha
BN/H1.3	JAVELIN CLOSE/NORTHEDGE MEADOWS, IDLE Amalgamation of a former employment site and a housing site carried forward from the 1998 adopted UDP. Brownfield site within the built up area. Vehicular access is to be taken from Javelin Close and Northedge Meadows. Public open space incorporating children's play equipment is required on site. Full planning permission has been granted on the site since April 2000.	4.01 ha
BN/H1.4	LEEDS ROAD, ECCLESHILL New site. Former Wellington Middle School site. Brownfield site within the built up area. Vehicular access is to be taken from Leeds Road.	1.28 ha
BN/H1.5	HIGHBRIDGE TERRACE/SANDSIDE ROAD, BOWLING Enlarged housing site carried forward from the 1998 adopted UDP. Brownfield site within the built up area. Due to the steep slopes, the site must be accessed from both Sandside Close and Highbridge Terrace.	1.32 ha
BN/H1.6	AVENUE ROAD, BOWLING New site. Site of Bowling Park First School. Although the school is currently in use, it is due to close as part of the Schools Review. Brownfield site in the built up area. Vehicular access is to be taken from Avenue Road. The site is adjacent to Bowling Park Urban Greenspace, therefore development must not impact on the open and green character of the area, eg possible single storey development for the elderly or disabled.	1.03 ha
BN/H1.7	LORNE STREET/WAKEFIELD ROAD, BOWLING New site. Site of former Lorne Street First School. Brownfield site in the built up area. Vehicular access is to be taken from Lorne Street; improvements will be required at the Lorne Street/Wakefield Road junction. The development must be designed to minimise the polluting effects of the traffic on Wakefield and to respect the setting of the listed buildings adjacent to the site.	0.54 ha
BN/H1.8	COPGROVE ROAD, HOLMEWOOD New site. Vacant brownfield site on the edge of the built up area. Vehicular access is to be taken from Copgrove Road.	0.71 ha
BN/H1.9	BUTLER STREET WEST, BARKEREND Enlarged housing site carried forward from the 1998 adopted UDP. Combination	1.91 ha

brownfield/greenfield site in the inner city. The site is partly used as incidental open space/grass verge, and partly the site of former local authority flats. The development must be designed to minimise the detrimental effects of the traffic on New Otley Road.

- BN/H1.10** **GILPIN STREET, BARKEREND** **0.68 ha**
Amended housing site carried forward from the 1998 adopted UDP. The site boundary takes into account the planning permission granted in October 2000. Greenfield site in the built up area, within Regen 2000 area.
- BN/H1.11** **LAPAGE STREET/CARRINGTON STREET, BRADFORD MOOR** **0.73 ha**
New site. Site of former playground to the north of Moorfield First School. Brownfield site in the built up area and within Regen 2000 area. School buildings to be retained for community uses. Vehicular access is to be taken from Lapage Street or Ellerton Street. Due to the deficiency of recreational open space in the area, an area of open space must be incorporated in the development, or an equivalent commuted payment made for improvements to the existing local recreational provision.
- BN/H1.12** **DERBY ROAD, LAISTERDYKE** **1.02 ha**
Amended housing site carried forward from the 1998 adopted UDP. The site now excludes the allotments which are to be retained, and part of the site adjacent to Raglan Terrace which is developed. Vehicular access to be taken from Derby Road.
- BN/H1.13** **LEEDS OLD ROAD (SOUTH), THORNBURY** **0.59 ha**
New site. Site of former Thornbury Middle School. Brownfield site in the built up area, within Newlands SRB area. Vehicular access is to be taken from Rushton Road. The development must be designed to minimise the detrimental effects of the traffic on Leeds Old Road.
- BN/H1.14** **LEEDS OLD ROAD (NORTH), THORNBURY** **0.77 ha**
New site. Site of Thornbury First School. Brownfield site in the built up area, within Newlands SRB area. Small scale commercial uses are acceptable on the Old Leeds Road frontage to link into the District centre. Vehicular access is to be taken from Rushton Avenue.
- BN/H1.15** **ROUNDWOOD GLEN (SOUTH), RAVENSCLIFFE** **1.83 ha**
Housing site carried forward from the 1998 adopted UDP. Greenfield site on the edge of the built up area, within Newlands SRB area. The site is adjacent to a site of local nature conservation value; therefore the development must be designed so that it does not adversely affect this area.
- BN/H1.16** **RAVENSCLIFFE AVENUE, RAVENSCLIFFE** **0.45 ha**
Housing site carried forward from the 1998 adopted UDP. Greenfield site in the built up area, within Newlands SRB area. The design of the development must take into consideration the TPO on the site.
- BN/H1.17** **VICTORIA ROAD, ECCLESHILL** **0.53 ha**
New site. Site of the former Hutton Middle School. Brownfield site in the built up area. Vehicular access can to be taken from both Victoria Road and Cavendish Road. The building fronting onto Victoria Road has architectural and townscape value, therefore this building must be retained and converted as part of the development.
- BN/H1.19** **ABBOTSDALE CLOSE, THORPE EDGE** **2.53 ha**
Housing site carried forward from the 1998 adopted UDP, but extensively extended to include the adjacent redevelopment site allocated for housing and community

facilities in the Development Framework for Thorpe Edge. Combination brownfield/greenfield site in the built up area and within Newlands SRB area. The development of this site must be integrated into the open space network to the north along the former railway line.

BN/H1.20	HARROGATE ROAD, GREENGATES	1.53 ha
	New site. Part former employment site on the 1998 adopted UDP and part Council offices, allocated as a 'development site' on the Planning Framework for Ravenscliffe/Greengates Area. Brownfield site in the built up area, within Newlands SRB area. The site is no longer considered appropriate for employment uses following the approval of the adjoining site for retail purposes. Access to be taken from Romanby Shaw.	
BN/H1.21	OVERLAND CRESCENT/APPERLEY ROAD, GREENGATES	1.07 ha
	Last remaining part of a much larger housing site carried forward from the 1998 adopted UDP. Greenfield site in the built up area. Vehicular access is to be taken from Overland Crescent. Site has been granted planning permission since April 2000.	
BN/H1.22	SPRINGFIELD WORKS, BRADFORD ROAD, IDLE	1.33 ha
	New site. Amalgamation of a former employment site and buildings. Brownfield site in the built up area. The site is surrounded by housing and it is now considered to be more appropriate as a housing site. Vehicular access is to be taken from Bradford Road. Site has been granted planning permission since April 2000.	
BN/H1.24	HIGHFIELD AVENUE, IDLE	0.47 ha
	New site. Brownfield site in the built up area on the Housing Land Register, with planning permission for one house.	
BN/H1.25	COTE FARM (SOUTH), THACKLEY	3.0 ha
	Housing site carried forward from the 1998 adopted UDP. Greenfield site in the built up area, with planning permission. The last remaining part of the site to be developed.	
BN/H1.26	COTE FARM (WEST) THACKLEY	6.41 ha
	Housing site carried forward from the 1998 adopted UDP, currently under construction.	
BN/H1.27	COTE FARM (EAST), THACKLEY	7.47 ha
	Housing site carried forward from the 1998 adopted UDP, currently under construction.	
BN/H1.28	PARK ROAD, THACKLEY	0.60 ha
	Housing site carried forward from the 1998 adopted UDP. Brownfield site in the built up area. TPO's cover the site, which could limit the capacity of the site and create access problems. The existing biodiversity of the site must be retained by tree and shrub planting.	
BN/H1.29	PARK AVENUE, THACKLEY	0.47 ha
	Housing site carried forward from the 1998 adopted UDP. Brownfield site in the built up area. TPO's on the site could limit the capacity of the site. The biodiversity of the site must be retained by tree and shrub planting.	
BN/H1.31	LOWTHER STREET, UNDERCLIFFE	0.48 ha
	New site. Site of Undercliffe First School, which is to be relocated at Oxford Road as part of the Schools Review. Brownfield site in the built up area. Vehicular access can be taken from either Lowther Street or Barmby Place.	

