



**REPLACEMENT UNITARY DEVELOPMENT PLAN  
FOR THE BRADFORD DISTRICT**

**PROPOSALS FOR THE BRADFORD NORTH  
CONSTITUENCY**

**FIRST DEPOSIT JUNE 01**

**Price £2.50**

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## CONTENTS

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1.0	INTRODUCTION	1
2.0	VISIONS AND OBJECTIVES	1
3.0	PRINCIPAL POLICIES	1
4.0	URBAN RENAISSANCE	2
5.0	ECONOMY AND EMPLOYMENT	9
6.0	HOUSING	12
7.0	CENTRES	17
8.0	TRANSPORT AND MOVEMENT	17
9.0	DESIGN	19
10.0	BUILT HERITAGE	20
11.0	COMMUNITY FACILITIES	21
12.0	OPEN LAND IN SETTLEMENTS	22
13.0	GREEN BELT	26
14.0	THE NATURAL ENVIRONMENT AND COUNTRYSIDE	26
15.0	NATURAL RESOURCES	29
16.0	POLLUTION, HAZARDS AND WASTE	30

## 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. It comprises 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, severely limits the area's ability to contribute to meeting District housing and employment land needs, other than through the recycling of land. 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. The latter area between Bolton Road and New Otley Road will be investigated during the life of the plan as an area for potential housing redevelopment, new housing and commercial uses within a landscaped environment. However, a further two 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 changes 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

Ref	Site
BN/UR5.1	BRADFORD MOOR

Golf course, recreation area, allotments and site of former tennis club. Although this area is designated as Urban Greenspace, and consequently has an important open space function in the area, it is recognised that the indefinite existence of the area in its present use is likely to inhibit the proper long term planning of the area. Accordingly, the area is proposed as safeguarded land, where redevelopment for a range of uses, including open space appropriate to the surrounding community, is proposed in the longer term.

#### **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**

Very much a mixed use area located on the edge of a traditional employment zone, it incorporates a range of industrial activity, housing tenure and supporting community uses. Part of the area was formerly an 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. One located to the east and south of Wellington Street and Watt Street could accommodate a mix of residential and employment uses possibly incorporating small scale workshops on the Dick Lane frontage. The site east of Fearnville Drive ( the site of the former Tyersal First School) has been vacant for a number of years and could provide a children's play area or amenity open space for the adjoining residents. The former Mayfair Works fronting Sticker Lane is no longer operational and this site could be integrated with the existing housing in this location. Similarly, a vacant site at Parry Lane could provide an extension to residential development around Douglas Drive. Adjacent to this site is some vacant land fronting Sticker Lane which is constrained by a high pressure gas main. Uses are therefore limited to open storage, parking or small scale commercial development.

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.

### **BN/UR7.2 Fagley**

The Fagley Regeneration 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 and therefore suitable for retail development. 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.

#### **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.

#### **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 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. 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. Small retail uses serving local needs may be acceptable but would 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.

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:-

A1 Shops (within the limits outlined above)

A2 Financial and Professional Services

A3 Food and Drink

B1 Business

C1 Hotels

C2 Residential Institutions

C3 Residential

D1 Community Facilities

Within the Little Germany area there are specific sites or buildings where particular uses are to be encouraged.

- Housing is preferred on the external perimeter of the Quarter, especially Church Bank and overlooking wider streets and Festival Square, Peckover Street and Chapel Street.
- The Vicar Lane sub-quarter is suitable for large scale office and commercial activity
- The Leeds Road Gateway is suitable for office and commercial activity

More detailed guidance is contained in a separate planning framework for Little Germany which is in preparation.

### **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.

Encouragement for residential use would not preclude other uses such as education or business, but these would need to be compatible with the desire to create a good residential environment.

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

B1 Business

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

### **Policy UR9 – Area Based Regeneration Strategies**

Area strategies are under way at:-

#### **BN/UR9.1 – 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 have 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.

### **BN/UR9.2 – 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 ECONOMY AND EMPLOYMENT**

### **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.

Ref	Site	Site Area (hectares)
BN/E1.1	NEVILLE ROAD/LOWER LANE	1.17

Employment site carried forward from the 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.

BN/E1.2	NEVILLE ROAD, BOWLING	0.7
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New employment site with planning permission for a wholesale warehouse. Access from Neville Road. Within Bowling Employment Zone.

