



REPLACEMENT UNITARY DEVELOPMENT PLAN

FOR THE BRADFORD DISTRICT

**PROPOSALS FOR THE BRADFORD SOUTH
CONSTITUENCY**

FIRST DEPOSIT JUNE 01

Price £2.50

**Alan Mainwaring MSc CEng MICE
Transportation, Design and Planning Director**

Copyright

CONTENTS

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	4
6.0	HOUSING	9
7.0	CENTRES	14
8.0	TRANSPORT AND MOVEMENT	14
9.0	DESIGN	17
10.0	BUILT HERITAGE	18
11.0	COMMUNITY FACILITIES	19
12.0	OPEN LAND IN SETTLEMENTS	19
13.0	GREEN BELT	22
14.0	THE NATURAL ENVIRONMENT AND COUNTRYSIDE	24
15.0	NATURAL RESOURCES	27
16.0	POLLUTION, HAZARDS AND WASTE	27

1.0 INTRODUCTION

This Proposals Report for the Bradford South 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 South Bradford Constituency Area comprises the wards of Great Horton, Odsal, Queensbury, Tong, Wibsey, and Wyke. It is predominantly urban though containing large areas of open countryside. It has a population of over 93,000 (1991 Census).

The area contains the villages of Lower Wyke and Tong the older urban areas of Great Horton, Wibsey and Oakenshaw, peripheral housing estates at Buttershaw, Woodside, Bierley and Holmewood, and the freestanding town of Queensbury.

2.0 VISIONS AND OBJECTIVES

See Policy Framework.

3.0 PRINCIPAL POLICIES

Role of the Area

The Area's good access to the national motorway network makes it a major focus of employment investment.

The Area has the following functional divisions:

1. It contains some of the Districts major areas of rented accommodation eg Holme Wood, Bierley, Wyke, Woodside and Buttershaw as well as large areas of private housing stock.
2. It has some of the major industrial and employment areas, especially around Low Moor. Relatively flat land and access to the motorway network via the M606 favour the development of employment uses.
3. It plays a major role in the sport and recreation provision of the District eg Odsal Stadium, the Richard Dunn Sports Centre, and Horsfall Playing Fields.
4. The countryside around Tong Cockersdale forms an open space buffer between the city and Leeds.
5. In the west, Queensbury is typical of the mill based Pennine upland settlements that are undergoing transformation into commuter suburbs for the larger cities and towns of West Yorkshire.

The location strategy as it applies to south Bradford

The location strategy identifies a settlement hierarchy as part of the approach to promoting more sustainable patterns of development. Within South Bradford most of the built up area is within the defined Bradford urban area and the free standing smaller town of Queensbury. As the city of Bradford and the other towns, particularly their centres are

more sustainable locations policy seeks to facilitate development in these locations first. This includes realising the potential to redevelop and reuse land and buildings. Consequently housing proposals are phased to ensure more sustainable sites are brought forward first.

Most of the constituency is well served by public transport with a network of turn up and go bus services which utilise the main roads which radiate out from the centre of Bradford.

In accordance with the Districts 2020 Vision the Plan has sought to identify additional sites close to the motorway network suitable to meet the District's needs for an expanded employment base whilst balancing this against the needs of local communities for a decent living environment.

The general extent of the green belt remains unchanged. Detailed revisions made in exceptional circumstances are dealt with in the Green Belt section of this report. There are two revisions to the broad swathe of urban greenspace in the M606 corridor to accommodate employment opportunities details of these can be found in the employment section of this report.

PROPOSALS

4.0 URBAN RENAISSANCE

Policy UR5 Safeguarded Land

There are no proposals made under this policy in Bradford South

Urban Renaissance and Regeneration

Bradford South remains an important location for major new employment initiatives close to the motorway network. Large scale housing renovation programmes for Local Authority property in Holme Wood (City Challenge) and Royds (Single Regeneration Budget) have recently been completed but environmental improvements are still in progress.

The Proposals Map identifies:-

- An area based regeneration initiative at Bierley being carried out under Estates Action.
- An action area at Odsal based on major development proposals for a new stadium and associated retail and leisure activities.

POLICY UR9 Area Based Regeneration Strategies

An area strategy is under way at :-

BS/UR9.1 Bierley Estate

The Department of the Environment introduced the Estates Action Programme in 1985, with the primary objective of improving the quality of life on run-down council estates. The Programme provides local authorities with the means to tackle social, economic and physical problems on estates. Estates Action schemes also place emphasis on improving local housing management, diversifying tenure, attracting investment and creating opportunities for training and enterprise.

Bradford has secured Estates Action Funding for specific estates in the district. At present, funding is still available for the Bierley estate with its boundaries clearly defined on the plans proposals map. The estate has the benefit of an approved Planning Framework adopted as Supplementary Planning Guidance which should be treated as a material consideration when considering all development proposals.

Policy UR11 Action Areas

An Action Area has been designated based on Odsal Stadium and adjoining land.

BS/UR11.1 Odsal Stadium Action Area

Historically, Odsal stadium and the Richard Dunn complex has been the centre of activity for live sporting events for the people of Bradford. In particular, Odsal stadium has a great tradition associated with rugby league. It has always been a stadium of regional significance and brings economic benefits to the local economy. With its good highway network it is highly accessible both locally and regionally. The introduction of the new quality bus initiative along the Manchester Road corridor further improves the locational advantage.

The sports facilities are now very much outdated. The new regulations which govern the operation of stadia means that Odsal is now substandard. The Council is therefore determined to secure the redevelopment and upgrading of this facility but the high costs involved demand an element of high value uses incorporated within the scheme as enabling development. Under these particular circumstances, the Council has provided an exception to normal planning policy where high value uses such as out of centre large scale retail or leisure uses would be allowed. However, it must be demonstrated that the exceptional uses and their scale are solely required to assist in cross subsidising the construction of the stadium. Development over and above this criteria will not be allowed, other than in accordance with normal planning policy.