BN/H1.32	BOLTON ROAD, WAPPING New site. Underused incidental open space and derelict land and building. Predominantly a greenfield site in the built up area. The site is currently used for grazing horses. Vehicular access is possible from Bolton Road. There may be problems with the ground conditions due to former uses on the site. Only approximately 1.5 hectares of the site can be developed as the site includes part of the steep escarpment to the north west. This area forms part of a site of local nature conservation value, which must be landscaped and managed as part of the housing development.	2.11 ha
BN/H1.33	POPLARS PARK ROAD, BOLTON Amended housing site carried forward from the 1998 adopted UDP. Greenfield site in the inner city. The site is severely constrained as it is adjacent to a site of local nature conservation value. Any development of the site must therefore mitigate against damaging the nature conservation value of the adjacent site.	4.88 ha
BN/H1.34	KEIGHLEY ROAD, MANNINGHAM Housing site carried forward from the 1998 adopted UDP. Brownfield site in the inner city. TPO's, conservation concerns and access constraints limit the development to five units.	0.50 ha
BN/H1.35	BEECH GROVE, UNDERCLIFFE Housing site carried forward from the 1998 adopted UDP. Greenfield site in the built up area, within the Regen 2000 area. Site comprises underused allotments and disused tennis courts. Site promoted by Regen 2000 as possible site for large family housing for sale. If there is community support for the allotments, any development must either relocate the allotments to a suitable site in the vicinity, or consolidate the existing allotments on part of the site. Access to the site is to be taken from Beech Grove. A geological fault crosses the south-east corner of the site.	2.77 ha
BN/H1.36	NORBURY ROAD, RAVENSCLIFFE New site. Brownfield site to be cleared as part of the Ravenscliffe Estate regeneration.	3.98 ha
BN/H1.37	IDLETHORP WAY (NORTH), THORPE EDGE New site. Brownfield site, cleared as part of the Thorpe Edge Estate regeneration.	1.58 ha
BN/H1.38	IDLETHORP WAY (SOUTH), THORPE EDGE New site. Brownfield site, cleared as part of the Thorpe Edge Estate regeneration.	2.22 ha
BN/H1.39	SAVILE AVENUE, THORPE EDGE New site. Brownfield site, cleared as part of the Thorpe Edge Estate regeneration	2.30 ha

Policy H2 Housing Sites

The following sites (over 0.4 hectares) are allocated on the Proposals Map for Housing in accordance with Policy H2

BN/H2.1	WESTFIELD LANE/ALL ALONE ROAD, IDLE The majority of the site is previously developed land, with parts still in use for employment. The site is located within the main urban area. Third party land is required to provide a safe access, hence a phase 2 allocation.	3.14 ha
BN/H2.2	WESTFIELD LANE, IDLE Greenfield site within the main urban area. Vehicular access is only to be taken	1.31 ha

from Westfield Lane. Development of the site cannot take place unless substantial improvements to Westfield Lane and its junction with Town Lane are undertaken.

- BN/H2.3** **DOCTOR HILL, IDLE** **0.42 ha**
Housing site carried forward from the 1998 adopted UDP, allocated as a Phase 1 housing site in the First Deposit. Brownfield site in the built up area. Vehicular access is to be taken from Doctor Hill. Sewerage from the site will require either pumping or a sewer requisition, these constraints mean that the site is now considered as a Phase 2 site.
- BN/H2.4** **OXFORD ROAD, UNDERCLIFFE** **0.77 ha**
New site. Greenfield site in the built up area. Site created due to surplus land following the development of the new Undercliffe Primary School. The site is constrained by a high pressure gas main which crosses the site, and substandard road junctions and alignments in the vicinity. These constraints mean that the site is considered as a Phase 2 site.

7.0 Centres

Policies CR1A and CL1 District and Local Centres

The following District Centres are defined on the Proposal Map:

- FIVE LANE ENDS
- GREENGATES
- THORNBURY

The following local centres are defined on the Proposal Map by a symbol. Their detailed boundaries are shown in Appendix 1.

- BARKEREND ROAD
- BOLTON JUNCTION
- ECCLESHILL
- IDLE
- LAISTERDYKE
- LEEDS ROAD
- STICKER LANE
- UNDERCLIFFE.

Policy CR4A Other development - Valley Road Retail Area

The Valley Road Retail Area referred to in Policy CR4A is defined on the Proposal Map.

8.0 Transport and Movement

Policy TM4 New Railway Stations

The location of the following New Railway Stations is shown on the Proposals Map:

- BN/TM4.1 LAISTERDYKE
- BN/TM4.2 APPERLEY BRIDGE

Policy TM5 Railway Lines and Former Railway Network

The following disused railway lines as shown on the Proposals Map will be protected from development:

- BN/TM5.1 PARTS OF THE FORMER SHIPLEY TO LAISTERDYKE LINE -
Thackley to Idle and Fagley.
- BN/TM5.2 FORMER BOWLING BRANCH LINE.

Policy TM6 Bus Priority

Quality Bus Network

The West Yorkshire Local Transport Plan includes proposals for a comprehensive network of high quality bus routes. This is indicated on the Proposals Map.

Policy TM7 Park and Ride

The following proposed railway station is defined on the Proposals Map as a location for a Park and Ride car park:

- BN/TM7.1 APPERLEY BRIDGE

Policy TM10 National and Local Cycle Network

There are a number of cycle routes protected and where these rely on land outside the highway they are shown on the Proposals Map under TM20.

Policy TM20 Transport and Highway Improvements

The following schemes are defined on the Proposals Map:

- BN/TM20.1 QUEEN'S ROAD/MANNINGHAM LANE, MANNINGHAM
Carried forward from the 1998 Adopted UDP.
- BN/TM20.2 QUEEN'S ROAD/STATION ROAD/BOLTON LANE/VALLEY ROAD/MIDLAND
ROAD, BOLTON
Carried forward from the 1998 Adopted UDP.
- BN/TM20.3 CANAL ROAD STAGE II
Carried forward from the 1998 Adopted UDP (under review).