BN/E1.3	BIRCH LANE, BOWLING	1.85
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Employment site carried forward from 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.

BN/E1.4	HAMMERTON STREET, BOWLING	0.78
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Employment site carried forward from adopted UDP. Within Bowling Employment Zone. Very constrained backland site. Access to be taken from Hammerton Street.

BN/E1.5           BUCK STREET WEST, BOWLING           0.89

Remainder of an employment site carried forward from the 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.

BN/E1.6           STEADMAN STREET, LEEDS ROAD           0.43

Part of a former housing site in the adopted UDP. Within Regen 2000 Area. Previous planning permission for industrial/commercial uses.

BN/E1.7           DICK LANE, LAISTERDYKE           1.11

Employment site carried forward from the adopted UDP. Within Bowling Employment Zone. Possible expansion land for the adjacent industrial premises.

BN/E1.8           NEW LANE (SOUTH), LAISTERDYKE           1.15

Remainder of the employment site carried forward from the adopted UDP. Within Bowling Employment Zone. No direct access permissible from Sticker Lane. Junction improvements are required at Sticker Lane/New Lane. Possible further expansion land for adjacent industrial premises. A contamination report will be required as the site is a former landfill site. Only core employment uses e.g. B1, B2 and B8 are suitable on this site.

BN/E1.9           NEW LANE/DICK LANE, LAISTERDYKE           1.05

New site. Within the proposed extension to Bowling Employment Zone. Previous planning permission for industrial use on the site. Access to be taken from Dick Lane.

BN/E1.10          NEW LANE (NORTH), LAISTERDYKE           1.11

Amended employment site carried forward from adopted UDP. Disused recreation area within the Bowling Employment Zone. Access to be taken from New Lane. Junction improvements are required at Sticker Lane/ New Lane, and landscaping is required along the Sticker Lane and New Lane frontages to compensate for the loss of open space in this densely built up area. Only core employment uses e.g. B1, B2 and B8 are suitable on this site.

BN/E1.11          DICK LANE, LAISTERDYKE           0.55

Employment site carried forward from the 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.

BN/E1.12            GAIN LANE, THORNBURY            7.06

Employment site carried forward from the 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. Extensive landscaping is required around the periphery of the site to provide an amenity and visual buffer between the development and the open countryside. Footpath and cycling routes must be incorporated in any development to allow access to existing routes in the surrounding area.

BN/E.13            VICTORIA ROAD, ECCLESHILL            0.65

Employment site carried forward from the adopted UDP. Site developed since April 2000.

BN/E1.14            HARROGATE ROAD, GREENGATES            2.55

Employment site carried forward from the 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 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

Employment site carried forward from the 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.

**Policy E6 Employment Zones**

The following Employment Zones are defined on the Proposals Map.

Ref            Zone

BN/E6.1            BOWLING

Carried forward from the 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. Additional land has been included in the Laisterdyke area, to include industrial premises between the railway line, Sticker Lane, Ing Street and Mortimer Row, and the new employment site between the railway line and Whitehead's, off New Lane. The zone extends into Bradford West.

BN/E6.2            CANAL ROAD

Carried forward from the 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 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

Policy H1 Housing Sites

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

Ref	Site	Site Area (hectares)
BN/H1.1	PLUMPTON MEAD, IDLE	0.98

Part of a housing site carried forward from the 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.

BN/H1.2	WROSE ROAD/ KINGS DRIVE, BOLTON	0.77
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Housing site carried forward from the adopted UDP. Greenfield site within the built up area. The site is currently in recreation use, but is considered suitable for housing. Development is conditional upon the developers laying out the triangle of land bounded by Bolton Hall Road and Kings Drive, for public recreational use. Vehicular access is to be provided from Wrose Road only.

BN/H1.3	JAVELIN CLOSE/NORTHEDGE MEADOWS, IDLE	4.01
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Amalgamation of a former employment site with planning permission for housing and a housing site carried forward from the 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.

BN/H1.4	LEEDS ROAD, ECCLESHILL	1.28
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New site. Former Wellington Middle School site. Brownfield site within the built up area. Vehicular access is to be taken from Leeds Road.

BN/H1.5	HIGHBRIDGE TERRACE/ SANDSIDE ROAD, BOWLING	1.32
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Enlarged housing site carried forward from the 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.