As an established location for sport and recreation, the Council recognises the wider potential of the area and seeks to improve the choice of activities available. Based on the premise of developing a new regional stadium together with the expansion of leisure uses, the Council sees a regeneration opportunity which will provide an enviable gateway to Bradford, attracting inward investment, jobs and the benefit of economic multipliers. This will enhance the employment prospects for many of the disadvantaged community in the neighbouring areas which are suffering social deprivation. It will secure the redevelopment of brownfield land and provide a focus for a range of integrated activity.

Because of the particular circumstances of the Odsal Stadium proposals a policy to guide development is required therefore:

WITHIN THE AREA SHOWN ON THE PROPOSALS MAP (ODSAL STADIUM) DEVELOPMENT WHICH ASSISTS IN ENABLING AS PART OF SUCH DEVELOPMENT, THE PROVISION OF A NEW STADIUM, WILL BE PERMITTED.

SUCH DEVELOPMENT MUST ACCOMMODATE THE COUNCIL'S TRANSPORT PROPOSALS FOR THE AREA.

IN ADDITION TO THE PROVISION OF A NEW SPORTS STADIUM, THE DEVELOPMENT MAY INCLUDE EXCEPTIONALLY

- **A1 FOOD AND NON FOOD RETAILING**

- A3 FOOD AND DRINK
- C1 HOTEL
- D2 LEISURE

WHERE SUCH USES ASSIST IN CROSS-SUBSIDISING THE CONSTRUCTION OF THE STADIUM.

THE PROPOSALS WILL BE GUIDED BY A DEVELOPMENT BRIEF AND WILL BE DELIVERED THROUGH A DEVELOPMENT AGREEMENT WITH THE COUNCIL AS LANDOWNER

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)
BS/E1.1	INGLEBY ROAD, GIRLINGTON	3.25

A large level site above the Bradford Beck. The site has been used for waste disposal in the past and therefore a contamination report will be required as part of any planning application. Land should be set aside from the bank of the watercourse to allow landscaping and/or the creation of access for pedestrians and cyclists. Policy E2 applies. Core employment uses only.

BS/E1.2	NORTHSIDE ROAD, LIDGET GREEN	0.47
---------	------------------------------	------

New site, arising from the vacant land survey. Soft landscaping required to the western boundary of the site.

BS/E1.3	HOLLINGWOOD LANE, PARADISE GREEN	2.31
---------	----------------------------------	------

Existing site carried forward from the adopted UDP. Footpaths in and around the site, should be retained/diverted as part of the development of the site.

BS/E1.4	BRACKENBECK ROAD, PARADISE GREEN	1.57
---------	----------------------------------	------

Revised site. Vacant site in modern industrial estate on the edge of an area of urban greenspace

BS/E1.5	HAVELOCK STREET, GREAT HORTON	0.74
---------	-------------------------------	------

Existing site carried forward from the adopted UDP. A public footpath runs down the north-western edge of the site into the adjacent urban greenspace and this should be retained. Core employment uses only.

BS/E1.6	CHASE WAY, BOWLING	7.34
---------	--------------------	------

Partly developed site carried forward from the adopted Plan. This is a large site with good access to the motorway. Access for pedestrians/cyclists through this site should be maintained. Policy E2 applies. Core employment uses only.

BS/E1.7 STAITHGATE LANE NORTH, ODSAL 5.80

New site. Greenfield on the edge of the urban area with good access to the motorway. Landscaped buffer required across the southern section of the site and soft landscaping to the western boundary where the site abuts urban greenspace area. Core employment uses only.

BS/E1.8 MANDALE ROAD, BUTTERSHAW 1.21

New site. Greenfield site within the Royds area. Access to be agreed as part of a more comprehensive scheme involving other sites. Landscaping will be required to the west and southern boundaries, to reduce the impact of the development on both existing and proposed housing.

BS/E1.9 BLACK DYKE MILLS, BRIGHOUSE ROAD
QUEENSBURY 4.22

Revised site extended towards the east across vacant land. Site is greenfield and slopes toward the mill buildings. Access to be agreed.

BS/E1.10 ALBERT ROAD, QUEENSBURY 0.97

New site generated from the Employment Land register with planning approval on the edge of the greenbelt.

BS/E1.11 CROSS LANE, WESTGATE HILL 11.82

Employment site carried forward from the adopted UDP. Within the Westgate Hill Street Employment Zone. The northern part of the site is currently being developed. The site includes a Registered Historic Battlefields Site; therefore any development must accord with Policy BS/BH15.

BS/E1.12 WESTGATE HILL STREET, WESTGATE HILL 1.50

Employment site carried forward from the adopted UDP. Within the Westgate Hill Street Employment Zone. Minor amendments to the site due to the development of the bakery extension. Only core employment eg B1, B2 and B8 are suitable on this site.

BS/E1.13 CORDINGLEY STREET, HOLMEWOOD 0.49

Employment site carried forward from the adopted UDP. Small employment site in the centre of Holmewood. Potential for providing local jobs for local people.

BS/E1.14 SHETCLIFFE LANE, TONG STREET 0.96

Employment site carried forward from the adopted UDP. Within the Tong Street/Shetcliffe Lane Employment Zone. Awkwardly shaped site, probably only viable for the expansion of the adjacent industrial uses or for storage.

BS/E1.15	KAYCELL STREET/BURNHAM AVENUE, BIERLEY	2.80
----------	---	------

New site. Allocated as an employment site on the Bierley Planning Framework. Within the proposed extension to the Low Street/Dudley Hill Employment Zone. Site provides local jobs for local people.

BS/E1.16	WEST BOWLING GOLF COURSE	35.16
----------	--------------------------	-------

Employment site carried forward from the adopted UDP. Minor amendment in the north east corner as this part of the site is now proposed for housing. Within the Euroway Employment Zone. This is a prime site adjacent to the M606 motorway, and must be developed in accordance with Policy BS/E11.

BS/E1.17	WHARFEDALE ROAD, EUROWAY	0.62
----------	--------------------------	------

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

BS/E1.18	MERRYDALE ROAD, EUROWAY	1.96
----------	-------------------------	------

Employment site carried forward from the adopted UDP. Within Euroway Employment Zone. Currently used as a lorry park, but potential for more intensive employment use.