- BN/TM20.4** **QUEEN'S ROAD/KING'S ROAD, BOLTON**
Carried forward from the 1998 Adopted UDP.
- BN/TM20.5** **HARROGATE ROAD/KILLINGHALL ROAD/NORTHCOTE ROAD, UNDERCLIFFE**
Carried forward from the Adopted UDP (under review).
- BN/TM20.6** **FAGLEY LANE ACCESS ROAD AND ASSOCIATED JUNCTION WITH HARROGATE ROAD**
Carried forward from the 1998 Adopted UDP. This is required to allow access to potential development sites in the Fagley Mixed Use Area.
- BN/TM20.7** **HARROGATE ROAD/NEW LINE, GREENGATES**
Carried forward from the Adopted UDP (under review).
- BN/TM20.8** **LEEDS ROAD/KILLINGHALL ROAD, LAISTERDYKE**
Carried forward from the Adopted UDP.
- BN/TM20.9** **TYERSAL LANE/DICK LANE**
Carried forward from the 1998 Adopted UDP. This scheme comprises improvements to the junction of Dick Lane and Tyersal Lane by removing the road bridge construction. It is required to bring forward an employment site north of Tyersal Lane allocated in the Leeds UDP.
- BN/TM20.10** **STICKER LANE/CUTLER HEIGHTS LANE/WAKEFIELD ROAD, DUDLEY HILL**
Carried forward from the 1998 Adopted UDP.
- BN/TM20.11** **TONG STREET/KNOWLES LANE, DUDLEY HILL**
Carried forward from the 1998 Adopted UDP.

There are a number of cycle routes protected and where these rely on land outside the highway they are shown on the Proposals Map. These include: -

- BN/TM20.12** **NATIONAL CYCLE ROUTE 66**
A national cycle route which locally links Cleckheaton, Oakenshaw, Bierley, Bradford, Shipley and Leeds.
- BN/TM20.13** **LOCAL CYCLE NETWORK**
Local cycle routes utilising disused railways and other pathways to link communities to the National Cycle Route 66 and to local facilities.

9.0 Design

Proposals have been made with respect to policies D10 and D11 which are concerned with design matters in key communication corridors.

Policy D10 Environmental Improvement of Transport Corridors

Transport Corridors are defined on the Proposals Map and are listed below:-

Rail

- BN/D10.1 BRADFORD-LEEDS LINE FROM WAKEFIELD ROAD TO DICK LANE
- BN/D10.2 NEW CROSS STREET TO THE NORTHERN PORTAL OF BOWLING TUNNEL
- BN/D10.3 SPRING GARDENS TO BRADFORD GRAMMAR SCHOOL, MANNINGHAM
- BN/D10.4 THACKLEY TUNNEL TO CHARLESTOWN, BAILDON

Road

- BN/10.5 WAKEFIELD ROAD FROM KNOWLES LANE TO DUDLEY HILL ROUNDABOUT
- BN/10.6 STICKER LANE/LAISTERDYKE
- BN/10.7 KILLINGHALL ROAD FROM LAISTERDYKE TO LEEDS OLD ROAD
- BN/10.8 CUTLER HEIGHTS LANE/DICK LANE
- BN/10.9 BOWLING BACK LANE
- BN/10.10 BARKEREND ROAD/LEEDS OLD ROAD
- BN/10.11 SHIPLEY AIREDALE ROAD/CANAL ROAD
- BN/10.12 BARKEREND ROAD/HARROGATE ROAD TO APPERLEY LANE, LITTLE LONDON.

Gateway Roads are defined on the Proposals Map and are listed below:

- BN/D11.1 WAKEFIELD ROAD FROM THE DUDLEY HILL ROUNDABOUT TO THE CITY RING ROAD.
- BN/D11.2 ROOLEY LANE FROM THE STAYGATE ROUNDABOUT TO DUDLEY HILL (ON THE BOUNDARY WITH BRADFORD SOUTH FROM STAYGATE TO GOOSE HILL).
- BN/D11.3 LEEDS ROAD FROM THE THORNBURY ROUNDABOUT TO THE CITY RING ROAD.

10.0 Built Heritage and the Historic Environment

Policies BH7-BH13 Conservation Areas

Existing Conservation Areas are defined on the Proposals Map and are listed below:-

- Esholt
- Idle
- The Green, Idle
- Hodgson Fold, Bolton
- Little Germany
- Little London, Rawdon
- Undercliffe Cemetery
- St Paul's, Manningham (part of this area lies within Bradford West)
- City Centre (most of this area lies within Bradford West)
- Cathedral (part of this area lies within Bradford West)
- Apsley Crescent, Manningham (part of this area lies within Bradford West)
- Leeds - Liverpool Canal

Policy BH16 Parks and Gardens designated by English Heritage as of national value

The following sites are defined as historic parks and gardens on the Proposals Map:

BN/BH16.1 UNDERCLIFFE CEMETERY

BN/BH16.2 BOWLING PARK

BN/BH16.3 PEEL PARK

Policy BH17 Parks and Gardens recognised by the Council as of local value

There are no proposals in the area.

Policies BH18 - BH19 Sites of Archaeological Value

Within the Area there are a number of archaeological sites and areas which come under the protection of these policies. However because of the potential number of such sites and the continual updating of information and discovery of new sites, it is impractical to show them on the Proposals Map. Up to date records of archaeological sites are found in the County Sites and Monuments Record. An intending developer should ensure that their site is not classified as a Class I, II or III archaeology site or area, and if in any doubt should contact the Council who will advise further on the matter.

11.0 Community Facilities

Policy CF1 School Sites

The following sites for new and replacement schools are defined on the Proposals Map.

- BN/CF1.1** **DICK LANE, LAISTERDYKE**
Carried forward from the 1998 adopted UDP. Replacement for Thornbury Primary School
- BN/CF1.2** **BARKEREND ROAD, BRADFORD MOOR**
Carried forward from the 1998 adopted UDP. Replacement for Byron Primary School
- BN/CF1.3** **STOCKHILL ROAD, GREENGATES**
Carried forward from the 1998 adopted UDP. Replacement for Greengates Primary School
- BN/CF1.4** **OXFORD ROAD, UNDERCLIFFE**
New site. Replacement for Undercliffe Primary School
- BN/CF1.5** **NORTHALLERTON ROAD, WAPPING**
New site. Replacement for Wapping and St Augustine's Primary Schools
- BN/CF1.6** **CLIFTON VILLAS**
New site, for a school or other educational provision.

Policy CF6 Community Priority Areas

The Bradford Moor CPA, together with parts of both the East Bowling and Manningham CPAs fall within the area. All are characterised by nineteenth century housing, overcrowding, open space deficiencies and poor amenities and environment.