BN/H1.6	AVENUE ROAD, BOWLING	1.03
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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.

BN/H1.7	LORNE STREET/WAKEFIELD ROAD, BOWLING	0.54
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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.

BN/H1.8	COPGROVE ROAD, HOLMEWOOD	0.71
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New site. Vacant brownfield site on the edge of the built up area. Vehicular access is to be taken from Copgrove Road.

BN/H1.9	BUTLER STREET WEST, BARKEREND	0.71
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Housing site carried forward from the adopted UDP. Brownfield site in the inner city, within the Barkerend/Wapping 'Housing Potential Area'. The site is currently used as incidental open space/grass verge. 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
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Amended housing site carried forward from the 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	0.95
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New site. Site of former Moorfield First School. Brownfield site in the built up area and within Regen 2000 area. Vehicular access is to be taken from Lapage Street. Due to deficiency of both recreational open space in the area, an area of open space must be incorporated in the development.

BN/H1.12            DERBY ROAD, LAISTERDYKE            1.02

Amended housing site carried forward from the 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

New site. Site of former Thornbury Middle School. Brownfield site in the built up area, within Newlands SRB area. The former playground is excluded from the site and is to be retained as recreational open space. 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    0.76

New site. Site of Thornbury First School. Brownfield site in the built up area, within Newlands SRB area. Part of the site is required for junction improvements associated with the development of the Morrison's supermarket in Thornbury District Centre. 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

Housing site carried forward from the 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

Housing site carried forward from the 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

New site. Site of the former Hutton Middle School. Brownfield site in the built up area. Vehicular access can be taken from both Victoria Road and Cavendish Road. English Heritage is currently considering listing the building fronting onto Victoria Road, therefore this building must be retained and converted as part of the development.

BN/H1.18            STONE HALL ROAD, ECCLESHILL            0.48

New site. Brownfield site in the built up area, currently in employment use. Development must respect the setting of the listed buildings adjacent to the site.

BN/H1.19            ABBOTSDALE CLOSE, THORPE EDGE        0.40

Housing site carried forward from the adopted UDP. Greenfield site in the built up area, and within Newlands SRB area. The site is adjacent to a much larger redevelopment area allocated for housing and community uses in the approved Development Framework for



Thorpe Edge. The development of this site must be integrated into the development of the adjacent site and the open space network to the north along the former railway line.

BN/H1.20 HARROGATE ROAD, GREENGATES 0.92

New site. Former employment site on the adopted UDP. 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. Land in council ownership will be required to overcome the access constraints on the site.

BN/H1.21 OVERLAND CRESCENT/APPERLEY ROAD,  
GREENGATES 0.78

Last remaining part of a much larger housing site carried forward from the adopted UDP. Greenfield site in the built up area. Vehicular access is to be taken from Overland Crescent.

BN/H1.22 SPRINGFIELD WORKS, BRADFORD ROAD,  
IDLE 1.10

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. The design of the development must incorporate open space provision.

BN/H1.23 DOCTOR HILL, IDLE 0.42

Housing site carried forward from the adopted UDP. Greenfield 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.

BN/H1.24 HIGHFIELD AVENUE, IDLE 0.46

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 3.01

Housing site carried forward from the 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

Housing site carried forward from the adopted UDP, currently under construction.

BN/H1.27 COTE FARM (EAST), THACKLEY 7.47

Housing site carried forward from the adopted UDP, currently under construction.

BN/H1.28 PARK ROAD, THACKLEY 0.60

Housing site carried forward from the 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

Housing site carried forward from the 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/H1.30 HINCHCLIFFE STREET, BARKEREND 0.84

New site. Underused skateboard park. Brownfield site in the inner city, within Regen 2000 area. Vehicular access is to be taken from either Lonsdale Street or Hendford Drive to the south of the site. The 'Greenway' pedestrian route is to be re-routed through the site and linked into the other footpaths that surround the site.

BN/H1.31 LOWTHER STREET, UNDERCLIFFE 0.48

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 1.65

New site. Underused incidental open space. 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.

BN/H1.33 POPLARS PARK ROAD, BOLTON 9.00

Amended housing site carried forward from the adopted UDP. Greenfield site in the inner city. The site is severely constrained as it is designated as a site of local nature conservation value. Any development of the site must therefore mitigate against damaging the nature conservation value of the site.