BS/E1.19	WOODLANDS FARM, EUROWAY	9.48
----------	-------------------------	------

Remainder of an employment site carried forward from the adopted UDP. Within the Euroway Employment Zone. The majority of the site has been developed, only 2.39 hectares are still available for development. Only core employment uses eg B1, B2 and B8 are suitable on this site.

BS/E1.20	ROYDSDALE WAY, EUROWAY	1.01
----------	------------------------	------

New site. Within the Euroway Employment Zone. Currently being developed.

BSE1.21	COMMONDALE WAY, EUROWAY	0.46
---------	-------------------------	------

Existing site carried forward from the adopted Plan. Small site, on the edge of the industrial estate, with good access to the motorway.

BS/E1.22	STAITHGATE LANE SOUTH, LOW MOOR	2.87
----------	---------------------------------	------

New site. Former landfill, now reclaimed and greened adjacent to a larger brownfield site and urban greenspace. The site has good access to the motorway and railway and may be particularly appropriate for freight transfer. A contamination report will be required as part of any planning application for development on this site. A landscaped buffer will be required to the northern boundary of the site. Core employment uses only.

BS/E1.23	TRAMWAYS, CLECKHEATON ROAD, LOW MOOR	7.33
----------	---	------

Revised site. Former Transperience Land with planning approval for redevelopment. Site adjoins 2 areas of urban greenspace and disused railway line at the southern end of the site is protected for cycle use.

BS/E1.24 NEW WORKS ROAD, LOW MOOR 0.72

Existing site carried forward from the adopted Plan. Level brownfield site, which is vacant and underused with good links to the motorway network and access to the city centre. Part of site may be required to form access to proposed railway station.

BS/E1.25 DEALBURN ROAD, LOW MOOR 1.69

Revised site, partially developed, with B1 business use approval. New access road created from Dealburn Road. Core employment uses only.

BS/E1.26 AH MARKS, WYKE LANE, WYKE 5.42

Existing site carried forward from the adopted Plan. Greenfield site to the east of AH Marks chemical works, designation to allow further expansion of the factory away from the main urban area.

BS/E1.27 STATION MILLS, STOCKTON ROAD, WYKE 0.63

Existing site carried forward from the adopted UDP. Greenfield site adjacent to other industrial uses and the railway line with good access to Huddersfield Road.

BS/E1.28 DEALBURN ROAD, LOW MOOR 0.69

Existing site carried forward from the adopted UDP. The site is brownfield within an established industrial estate.

BS/E1.29 SPARTAN ROAD, LOW MOOR 1.00

New site arising from the Employment Land register with planning approval.

BS/E1.30 HUDDERSFIELD ROAD/ABB SCOTT LANE
LOW MOOR 0.75

New site created through the Education restructure. Playing fields on Abb Scott Lane are being protected. Site would be most appropriate for B1 or C1 development.

BS/E1.31 ROYDS HALL LANE, WOODSIDE 4.65

Existing site carried forward from the adopted UDP. The site is level and open scrubby grassland to the south of an established factory. Site access may need to be developed through the adjacent site. Policy E2 applies. Core employment uses only.

Policy E6 Employment Zones

The following Employment Zones are defined on the Proposals Map.

Ref Zone

BS & BW/E6.1 PARADISE GREEN

Employment zone which also falls within Bradford West. Largely unchanged except where part of the area has been given Mixed Use Area status.

BS/E6.2 EUROWAY ESTATE

Carried forward from the adopted UDP, with an amendment in the north east corner to exclude the proposed housing site BS/H1.12 and further alterations in the west and south west to include the new employment sites BS/E1.7 and BS/E1.22.

BS/E6.3 LOW MOOR

Employment zone carried forward from the adopted UDP, largely unchanged expect to provide clarity between boundaries of other allocations shown on the Plan.

BS/E6.4 LOW STREET/DUDLEY HILL

Carried forward from the adopted UDP. This zone no longer links into the Factory Street Employment Zone in Bradford North, as the latter is now a proposed Mixed Use Area. The area has been extended to include the new Kaycell Street employment site (BS/E1.15).

BS/E6.5 TONG STREET/SHETCLIFFE LANE

Carried forward from the adopted UDP. Minor amendments in the east; exclude the church and van hire depot on the corner of Toftshaw Lane and Wakefield Road.

BS/E6.6 WESTGATE HILL STREET

Carried forward from the adopted UDP. Minor addition due to the deletion of the highway improvement scheme on Cross Lane, this area is already developed for employment uses.

BS/E6.7 STAYGATE/EUROCAM

Carried forward from the adopted UDP.

BS/E6.8 CUTLER HEIGHTS

New employment Zone created following the designation of the proposed Mixed Use Areas at Dudley Hill and Sticker Lane/Cutler Heights. Most of the zone is in Bradford North, but the zone includes the existing industrial premises to the north west of Knowles Lane in Bradford South.

Policy BS/E11 West Bowling Golf Course

WITHIN THE AREA SHOWN ON THE PROPOSALS MAP (WEST BOWLING GOLF COURSE), DEVELOPMENT WHICH ASSISTS IN ENABLING, AS PART OF SUCH A DEVELOPMENT, THE PROVISION OF THE EMPLOYMENT SITE, WILL BE PERMITTED. IN ADDITION TO THE PROVISION OF SITES AND BUILDINGS FOR BUSINESS AND INDUSTRY, THE DEVELOPMENT MAY INCLUDE, EXCEPTIONALLY:

- (A1) NON FOOD RETAIL (HEAVY RAW MATERIALS),
- (C1)HOTEL,

WHERE IT CAN BE DEMONSTRATED THAT SUCH USES ASSIST IN CROSS-SUBSIDISING THE IMPLEMENTATION OF THE DEVELOPMENT.

THE DEVELOPMENT WILL INCLUDE THE ALLOCATION OF NOT LESS THAN TWO SITES OF 5 HECTARES OR MORE FOR SINGLE USER BUSINESS OR INDUSTRIAL REQUIREMENTS TO MEET THE NEEDS OF LOCAL COMPANIES AND INWARD INVESTMENT FOR LARGE EMPLOYMENT SITES IN THE DISTRICT (EXCEPT FOR DISTRIBUTION AND LOGISTICS COMPANIES SUBJECT TO POLICY E7).