- BN/CF6.1** **BRADFORD MOOR/BARKEREND**
A large 19th Century housing area east of the city centre and north of Leeds Road with a population of 10,548, 34% of which are children compared to the District average of 21%, and 61% from ethnic minorities predominantly of South Asian origin. Overcrowding is suffered by 14.7% of the households (3,203 people).
- There are various community/religious facilities in both purpose built and converted buildings. There are only a small number of sites for new housing. Existing recreation space which is very limited is being protected and new recreation open space is proposed at Gilpin Street, Barkerend road and Tewit Hall Road. Most of the area is within the Regen 2000 area.
- BN/CF6.2** **MANNINGHAM**
This extensive area of mostly 19th Century housing lies mainly in Bradford West and is described fully in that Report.
- BN/CF6.3** **EAST BOWLING (Part in Bradford West)**
A compact 19th Century housing area south of the city centre and west of Wakefield Road with a population of 3,240. 20% of these are children which is around the district average, as is the population from ethnic minorities. This area's demographic profile is different from other Community Priority Areas having a disproportionately elderly population. It is anticipated that the demographic profile

will become more like the other CPA's during the Plan period. Overcrowding is suffered by 3.5% of the households (368 people).

Within the CPA the only open spaces other than that surrounding Bolling Park are school playing fields. Bowling Park is adjacent to the area, but is not readily accessible to children because it is across a busy road and some distance from the eastern part of the CPA.

12.0 Open Land in Settlements

Policy OS1 Urban Greenspace

The following areas are defined as Urban Greenspace on the Proposals Map.

BN/OS1.1 COTE FARM, THACKLEY

Carried forward from the 1998 adopted UDP. Farmland on a prominent north facing hillside between Thackley and Idle. The area was identified in the approved Development Brief for Cote Farm, as open space separating two housing areas. A burial ground in the south east corner, off Westfield Lane has now been included in the area.

BN/OS1.2 IDLE MOOR, IDLE

Carried forward from the 1998 adopted plan with no amendments. Open moor top between Windhill and Idle.

BN/OS1.3 CANAL ROAD

Carried forward from the 1998 adopted plan with no amendments. Small area of playing fields forming part of a major corridor of open space on the east side of Canal Road and extending into the Shipley area.

BN/OS1.4 PEEL PARK

Much reduced area carried forward from the 1998 adopted UDP. Only the park and adjoining allotments and playing fields are now included, together with a wooded embankment between Lister Lane and Valley View Grove. The Bolton Road Corridor, the Canal Road banking and the playing fields surrounding the former Undercliffe Middle School are no longer included. It is considered that due to the existing development surrounding these areas, parts have the potential for future housing development. The Canal Road banking is protected from development due to its designation as a site of Local Conservation Value and it no longer relates to the remainder of the area, from an open space point of view.

BN/OS1.5 BRADFORD MOOR

Open Space dominated by Bradford Moor Golf Course and Myra Shay recreation area, separating densely populated parts of the city. Important site in redressing the deficiency in open space available to the local population.

BN/OS1.6 BOWLING

Carried forward from the 1998 adopted UDP. Open space separating East and West Bowling, comprising Bowling Park and cemetery, school playing fields and allotments. Minor amendments include the deletion of Bowling Park School off Avenue Road, the car park adjacent to Flockton House and part of the car park adjacent to the headquarters of the Yorkshire Building Society; and the addition of woodland to the north of Meadowcroft.

BN/OS1.7 FAGLEY

Carried forward from the 1998 adopted UDP with no amendments. Open space separating proposed development areas within the Fagley Mixed Use Area.

BN/OS1.8 POPLARS FARM, BOLTON

New designation. Significant area of open land in the heart of the inner city, separating Bolton Woods and Bolton. Prominent steep slopes used for informal recreation surrounding Bolton Woods Quarry which are highly visible from many vantage points in and around the city centre.

- BN/OS1.9 THORPE EDGE**
New designation. Significant open areas which break up development on a very prominent hillside overlooking the Aire Valley. Urban greenspace designation gives added protection to informal recreation areas and playing fields allocated in the Planning Framework for Thorpe Edge.
- BN/OS1.10 THORNBURY**
New designation. Significant open space which is an important gateway to the city from Leeds. Urban greenspace designation gives added protection to the existing informal recreation area.

Policy OS4 New Recreation Open Space and Playing Fields

Existing Recreation Open Spaces and Playing Fields (0.4 hectares and above) are defined on the Proposals Map and protected under policies OS2 and OS3. The following additional allocations are protected under policy OS4.

Recreation Areas

- BN/OS4.1 BRADFORD ROAD, IDLE**
Carried forward from the 1998 adopted UDP. Small area of former railway land, which forms part of a wider recreational area along the disused railway line. Part of the open space network in the Planning Framework for Thorpe Edge.
- BN/OS4.2 ROUNDWOOD GLEN, RAVENSCLIFFE**
Extended area carried forward from the 1998 adopted UDP. Informal recreation area to the east of Ravenscliffe, allocated as proposed Green Belt. Within Newlands SRB.
- BN/OS4.3 BROW WOOD CRESCENT, POPLARS FARM**
Extensively amended area carried forward from the 1998 adopted UDP. Majority of site allocated as a site of local nature conservation value. Extends into proposed residential development at Poplars Farm. Forms part of the open space corridor which is proposed as a continuation of the 'Dales Way' long distance footpath into Bradford City Centre.
- BN/OS4.4 FAGLEY LANE, FAGLEY**
Carried forward from the 1998 adopted UDP. Former tip. Within Newlands SRB
- BN/OS4.5 FOSTON CLOSE, FAGLEY**
Extended area carried forward from the 1998 adopted UDP. Informal recreation area currently un-maintained and under used. Within Newlands SRB.
- BN/OS4.6 GILPIN STREET, BARKEREND**
Amended area carried forward from the 1998 adopted UDP. Proposed cricket pitch adjacent to the Karmand Centre. Within Regen 2000 Area.
- BN/OS4.7 BOWLING PARK ALLOTMENTS**
Carried forward from the 1998 adopted UDP. Surplus allotments adjacent to Bowling Park. The site is within Bowling Urban Greenspace.
- BN/OS4.8 TEWITT HALL ROAD, BRADFORD MOOR**
New site. Proposed recreation area, within Regen 2000 Area.
- BN/OS4.9 BARKEREND ROAD, BRADFORD MOOR**
New site. Surplus land following the development of the new school. Proposed recreation area, within Regen 2000 Area.