BN/H1.34 KEIGHLEY ROAD, MANNINGHAM 0.50

Housing site carried forward from the adopted UDP. Brownfield site in the inner city. TPO's, conservation concerns and access constraints limit the development to five units.

### Policy H2 Housing Sites

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

Ref	Site	Site Area (hectares)
BN/H2.1	WESTFIELD LANE/ALL ALONE ROAD, IDLE	3.14

Amalgamation of two amended housing sites carried forward from the adopted UDP. Part brownfield part greenfield site in the built up area. Parts of the site are currently in employment use. There are also major access constraints to the site requiring third party land, which mean that the site is considered to be a Phase 2 site.

BN/H2.2            WESTFIELD LANE, IDLE            1.31

Constrained housing site carried forward from the adopted UDP. Greenfield site in the built up area. Vehicular access is only to be taken from Westfield Lane. Development of the site cannot take place unless improvements to Westfield Lane are undertaken, to increase the road's capacity. Therefore, the site is classified as a Phase 2 site.

## 7.0 CENTRES

### **Policies CR3 and CL1 District Centres**

The following District Centres are defined on the Proposal Map:

FIVE LANE ENDS  
THORNBURY

### **Policy CR4 Local Centres**

The following local centres are defined on the Proposal Map by a symbol. Their detailed boundaries are shown in the separate document entitled 'Local Centres' which incorporates maps of all the local centres within the District.

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

### **Policy CR11 Other development – Valley Road Retail Area**

The Valley Road Retail Area referred to in Policy CR11 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 Adopted UDP.

BN/TM20.2      QUEEN'S ROAD/STATION ROAD/BOLTON LANE /  
VALLEY ROAD/MIDLAND ROAD, BOLTON

Carried forward from the Adopted UDP.

BN/TM20.3      CANAL ROAD STAGE II

Carried forward from the Adopted UDP (under review).

BN/TM20.4      QUEEN'S ROAD/KING'S ROAD, BOLTON

Carried forward from the Adopted UDP.

BN/TM20.5      HARROGATE ROAD/KILLINGHALL ROAD/NORTHCOTEROAD,  
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 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 Adopted UDP. This scheme comprises improvements to the junction of Dick Lane and Tyersal Lane by removing the road bridge construction. It is only required if the employment site north of Tyersal Lane in the Leeds UDP is brought forward.

BN/TM20.10 STICKER LANE/CUTLER HEIGHTS LANE/WAKEFIELD ROAD,  
DUDLEY HILL

Carried forward from the Adopted UDP.

BN/TM20.11 TONG STREET/KNOWLES LANE, DUDLEY HILL

Carried forward from the 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: -

**NATIONAL CYCLE ROUTE 66**

A national cycle route which locally links Cleckheaton, Oakenshaw, Bierley, Bradford, Shipley and Leeds.

**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

**Policy D11 Gateway Roads**

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****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.

Ref	Site
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BN/CF1.1	DICK LANE, LAISTERDYKE
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Carried forward from the adopted UDP. Replacement for Thornbury Primary School

BN/CF1.2	BARKEREND ROAD, BRADFORD MOOR
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Carried forward from the adopted UDP. Replacement for Byron Primary School

BN/CF1.3	STOCKHILL ROAD, GREENGATES
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Carried forward from the adopted UDP. Replacement for Greengates Primary School

BN/CF1.4	OXFORD ROAD, UNDERCLIFFE
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New site. Replacement for Undercliffe Primary School

BN/CF1.5	NORTHALLERTON ROAD, WAPPING
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New site. Replacement for Wapping and St Augustine's Primary Schools

### **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
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A large 19<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup> 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.

Ref	Site
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BN/OS1.1	COTE FARM, THACKLEY
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Carried forward from the 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
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Carried forward from the adopted plan with no amendments. Open moor top between Windhill and Idle.

BN/OS1.3	CANAL ROAD
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Carried forward from the 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 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**

Amended area carried forward from the adopted UDP. Open space dominated by Bradford Moor Golf Course and Myra Shay recreation area, separating densely populated parts of the city. The existing and proposed school sites fronting onto Barkerend Road have been deleted from the area as they create a built up frontage, but the former housing site off Tewitt Hall Road is now included in the area, along with the allotments and former tennis club off Beech Grove.