THE DEVELOPMENT MUST ACCOMMODATE THE COUNCIL'S TRANSPORT PROPOSALS FOR THE AREA.

THE PROPOSALS WILL BE GUIDED BY A DEVELOPMENT BRIEF AND WILL REQUIRE A PLANNING AGREEMENT WITH THE COUNCIL WHICH WOULD INCLUDE PHASING, ACCESS, HIGHWAYS, PUBLIC TRANSPORT PROVISION OFF SITE WORKS AND OTHER RELEVANT IMPLEMENTATION ASPECTS.

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)
BS/H1.1	BARTLE LANE, GREAT HORTON	0.68

New site formerly identified as an employment site in the adopted UDP. Site has good access to the amenities in and around Great Horton and is brownfield. The design of the development of the site should be sensitive and acknowledge its proximity to the conservation area and adjacent listed building.

BS/H1.2	FORMER WOODROYD MIDDLE SCHOOL, GREENWAY ROAD, WEST BOWLING	0.62
---------	---	------

New site created by former school, now surplus to requirements. A small area of open space should be created on site, which will create a focal point and may stimulate the improvement of properties in and around the site.

BS/H1.3	FORMER PRIESTMAN MIDDLE, HOPE AVENUE, MARSHFIELDS	0.51
---------	--	------

New site. Former school now surplus to requirements, close to bus route. A footpath link into the adjacent recreation ground should be retained through the site.

BS/H1.4	ASCOT DRIVE, HORTON BANK TOP	1.35
---------	------------------------------	------

Existing site carried forward from the adopted UDP. Site has planning approval

BS/H1.5	BRAFFERTON ARBOR, BUTTERSHAW	0.38
---------	------------------------------	------

Revised site. Open space is proposed across the western half of the adopted site by the Royds and therefore this site is much reduced in area.

BS/H1.6	BELLERBY BROW, BUTTERSHAW	2.03
---------	---------------------------	------

Revised site. Greenfield, level, vacant site within the urban area. As a change from the adopted Plan the site has been extended to the south across open space and reduced at the northern boundary, where land has been reallocated for employment use.

BS/H1.7	BRAYSHAW RESERVOIR, CLAYTON HEIGHTS	9.14
---------	--	------

Existing site carried forward from the adopted UDP. The site has planning approval since April 2000. Development must include a buffer to protect the amenity of the listed buildings on Highgate.

BS/H1.8	WESTWOOD HOSPITAL, CLAYTON HEIGHTS	28.04
---------	---------------------------------------	-------

Existing site carried forward from the adopted UDP. The site is currently under construction and large areas of existing woodland have been retained as part of the development and are identified on the Plan as open space.

BS/H1.9	CALDER BANKS, QUEENSBURY	0.87
---------	--------------------------	------

New site from vacant land register. The eastern end of the site has planning approval. Trees within the site have local amenity value and are protected and attempts should be made to integrate these into the comprehensive development of the rest of the site.

BS/H1.10	STATION ROAD, QUEENSBURY	0.42
----------	--------------------------	------

Existing site carried forward from the adopted UDP. The site has planning approval. Trees along the northern boundary are protected.

BS/H1.11	ALBERT ROAD, QUEENSBURY	0.94
----------	-------------------------	------

New site. Brownfield and derelict former reservoir on the edge of the conservation area. The design of the development should be sympathetic to the locality and be well screened to the north eastern boundary to reduce the impact on the adjoining green belt.

BS/H1.12 HOPEFIELD WAY, ROOLEY LANE, BIERLEY 1.52

New site. Part of former employment site in the adopted UDP. Greenfield site in the built up area. The site is proposed for housing as it relates to the existing housing to the east, rather than the remainder of the employment site. The design of the development must mitigate against the potential smell, noise and air pollution of the adjacent employment site and the loss of existing open space by providing extensive peripheral landscaping. Vehicular access to the site is to be taken from Hopefield Way. The development must also link into the public footpath which forms the western boundary of the site.

BS/H1.13 BIERLEY LANE, BIERLEY 0.93

New site. Site of the former Bierley C of E. First School and the adjacent replacement school site. Vacant underused part brownfield and part green field site within the built up area. Vehicular access to be taken from Bierley Lane or Broughton Avenue.

BS/H1.14 BIERLEY HOUSE AVENUE, BIERLEY 0.96

New site. Site of the former Hambledon First School. Vacant underused site in the built up area. Vehicular access to be taken from New Street which will require improvements to the New Street/ Bierley Lane junction.

BS/H1.15 DUNSFORD AVENUE, BIERLEY 2.64

Amalgamation of two sites carried forward from the adopted UDP. Vacant brownfield site in the built up area.

BS/H1.16 DENBROOKE AVENUE, HOLMEWOOD 6.39

Housing site carried forward from the adopted UDP. Greenfield site on the edge of the built up area, currently under construction.

BS/H1.17 WIBSEY PARK AVENUE, WIBSEY 1.84

Existing site carried forward from the adopted UDP. The site is a level green open area with good access to amenities and infrastructure. Open space to be provided on site.

BS/H1.18 BEACON PLACE, BUTTERSHAW 1.75

Existing site carried forward from the adopted UDP. Predominantly greenfield site within the urban area. Investment may be required in terms of highway and drainage infrastructure as part of a larger scheme involving other sites in the vicinity.

BS/H1.19 BEACON ROAD, BUTTERSHAW 0.43

New site generated by the Housing Land register with planning approval

BS/H1.20 FENWICK DRIVE, WOODSIDE 6.76

Large existing greenfield site carried forward from the adopted UDP. Site has good access to local amenities and infrastructure and should create additional provision and improvements as part of its development. Formal and informal open space areas required within the site and access retained to the open countryside beyond. Development should

not be visible above the skyline with major areas of planting along the southern edge of the site.

BS/H1.21 ABB SCOTT LANE, LOW MOOR 6.77

Existing site carried forward from the adopted UDP. Green field site on the edge of open countryside. On site open space required together with a buffer around adjacent listed buildings and retention of footpath through. Development should be set back from the stream which runs along the northern edge and this boundary soft landscaped. Education contribution may be required.