- BN/OS4.10 DANEHILL DRIVE, HOLMEWOOD**
New site. Former housing site which has major access and topographical constraints. Steeply sloping incidental open space surrounding the Ogden and Kelvin Flats.
- BN/OS4.16 POPLARS PARK ROAD**
New site. Steeply sloping area currently used for informal open space. Site forms part of an open space corridor linking the existing open space to the north at Canal Road with the proposed recreation area to the south at Brow Wood Crescent. It is proposed that the linked open spaces will form a continuation of the 'Dales Way' long distance footpath into Bradford City Centre.
- BN/OS4.17 LAND TO THE SOUTH OF FAGLEY BECK, GAIN LANE**
This site was formerly designated as Green Belt. There is a similar recreational allocation to the north of the beck, and together these will form an open space corridor separating the existing housing to the north from the proposed employment sites to the south. The proposed Gain Lane Cycle Route is located within the site.

Playing Fields

- BN/OS4.11 OXFORD ROAD, UNDERCLIFFE**
Amended area carried forward from 1998 adopted UDP. Part of the area to be retained as allotments. This land is protected for open use by a restrictive covenant. It is likely to be used as playing fields for the proposed Undercliffe Primary School. The site is within the Peel Park Urban Greenspace.
- BN/OS4.12 LOWER LANE, BOWLING**
Carried forward from the 1998 adopted UDP. Former tip with planning permission for Rugby League Academy.
- BN/OS4.15 FAGLEY ROAD, FAGLEY**
Carried forward from the 1998 adopted UDP. Proposed extension to existing playing field. Within Newlands SRB area.

Policy OS6 Allotments

Existing allotments are defined on the Proposals Map. These include the following sites which were previously allocated as either housing or employment sites in the 1998 adopted UDP.

- BN/OS6.1 DERBY ROAD, LAISTERDYKE**
- BN/OS6.2 QUEENS ROAD (A), BOLTON**
- BN/OS6.3 QUEENS ROAD (B), BOLTON**
- BN/OS6.5 HATFIELD ROAD, UNDERCLIFFE**

13.0 Green Belt

Policy GB1 Green Belt

The functions of the Green Belt are outlined in the Policy Framework and its boundaries are defined on the Proposals Map.

Policy GB3 Infill Villages

The boundary of the following infill village is defined on the Proposals Map.

BN/GB3.1 ESHOLT

Policy GB6A Major Developed Sites

The following major developed sites are defined on the Proposals Map.

BN/GB6A.1 ESHOLT WASTE WATER TREATMENT WORKS (NORTH)

BN/GB6A.2 ESHOLT WASTE WATER TREATMENT WORKS (SOUTH)

BN/GB6A.3 ESHOLT WASTE WATER TREATMENT WORKS (EAST)

14.0 The Natural Environment and Countryside

Policy NE3 Landscape Character Areas

The following Character Areas fall within this constituency

1. ESHOLT

General Description

Esholt is characterised by a strong, well defined, sense of enclosure created by the valley landform and the woodland blocks. It has a lush, green, lowland character because of the combination of the high amounts of tree cover present in the form of woodlands, tree clumps, and hedgerow trees; and the significant areas of hedgerow-bounded pastures. The traditional, unspoilt, stone village of Esholt is inextricably linked to the wider landscape, since the buildings and spaces have developed over centuries in parallel to the farmed pasture landscape as a result of the villagers' existence in Esholt. The balanced and unspoilt, relationship between the two adds value and depth of meaning to the character of the Esholt Valley, and is expressed through the historical continuity of buildings, spaces, woodlands, field patterns, and land uses.

The Esholt area begins in the west where the River Aire emerges from the industrial corridor between Baildon and the Bradford urban area and follows the meanders of the river, crossing the district boundary, into the Leeds urban area. It lies between the settlements of Guiseley, Yeadon, and Horsforth in the north, and Baildon and Bradford in the south; and in this respect it plays an important part in dividing the conurbations of Bradford and Leeds in people's perceptions. The lower half of the Gill Beck Valley which feeds into the Esholt Valley has more of the wooded, lowland Esholt characteristics than the characteristics of the neighbouring Aire Valley or Rombalds Ridge; and so it is included in the Esholt Valley character area.

The boundaries of the Esholt character area are therefore the district boundary to the north and east; the Bradford urban area to the south; the larger scale, more developed character of the Aire Valley, and the open, exposed, upland character of the Rombalds Ridge to the west.

Esholt is largely made up of roughly even proportions of three landscape types: a mix of enclosed pasture, wooded incline on the slopes and floodplain pasture on the valley floor. Gill Beck Valley adds some mixed upland pasture and a wooded valley to the character area.

Key Landscape Elements

- Heavily wooded slopes
- Fields enclosed by hedges
- Transport corridors: river, canal, railways, A6038
- Sewage works
- Village of Esholt

2. TONG VALLEY

General Description

Tong Valley is a pleasant, green, relatively well wooded, and gently undulating lowland landscape in between the Leeds and Bradford conurbations. In general it is an enclosed landscape with a ring of estate and high rise flat developments featuring on distant skylines. Leafy lanes cross the large, hedgerow-bound, pasture fields, connecting the historic, and unspoilt, village of Tong with the surrounding urban areas.

The Tong Valley exists as an island of relatively static, rural countryside in the middle of the busy and expanding urban settlements of Bradford, Pudsey, Birkenshaw, Gilderstone, and Drighlington.

The dramatic contrast between these two types of landscape serves to emphasise the historic character and tranquillity of Tong Valley. However, the proximity of the urban areas also threatens the integrity of this unit of countryside through continual pressures to develop the land at the edges, and the subsequent long term effects on the viability of the farms.

Urban pressures, and the increasing isolation and fragmentation of the farmland, has resulted in a gradual deterioration of the landscape condition. Marginal neglected pasture occurs close to the Holmewood estate, and cases of roadside tipping exist throughout the area.

The Tong Valley is perceived as being continuous with other small pieces of countryside which fringe the above settlements; and this character area should be considered as part of this wider unit of landscape.

Key Landscape Elements

- Woodlands
- Gently sloping large pasture fields
- Narrow tree-lined, leafy lanes
- The village of Tong
- Small streams

Policy NE7 Sites of International Importance

There are no sites designated in this constituency.

Policy NE8 Site of Special Scientific Interest (SSSI's)

BN/NE8.1 **YEADON BRICKWORKS AND RAILWAY CUTTING** 3.3 ha
Majority of site in Leeds MD.

Policy NE9 Sites of Ecological or Geological Importance (SEGI) and Regionally Important Geological Sites (RIGS)

BN/NE9.1 **LEEDS LIVERPOOL CANAL** 27.9 km
Part in Shipley and Keighley Areas.