**BN/OS1.6 BOWLING**

Carried forward from the 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 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.

### **Policy OS 4 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**

Ref	Site
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BN/OS4.1	BRADFORD ROAD, IDLE
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Carried forward from the 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
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Extended area carried forward from the 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
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Slightly amended area carried forward from the adopted UDP. Steep banking partly tree covered. Extends into proposed residential development at Poplars Farm.

BN/OS4.4	FAGLEY LANE, FAGLEY
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Carried forward from the adopted UDP. Former tip. Within Newlands SRB

BN/OS4.5	FOSTON CLOSE, FAGLEY
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Extended area carried forward from the adopted UDP. Informal recreation area currently un-maintained and under used. Within Newlands SRB.

BN/OS4.6	GILPIN STREET, BARKEREND
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Amended area carried forward from the adopted UDP. Proposed cricket pitch adjacent to the Karmand Centre. Within Regen 2000 Area.

BN/OS4.7	BOWLING PARK ALLOTMENTS
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Carried forward from the adopted UDP. Surplus allotments adjacent to Bowling Park. The site is within Bowling Urban Greenspace.

BN/OS4.8	TEWITT HALL ROAD, BRADFORD MOOR
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New site. Proposed recreation area, within Regen 2000 Area.

BN/OS4.9	BARKEREND ROAD, BRADFORD MOOR
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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.

### **Playing Fields**

Ref Site

BN/OS4.11 OXFORD ROAD, UNDERCLIFFE

Amended area carried forward from 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 adopted UDP. Former tip with planning permission for Rugby League Academy.

BN/OS4.13 PARRY LANE, BOWLING

New site. Former employment site with planning permission for Rugby League Academy.

BN/OS4.14 APPERLEY ROAD, APPERLEY BRIDGE

New site. Green Belt site with planning permission for Football Academy.

BN/OS4.15 FAGLEY ROAD, FAGLEY

Carried forward from the 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 adopted UDP.

BN/OS6.1 DERBY ROAD, LAISTERDYKE

BN/OS6.2 QUEENS ROAD (A), BOLTON

BN/OS6.3 QUEENS ROAD (B), BOLTON

BN/OS6.4 BEECH GROVE, BRADFORD MOOR

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.

The Green Belt largely follows that in the adopted UDP. Proposed amendments reflect the need for the clarification of previous anomalies and errors, and to provide a clearly identifiable boundary on site.

#### Major deletions from the Green Belt (0.4 hectares and above)

Ref	Site
BN/GB1.1	LAND AT WOODHALL ROAD, FAGLEY

This land is currently developed by a bakery and a residential home and relates to the urban area rather than the surrounding green belt. The existing boundary cuts through the middle of the bakery complex. The well defined boundary surrounding the residential home and the bakery provides a more robust boundary to the Green Belt.

#### Major additions to the Green Belt (0.4 hectares and above)

Ref	Site
BN/GB1.2	LAND TO THE EAST OF RAVENSCLIFFE

This land performs the important green belt function of separating urban areas. The adjacent land in Leeds District, is allocated as Green Belt and by designating this area, further protection will be given to maintaining the separation between the two urban areas.

Site plans for amendments under 0.4 hectares can be found in a separate document entitled 'Minor Green Belt Changes'.

### Policy GB3 Infill Villages

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

BN/GB3.1	ESHOLT
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## 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, and 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. There are no settlements in this 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)**

Ref	Title	Site Area
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's)**

BN/NE9.1	Leeds Liverpool Canal	27.9 km
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Part in Shipley and Keighley Areas.

### **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.

The quarries within this constituency are:

Fagley Quarry  
Apperley Lane Quarry.

### **Policy BN/NR4 Bolton Woods Quarry Buffer Zone**

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. All 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 an Area of Search for crushed rock, sand and gravel. This has 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 this area will be considered on their merits against the policies within the Plan.

### **Policy NR16 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 P2 Pollution Hazards and Waste**

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

BN/P2.1	British Gas PLC, Peace Street, Bradford
BN/P2.2	British Gas PLC, Canal Road, Bradford
BN/P2.3	Ellis & Everard Ltd, Peckover Street, Bradford
BN/P2.4	Towler & Staines Ltd, Leeds Road, Bradford

\*(Sites as at May 2001)