BS/H1.22 COMMON ROAD, ABB SCOTT LANE,
LOW MOOR 1.25

New site. Surplus school site generated by the Education Restructure. Brownfield site, the buildings having been demolished and include a pond and some mature trees and a stream. Playing field adjacent to the site to be retained by Recreation.

BS/H1.23 SUMMER HALL ING, DELF HILL 2.59

Existing greenfield site carried forward from the adopted UDP. The development of the site should be comprehensive and include the redevelopment of adjacent site H1.24. Development should be set back from the edge of the site and the north and western boundaries strengthened by woodland planting. On site open space required and suitable drainage arrangements made before development.

BS/H1.24 SUMMER HALL ING, DELF HILL 1.28

New site. Brownfield land cleared as part of the Royds Regeneration. The site should be developed comprehensively alongside H1.23.

BS/H1.25 HUDDERSFIELD ROAD, WYKE 0.57

Existing site carried forward from the adopted UDP. The site has planning approval and is currently under construction.

BS/H1.26 PIT LANE, WESTERN WAY, WOODSIDE 3.58

Revised site. Partly developed site. The remaining area has planning approval for nursing home accommodation.

BS/H1.27 WILSON ROAD, WYKE 3.33

New site. Brownfield, formerly used for quarry and waste disposal. Possible contamination on site, therefore contamination report should be submitted as part of planning application. Education contribution may be sought.

BS/H1.28 FORMER WYKE MIDDLE SCHOOL,
HUDDERSFIELD ROAD 1.03

New site created by former school, now surplus to requirements with good access to local amenities and infrastructure. The chimney on the site is listed and should be retained within the development.

BS/H1.29	WOODSIDE ROAD, WYKE	2.24
----------	---------------------	------

Revised greenfield site, with planning approval since April 2000. Site has good access to facilities and amenities in Wyke.

BS/H1.30	SHIRLEY MANOR, HUDDERSFIELD ROAD, WYKE	3.00
----------	---	------

Existing site carried forward from the adopted UDP. Previously developed site as house standing in substantial grounds. The house has now been demolished leaving a restricted site in terms of overall development area given the amount of trees on site. Site requires new access. The site may be more appropriate for elderly persons accommodation.

BS/H1.31	MILL HOUSE FARM, MANORLEY LANE, WOODSIDE	0.42
----------	---	------

Existing site carried forward from the adopted Plan. The site has planning approval. Landscaping required along the southern edge of the site to define the urban edge and create clear green belt boundary.

Policy H2 Housing Sites

The following sites of over 0.4 hectares are allocated on the Proposals Map for housing in accordance with Policy H2

Ref	Site	Site Area (Hectares)
BS/H2.1	FORMER LIDGET GREEN MIDDLE, CEMETERY ROAD, LIDGET GREEN	1.18

New site generated from the Education Restructure. The main building on the frontage of Cemetery Road is visually pleasing and could be restored/retained as part of the development of the site. Access to be agreed.

BS/H2.2	WOODLAND ROAD, CLAYTON HEIGHTS	0.83
---------	--------------------------------	------

Existing site carried forward from the adopted Plan. Greenfield site. Access from the east may be unsuitable given minimal road widths. Access from Highgate Road should be explored.

BS/H2.3	HAZEL HIRST QUARRY, QUEENSBURY	3.66
---------	--------------------------------	------

Existing site carried forward from the adopted UDP. Scrubby grassland formerly a quarry and used for informal recreation. Access to be agreed and the site to be developed comprehensively, see BS/H2.4.

BS/H2.4	HILL END LANE, QUEENSBURY	1.46
---------	---------------------------	------

Existing site carried forward from the adopted Plan. Site access is poor and the site should be developed comprehensively alongside BS/H2.3, ensuring open space and affordable housing is provided on site. A secure boundary is required to the southern extent of the site where the land below drops away.

BS/H2.5	ROPER LANE/HALIFAX ROAD, QUEENSBURY	0.80
---------	--	------

New site. Greenfield, vacant site, on the edge of the town. Site access to be agreed. Landscaping required to the western boundary to define the edge of the urban area/green belt.

BS/H2.6	HOLME LANE, HOLMEWOOD	4.67
---------	-----------------------	------

Housing site carried forward from the adopted UDP. Large greenfield site on the edge of the built up area, which when developed will create an extension to the urban area. Development of the site will have to take into consideration the proximity of listed buildings adjacent to the site and the possible archaeological importance of the site. In accordance with the Plan's location strategy, the site is a Phase 2 site.

BS/H2.7	LOWER WOODLANDS FARM, OAKENSHAW	6.62
---------	---------------------------------	------

Existing site carried forward from the adopted UDP. Large green field site having poor access on the edge of the urban area. Dry stone walls, stream and trees to be retained as part of the development together with on site open space. A buffer will be required to reduce the impact of motorway noise on the development together with an open area around the listed buildings.

7.0 CENTRES

Policies CR3 and CL1 District Centres

The following District Centres are defined on the Proposal Map:

GREAT HORTON
MAYO AVENUE
TONG STREET

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 large scale maps of all the local centres in the District.

BANKFOOT (MANCHESTER ROAD), BUTTERSHAW, HOLMEWOOD (JUNCTION OF BROADSTONES WAY), LIDGET GREEN, MARSHFIELDS (MANCHESTER ROAD), QUEENSBURY, WIBSEY, WYKE.

8.0 TRANSPORT AND MOVEMENT

Policy TM4 New Railway Stations

The following New Railway Station has been shown diagrammatically on the Proposals Map:

BS/TM4.1	LOW MOOR
----------	----------

Policy TM5 Railway Lines and Former Railway Network

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

BS/TM5.1 SPEN VALLEY LINE, OAKENSHAW

From District boundary to Cleckheaton Rd, Oakenshaw.

BS/TM5.2 LOWER WYKE

From District boundary to Lower Wyke Lane.

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.

BS/TM6.1 OUTER RING ROAD BUS LINK

This route has been indicated on the Proposals Map as an aspirational long term addition to the Quality Bus Network to facilitate public transport access to planned developments.