Policy NE9 Sites of Local Nature Conservation Importance - Bradford Wildlife Areas

	SITE Main Habitat	BWA Ref
BN/NE9.2	BOARS WELL URBAN WILDLIFE RESERVE Nature reserve	BWA 121
BN/NE9.3	BUCK WOOD Woodland	BWA 006
BN/NE9.4	FAGLEY BECK Wildlife corridor	BWA 111
BN/NE9.5	GILL WOOD, ESHOLT Woodland	BWA 017

	SITE Main Habitat	BWA Ref
BN/NE9.6	HAWKSTONE WOOD, ESHOLT Woodland	BWA 020
BN/NE9.7	LAMB SPRINGS, ESHOLT Grassland	BWA 072
BN/NE9.8	LANGHOLME, ESHOLT Wetland	BWA 093
BN/NE9.9	LOWER FIELDS MIDDLE SCHOOL, DUDLEY HILL School grounds	BWA 141
BN/NE9.10	MILLMAN BRIDGE OXBOW Wetland	BWA 099
BN/NE9.11	NAN WOOD, ESHOLT Woodland	BWA 032
BN/NE9.12	POPLARS FARM Wildlife corridor	BWA 115
BN/NE9.13	SHIPLEY-THACKLEY DISUSED RAILWAY (part in Shipley Constituency) Wildlife corridor	BWA 117
BN/NE9.14	SPRING & JERRISON WOODS Woodland	BWA 044
BN/NE9.15	ST. LEONARD'S, ESHOLT Grassland	BWA 075
BN/NE9.16	THACKLEY WOODS Woodland	BWA 049
BN/NE9.17	THORNBURY-RAVENSCLIFFE DISUSED RAILWAY Wildlife corridor	BWA 118
BN/NE9.18	UNDERCLIFFE CEMETERY Miscellaneous	BWA 151
BN/NE9.19	WEST WOOD, GREENGATES (part in Leeds) Woodland	BWA 050

A full list of Bradford Wildlife Areas (BWA) is described in a separate document, available at all Planning Offices in the Bradford District.

Policy NE13 Wildlife Corridors

The Nature Conservation Strategy for Bradford, Nature and People, recognises the value of wildlife corridors to provide habitat links and migration zones. Wildlife corridors are identified on the supplementary Proposals Map. The topography of the Bradford District suggests that valleys, rivers, canal and watercourses, as well as disused railway lines, often with associated wooded margins, form the main linear wildlife habitats for foraging and migration.

15.0 Natural Resources

There are a number of operational quarries with the Bradford North Constituency area. They play an important role in the economy of the District and therefore the planning authority will support the retention of these sites. However, any proposal for planning permission will need to meet the criteria set out in the Natural Resources Chapter of this Plan.

Policy NR1 Mineral Extraction

The following mineral extraction sites are identified on the Proposals Map:

BN/NR1.1 BOLTON WOODS QUARRY

BN/NR1.2 FAGLEY QUARRY

BN/NR1.3 APPERLEY LANE QUARRY

The quarries within this constituency are:

- Fagley Quarry
- Apperley Lane Quarry.

Policy BN/NR3 Bolton Woods Quarry Extension

Bolton Woods Quarry has permission to work stone and is an important local source of aggregate and blockstone. There is sufficient evidence of the need to extend the quarry during the life of the plan. The Bolton Woods Quarry extension area is therefore identified on the plan to safeguard the mineral resources.

Policy BN/NR4 Bolton Woods Quarry Buffer Zone

POLICY BN/NR4

PROPOSALS FOR FURTHER DEVELOPMENT OR QUARRYING WITHIN THE BOLTON WOODS QUARRY BUFFER ZONE AS DEFINED ON THE PROPOSALS MAP WILL NOT BE PERMITTED.

The purpose of this policy is to ensure that existing protection afforded to the Buffer Zone is maintained so that nearby housing does not suffer further encroachments arising from quarrying activities. It is expected that the Buffer Zone, which is located between Bolton Woods Quarry and housing on Wood Lane and Cheltenham Road, will provide an opportunity for extensive landscaping. Part of the zone is now also within the proposed Poplars Farm Urban Greenspace, which will give this area added protection.

Policy NR5 Areas of Search

The Plan identifies the following Areas of Search for crushed rock, sand and gravel. These have been identified using geological information and major constraints (Special Protection Area/Sites of Special Scientific Interest, urban area and primary road network). Planning applications within these areas will be considered on their merits against the policies within the Plan.

BN/NR5.1 LITTLE LONDON

BN/NR5.2 APPERLEY BRIDGE

BN/NR5.4 HOLLINS HILL

Policy NR15A Washlands

The washlands of the River Aire are defined on the Proposals Map. Areas of Flood Risk are shown on a separate map entitled 'District Wide Proposals'.

16.0 Pollution Hazards and Waste

Policy P3 Hazardous Installations

The following sites are designated under the control of Major Accident Hazards (Planning) Regulations 1999 (COMAH)*

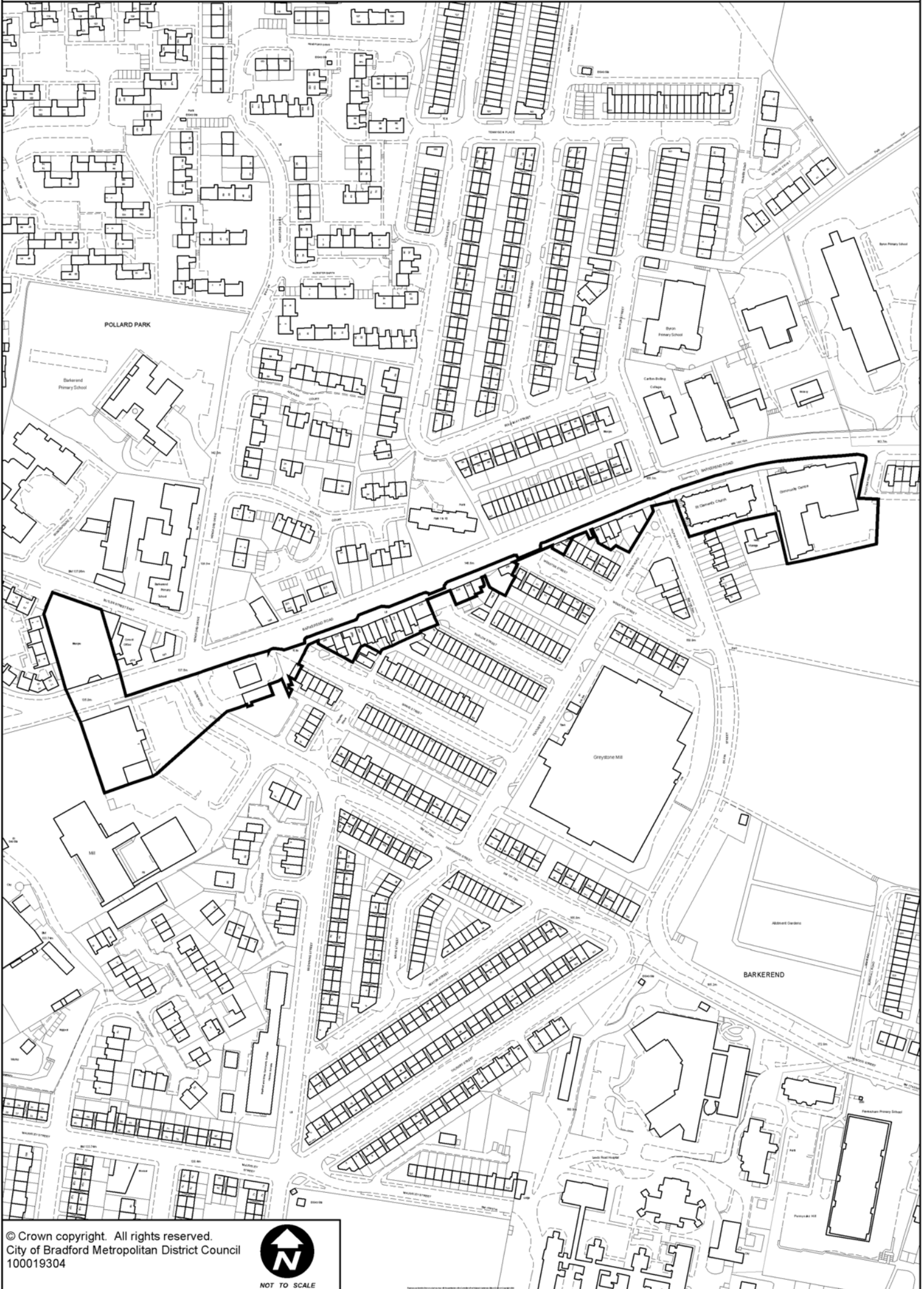
- BN/P3.1 BRITISH GAS PLC, PEACE STREET, BRADFORD (MAP REF: SE184325)
- BN/P3.2 BRITISH GAS PLC, CANAL ROAD, BRADFORD (MAP REF: SE163345)
- BN/P3.3 TOWLER & STAINES LTD, LEEDS ROAD, BRADFORD (MAP REF: SE175329)