Policy TM7 Park and Ride

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

BS/TM7.1 LOW MOOR

The following location has been defined on the Proposals Map as a location for a bus based Park and Ride car park:

BS/TM7.2 OSDAL

This scheme forms part of the South Bradford Integrated Transport Improvements. Access to the car park from the M606 will be via a new link road from Staithgate Lane, which is also shown on the Proposals Map. See the West Yorkshire Local Transport Plan for more details.

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:

BS/TM20.1 TONG STREET, HOLMEWOOD

Carried forward from the Adopted UDP.

BS/TM20.2 M606 / ROOLEY LANE, STAYGATE ROUNDABOUT

This scheme forms part of the South Bradford Integrated Transport Improvements. See the West Yorkshire Local Transport Plan for more details.

BS/TM20.3 MANCHESTER ROAD / MAYO AVENUE, WEST BOWLING

This scheme forms part of the South Bradford Integrated Transport Improvements. See the West Yorkshire Local Transport Plan for more details.

BS/TM20.4 SOUTHFIELD LANE / LITTLE HORTON LANE, LITTLE HORTON

Carried forward from the Adopted UDP (under review).

BS/TM20.5 LEGRAMS LANE / CEMETERY ROAD, LIDGET GREEN

Carried forward from the Adopted UDP.

BS/TM20.6 LEGRAMS LANE / INGLEBY ROAD, LIDGET GREEN

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 linking communities to the National Cycle Route 66 and to local facilities.

Policy TM21 Freight

The following site is identified on the Proposals Map as a potential rail freight facility:

Ref	Location	Site Area (hectares)
BS/E1.22	Staithgate Lane South, Low Moor	2.87

New site. Former landfill, now reclaimed and greened adjacent to a larger brownfield site and urban greenspace. The site has good access to the motorway and railway and may be particularly appropriate for freight transfer. See employment section site ref E1.22.

9.0 DESIGN

Policy D10 Environmental Improvement of Transport Corridors

Transport Corridors are defined on the Proposals Maps and are listed below:

Rail

- | | |
|----------|--|
| BS/D10.1 | Halifax rail line from Wyke Tunnel to the southern portal of the Bowling Tunnel |
| BS/D10.2 | New Cross Street to the northern portal of Bowling Tunnel (on the boundary with Bradford West) |

Road

- | | |
|----------|--|
| BS/D10.3 | Tong Street Corridor |
| BS/D10.4 | Huddersfield Road from Odsal Top to Brentford Road |
| BS/D10.5 | Halifax Road from Odsal Top to the Calderdale boundary |

Policy D11 Gateway Roads

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

- | | |
|----------|---|
| BS/D11.1 | M606 from Bradford boundary to the Staygate roundabout. |
| BS/D11.2 | Rooley Avenue from the Staygate roundabout to Odsal Top. |
| BS/D11.3 | Rooley Lane from the Staygate roundabout to Goose Hill (on the boundary with Bradford North). |
| BS/D11.4 | Mayo Avenue from the Staygate roundabout to Manchester Road. |
| BS/D11.5 | Manchester Road from Odsal Top to Parkside Road. |

10.0 BUILT HERITAGE

Policies BH7 – BH13 Conservation areas

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

Great Horton
Lower Wyke
Queensbury
Tong.

Policy BS/BH15 Historic Battlefields: Aldwalton Moor

DEVELOPMENT AFFECTING THE REGISTERED HISTORIC BATTLEFIELD SITE SHOWN ON THE PROPOSAL MAP WILL ONLY BE PERMITTED WHERE THE PROPOSALS:

- DO NOT ADVERSELY AFFECT THE HISTORIC, ARCHAEOLOGICAL AND LANDSCAPE INTERESTS OF THE SITE.
- DOES NOT PREJUDICE ANY POTENTIAL FOR INTERPRETATION OF THE SITE.

Development on or in close proximity to the site included on the Register will form a material consideration to be taken into account in determining planning applications.

There is scope for interpretation of the area for the benefit of visitors and residents. On site interpretation will need to be carefully considered, as will opportunities for enhanced public access in association with the neighbouring authorities of Kirklees and Leeds.

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

There are no proposals under this policy for Bradford South

Policy BH17 Parks and Gardens recognised by the Council as of Local Value

Bierley Hall Wood, Bradford

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

There are no proposals under this policy for Bradford South

Policy BS/CF5 Cemetery Expansion

THE FOLLOWING SITE WILL BE PROTECTED FOR CEMETERY USE AS SHOWN ON THE PROPOSALS MAP

- EXTENSION TO SCHOLEMOOR CEMETERY, BRADFORD

Policy CF6 Community Priority Areas

BS/CF6.1 HORTON GRANGE (Majority In Bradford West)

An area of 19th Century housing west of the City Centre with a population of 10,011, (1991 Census) 32% of whom are children compared to the District average of 21%, with 75% of the area's population from ethnic minorities predominantly South Asia. Overcrowding is suffered by 16.4% of the households (3,320 people).

Some community facilities, including religious facilities, are housed in converted buildings, for example a Hindu Temple. Open space is scarce, with only one playing field of any substantial size, and a 19th Century park on the southern periphery, which is accessible only from part of the area because of a major radial route which bisects the community.

BS/CF6.2 WEST BOWLING (Majority In Bradford West)

A 19th century housing area south of the city centre with a population of 9,492 (1991 Census) of whom 30% are children compared to the District average of 21% with 42% of the population from ethnic minorities predominantly of Pakistani origin. Overcrowding is suffered by 10.1% of the households (2,263 people).

Existing community facilities include premises at New Cross Street, and there are also a number of existing recreation spaces which are protected in the plan. There is very little land for development.

12.0 OPEN LAND IN SETTLEMENTS

Policy OS1 Urban Greenspace

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

Ref	Site
BS/OS1.1	HAYCLIFFE HILL, WIBSEY

Encompasses school and private playing fields, a visually prominent landscape banking and a number of areas of public open space. Area enlarged slightly to the west in line with rear garden fences of recent housing development. Carried forward from the adopted UDP.

BS/OS1.2 BRACKENHILL GREAT HORTON

An important green area which separates industrial and residential uses, including Brackenhill Park and a dominant linear bank which extends out toward Beckside Road, and is well used by the local community. Revised boundary at the east.

BS/OS1.3 WIBSEY BANK

A visually prominent linear landscaped banking stretching between Brownroyd Hill and Bankfoot. Carried forward from the adopted UDP.

BS/OS1.4 SOUTH BRADFORD GOLF COURSE, ODSAL

A large prominent area of visual and recreational open space, including a golf course, woodland and grazing land. Land has been taken out at the north east and south east and redesignated employment land with requirements on the developers of these sites to provide landscaping along the key boundaries of these sites to reduce impact.

BW&BS/OS1.5 SCHOLEMOOR CEMETERY

A large mixed area comprising open countryside, woodland and the cemetery. The majority of the area falls into Bradford West. At Cemetery Road the allocation has been extended across land formerly allocated for housing in the adopted UDP, now reinstated as allotments (see also BS/CF5).

BS/OS1.6 BIERLEY HALL WOODS

Amended area carried forward from the adopted UDP. A green wedge separating Euroway and Bierley, including mature woodlands, open fields, playing fields and recreation areas. Small areas which were part of the former Bierley Hospital site have been deleted as they are now developed for housing, but the recreation area, playing fields and buffer area next to the M606 motorway are now included.

BS/OS1.7 WIBSEY PARK

Carried forward from the adopted UDP including Wibsey Park, and playing fields around Buttershaw Secondary school.

BS/OS1.8 HAROLD PARK, LOW MOOR

An open area separating Low Moor and Woodside, including the mature gardens of Harold Park, playing fields and Woodside cemetery.

BS/OS1.9 WILSON ROAD, WYKE

Centred on the prominent ridge at the eastern edge of Wyke above Low Moor. A former clay pit, the majority of which has now been reclaimed and planted with trees. The area also includes Victoria Park, playing fields and Low Moor Beck. The area has been reduced at the western end of Wilson Road, to accommodate a new housing site on the site of the former brickworks.

BS/OS1.10 WEST END, QUEENSBURY

New proposal. An important area close to the centre of the town, crossed by footpaths and involving the cemetery, playing fields around the secondary school and children's play area at Deanstones Lane.

Policy OS4 New Open Space Provision

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 OS4:

Ref Site

BS/OS4.1 LAND TO THE SOUTH EAST OF HOUSING DEVELOPMENT OFF DENBROOKE AVENUE, HOLMEWOOD

New recreation area to be laid out as part of the housing development.

BS/OS4.2 WESTWOOD HOSPITAL SITE

Open space and woodland set aside from the development and maintained by the Council.

BS/OS4.3 BRAFFERTON ARBOR, BUTTERSHAW

Land identified by Royds as open space, to be laid out for children's play. See also site BS/H1.5

BS/OS4.4 BUTTERSHAW DRIVE, BUTTERSHAW

Land formerly identified for housing development in the adopted UDP. Redesignation following change of other land proposals in the vicinity. Site is well located and served by pedestrian routes and will make a more central area of open space in an area of anticipated change.

BS/OS4.5 ROYDS MILLENNIUM GREEN

Land at The Avenue where Millennium Green status has been given.

BS/OS4.6 BISHOPDALE HOLME, BUTTERSHAW

Formerly identified for housing development in the adopted Plan. The site is unsuitable for housing given levels and which Royd's have identified as informal open space.

BS/OS4.7 MANOR ROW, LOW MOOR

Land formerly identified for housing use. The site forms part of a larger area of open space and highway verge and is of value to the local community.

BS/OS4.8 NORTHSIDE ROAD, LIDGET GREEN

Private cricket ground in use in a densely populated area. Site was formerly identified as a housing site following a historic planning approval, which has since expired.

Policy OS6 Allotments

Existing allotments carried forward from the adopted Plan are defined on the Proposals Map. Additional allocations are as follows:

BS/OS6.1 NECROPOLIS ROAD, CEMETERY ROAD, SCHOLEMOOR

Former Housing site in the adopted UDP now retained for allotment's use. The allotments allocation on land immediately north has been deleted in favour of an extension to the Scholemoor cemetery, see Policy BS/CF5.

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
-----	------

BS/GB1.1	DRIGHLINGTON BY-PASS
----------	----------------------

Due to the re-alignment between the design and construction of the Drighlington By-pass, the by-pass and part of the land used for employment purposes are allocated as Green Belt in the adopted UDP. It is proposed to rectify this anomaly by re-aligning the Green Belt boundary along the eastern kerb line of the by-pass and roundabout.

BS/GB1.2	WOODLANDS C OF E PRIMARY SCHOOL AND ADJACENT RECREATION AREA.
----------	---

Following the development of the industrial area at Woodlands, this area remained as the only area of Green Belt to the north of Mill Carr Hill Road. In order to rectify this anomaly, it is proposed to remove this area from the Green Belt and re-allocate it as Urban Greenspace along with the adjacent recreation area.

BS/GB1.3	LONG LANE, QUEENSBURY
----------	-----------------------

The adopted Green Belt boundary cuts across the open area between Long Lane and Hazel Hurst Road, following a notional break in slope. The revised boundary continues along the dry stone wall on the southern side of Long Lane, linking up to the boundary at the western side of Hazel Hurst Road. The resulting land removed from the Green Belt, is different in character and does not form an integral part of the wider Green Belt beyond and has been left unallocated.

BS/GB1.4 SHIBDEN HEAD LANE, QUEENSBURY

Established and recent new development off Shibden Head Lane has altered the character of this once rural lane and it now relates more closely to the urban area. The boundary now follows the fence line and trees at the top of the slope of the Shibden Head valley.

BS/GB1.5 STOCKSFIELD VIEW, NEW HOUSE LANE, OLD DOLPHIN

Recent new development has taken place and farm buildings converted into urban dwellings. A wall has been erected to the south of the development and this forms a more appropriate green belt boundary.