**(Sites as at April 2002)*

APPENDIX 1

Local Centres

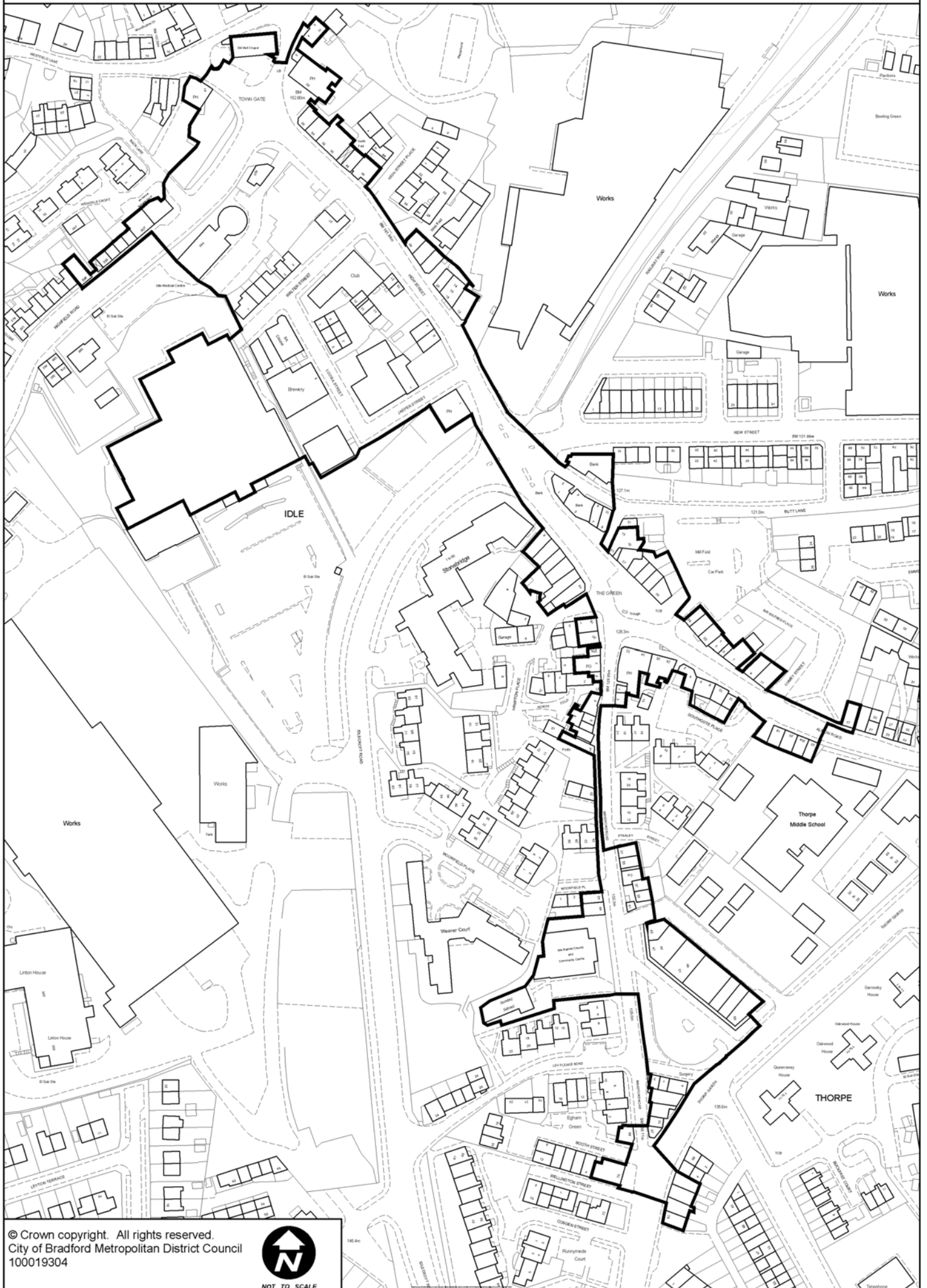
1. BARKEREND ROAD



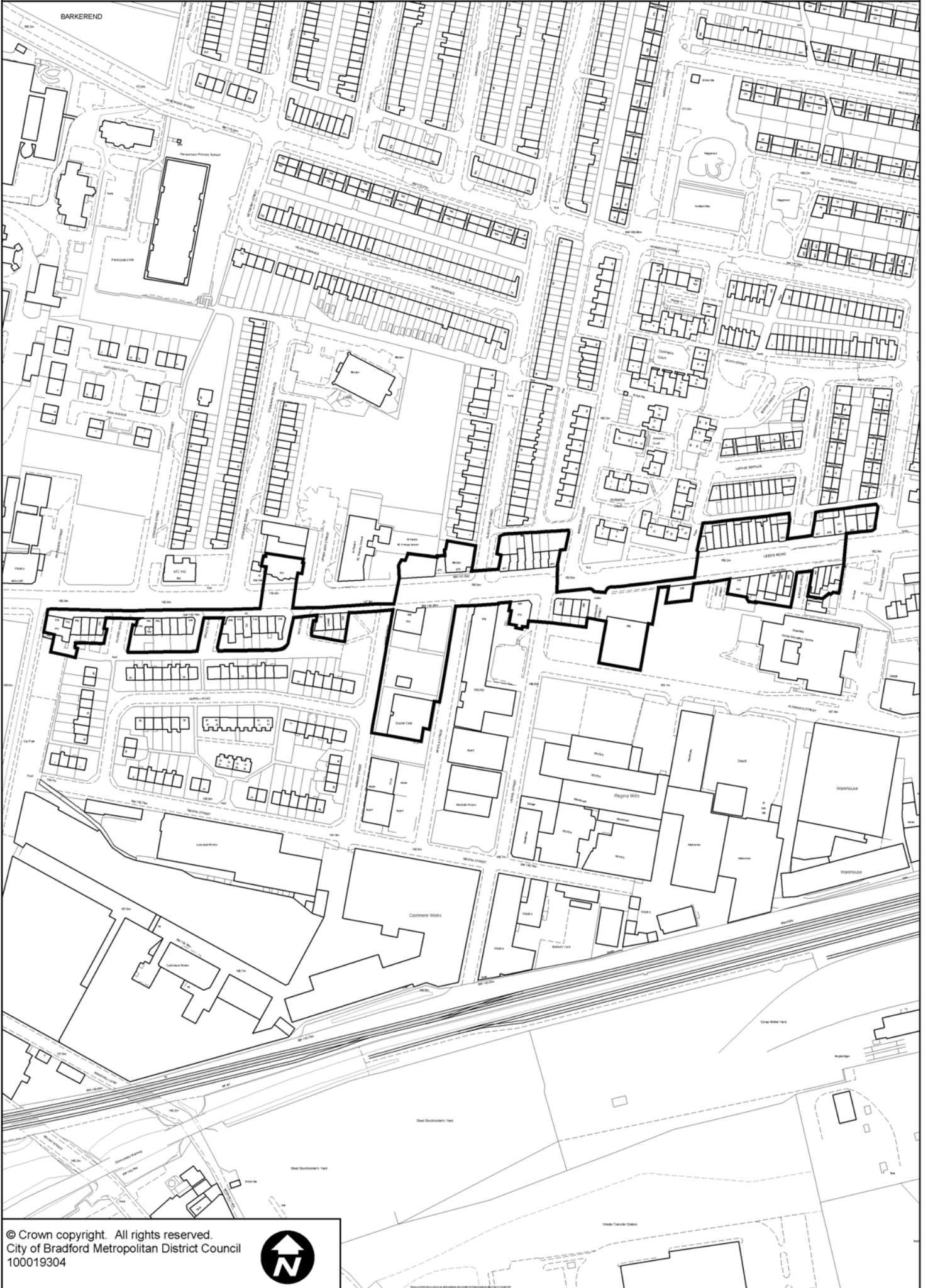