BS/GB1.6 AH MARKS, WYKE LANE, WYKE

Special circumstances have allowed the works to extend into the adopted Green Belt. This recent development together with new boundary fencing around the extent of the chemical works and the availability of up to date map bases has made it clear that a revised boundary around the extent of the complex was desirable. It now follows the boundary fence around the extent of the works. The industrial expansion land to the east is beyond the current curtilage of the plant and it is outside of the adopted and revised Green Belt.

Major additions to the Green Belt (0.40 hectares and above)**BS/GB1.7 LITTLE MOOR, QUEENSBURY**

New development has taken place in this area and in places the boundary is unclear. The properties are principally rural in character and the landscape is wooded, and part of the adjacent country park. The area has been added to the Green Belt, in order to protect it from further over development and to maintain its character and also to strengthen the green link between open land to the south of Calder Banks and open countryside to the north.

BS/GB1.8 ING HEAD FARM, HILL CREST AVENUE, QUEENSBURY

The farm and outbuildings relate more closely to the open countryside. The revised green belt is more consistent and follows the rear garden boundaries of properties on Hill Crest Avenue.

BS/GB1.9 FENWICK DRIVE, WOODSIDE

The adopted UDP boundary follows a notional boundary possibly a former dry stone wall through mature woodland. The revised boundary follows the rear boundary of houses in Fenwick Drive and the steel palisade fencing of the Youth centre.

BS/GB1.10 LAND TO THE NORTH WEST OF BOOTH HOLME FARM, WESTGATE HILL

The existing Green Belt boundary is poorly defined in this area. The land fronting onto Westgate Hill Street is an integral part of the surrounding Green Belt, and is well defined by existing hedges, walls and buildings, which provide a more robust boundary to the Green Belt in this area.

Site Plans for amendments under 0.40 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

BS/GB3.1 TONG

14.0 THE NATURAL ENVIRONMENT AND COUNTRYSIDE

Policy NE3 Landscape Character Areas

The following Character Areas fall within this constituency

1. TONG

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

2. SOUTH BRADFORD

General Description:

South Bradford is an urban fringe landscape where motorway traffic and massive brightly coloured distribution centres abut traditional stone farmsteads and hedgerow bound pasture. It contains a wide range of different land uses within a relatively small area but is, in general degraded and fragmented by pockets of urban/industrial development which have weakened its character. The landscape is an open, gently rolling lowland, typical of the Yorkshire Coalfield landscape and has few characteristics which could be applied over the whole area because of its variability.

The South Bradford character area is heavily influenced by its proximity to Bradford, consisting of the land left between the extent of the Bradford urban core and the Bradford District boundary. Although it is split in two by the settlements of Wyke and Low Moor, in fact the landscape of South Bradford is perceived on the ground as being continuous with the wider area of degraded, fragmented landscape that exists between the Halifax, Huddersfield, Leeds and Bradford conurbation. Clearly the landscape doesn't conform to administrative boundaries and it is especially important in this case to consider the character area as part of this wider unit of landscape.

South Bradford contains the M606, the spur of the motorway that links Bradford to the M62, and therefore the M1. In this way, this character area is the gateway between Bradford and the rest of the country; its current character is dominated by the consequences of its role as a 'transport link'

South Bradford primarily consists of enclosed pasture and industrial corridor landscape types with some smaller areas of parkland and a wooded valley near Royds Hall. The character area also contains the settlement of Oakenshaw.

Key Landscape Elements:

- The M606 motorway
- Undulating pasture fields enclosed by hedges
- Golf courses
- Industrial development
- Woodland belts around Royds Hall Estate

3. THORNTON/QUEENSBURY

General Description:

Thornton/Queensbury is an area of relatively high, but settled land sloping east towards the centre of Bradford from the uplands of the South Pennines. It is an exposed landscape with scattered tree cover, mainly in the small interconnecting valleys. In contrast to Wilsden whose settlements nestle into the plateau landscape, the main settlements here are superimposed on the upper slopes. Although

Thornton/Queensbury is an area of traditional pasture dominated landscape with scattered farmsteads, its character has been urbanised by a proliferation of pylons marching across the landscape. The farm units are often supported by the dual economy system, whereby the marginal agricultural infrastructure is supplemented by other land uses such as haulage, storage of materials and riding stables. Unique to the character of Thornton/Queensbury is the way the landform dips steeply and falls away towards Calderdale along its southern boundary.

This character area is located to the west of Bradford City centre forming the urban fringe between the urban core of Bradford and the moorlands of the Pennine Upland; it also forms part of the district boundary with Calderdale.

The character area is bounded to the east by the urban core of Bradford and to the south by Calderdale. The Pennine Upland character area forms a short boundary to the west and the Wilsden character area forms the northern boundary. The Wilsden boundary is perhaps the most difficult to differentiate as the landform gradually changes from an intimate, bowl shape to the more convex, pylon dominated landscape; this is a gradual transition.

The majority of the Thornton/Queensbury character area is approximately 60% dominated by mixed upland pasture, with small proportions of upland pasture (10%) and parkland (5%) to the west of the area in close proximity to Denholme and two small areas of wooded valley (5%) north and south of the settlement of Queensbury. Settlements account for about 20% of the character area.

Key Landscape Elements:

- Pasture dominated, gritstone walls
- Pylons
- Skyline settlement
- Dense network of roads
- Long dipslope east towards Bradford
- Scattered tree cover, mainly in the valleys

Policy NE7 Sites of International Importance

There are no proposals under this policy in Bradford South.

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

There are no proposals under this policy in Bradford South.

Policy NE9 Site of Ecological and Geological Interest (SEGI's and RIG's)

BS/NE9.1 Black Carr Wood 30.10 hectares

BS/NE9.2 Horton Bank Reservoir

Site of geological importance

BS/NE9.3 Royds Hall Beck

Site of geological importance

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**Policy NR 5 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 its merits against the Policies within the Plan.

16.0 POLLUTION HAZARDS AND WASTE**Policy P2 Hazardous Installations**

Sites designated under the Control of Major Accident Hazards (Planning) Regulations 1999 (COMAH):

A H Marks, Wyke Lane, Wyke

CIBA Speciality Chemicals, Cleckheaton Road, Low Moor

J Coales & Son, 21 Comondale Way, Euroway Trading Estate, Bradford

*(Sites as of May 2001)