2. BOLTON JUNCTION



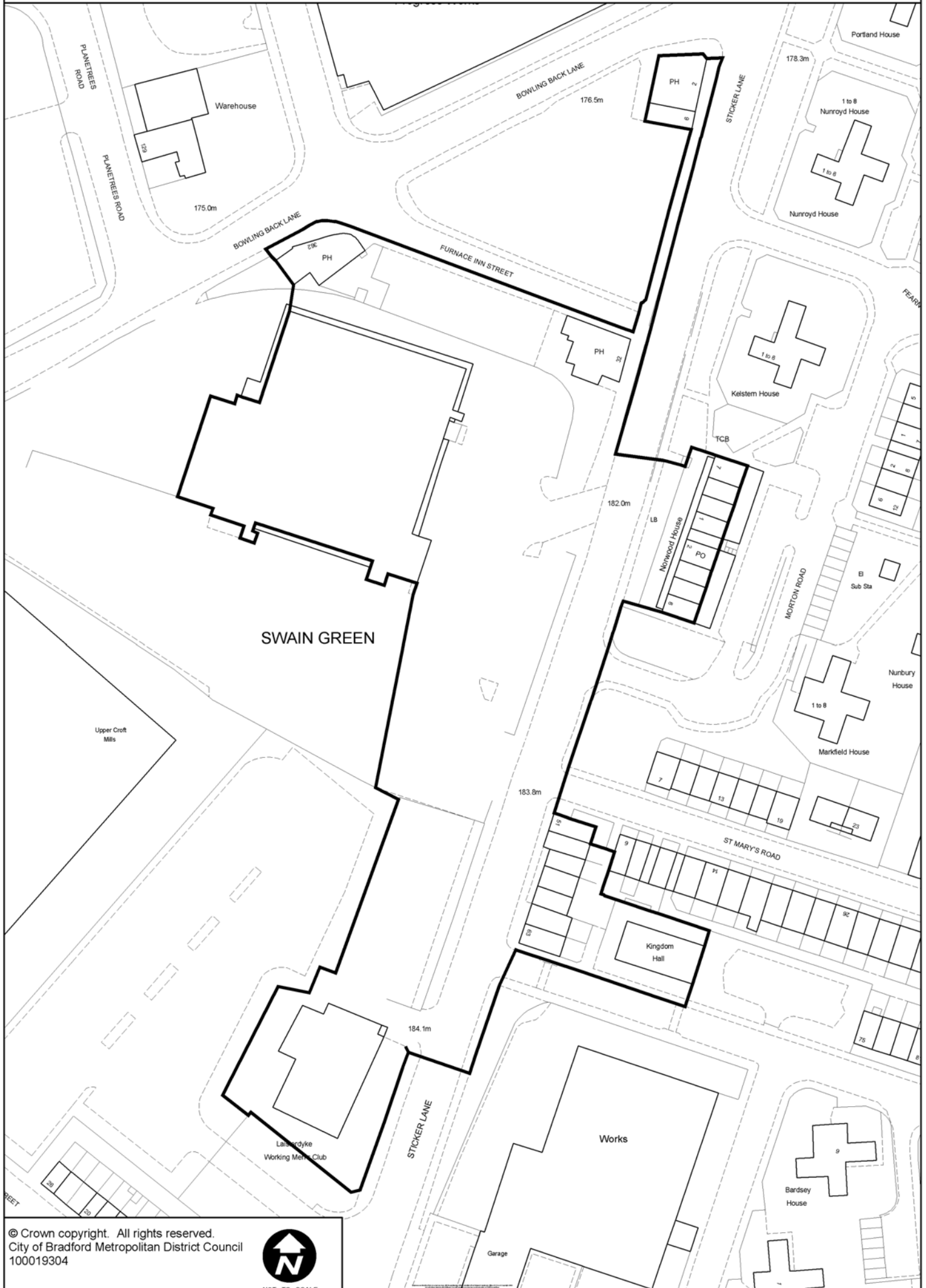
4. IDLE



6. LEEDS ROAD



7. STICKER LANE



8. UNDERCLIFFE



