



REPLACEMENT UNITARY DEVELOPMENT PLAN

FOR THE BRADFORD DISTRICT

PROPOSALS FOR THE KEIGHLEY CONSTITUENCY

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Price £2.50

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1.0 INTRODUCTION

This Proposals Report for the Keighley Constituency Area is one of five Reports that together with the District wide policies in the Policy Framework Report form Part 2 of the Unitary Development Plan for Bradford District. It should be read in conjunction with the appropriate Proposals Map for the Area.

Description

The Keighley Constituency Area is the largest area in the District, stretching from the Wharfe Valley in the north to the Pennine uplands to the south and west. It has a population of over 83,000 people (1991 Census) and comprises the wards of Keighley (North, South and West), Worth Valley, Craven and Ilkley. The area contains Keighley, the second largest settlement in the District, Ilkley, the largest town in Wharfedale, and Silsden along with the villages of Addingham, Steeton with Eastburn, East Morton, Oakworth, Haworth and Oxenhope with many other smaller villages and hamlets scattered across a predominantly rural area.

2.0 VISIONS AND OBJECTIVES

See Policy Framework.

3.0 PRINCIPAL POLICIES

Role of the Area

Keighley has limited capacity for the further expansion of due to its topography and the District has seen major infrastructure investment in the Area's road and rail network. Therefore the Plan will see a twin emphasis of new development in the Silsden - Steeton area and redevelopment within the older industrial areas of Keighley. The Silsden - Steeton area is well-placed to meet the expanding needs of Upper Airedale for both good housing and employment sites, to reflect the District 2020 Vision providing such development is linked to further investment in highway, drainage and educational infrastructure.

The Area has the following functional divisions:

1. Keighley remains the major focus of employment and the main retail and service centre of the Area. Whilst there is still a need for new employment sites close to Keighley town centre, the topography around the town is such that few suitable sites are available. Much of the relatively level land close to Keighley is needed for flood control purposes. The only area that offers real potential for new housing and employment development is around Silsden/Steeton, some four miles from the main built-up area of Keighley.
2. Ilkley, a one-time spa town, is now a residential town and tourist centre. It is a popular commuter town for both Bradford and Leeds. There have been recent upgrades to rail transport links along this part of the Wharfe Valley.
3. Addingham, a semi-rural village, built on a small and now declining manufacturing base, is essentially a residential community with good road links along Wharfedale and into Airedale.

4. The Aire valley settlements of Silsden and Steeton with Eastburn retain a local industrial base and, because of their good and improving road and rail links to Skipton, Bradford and Keighley, are also important commuter areas. In recent years, Silsden's growth has been significant, as it has responded to development pressures that cannot be met easily in Keighley. This growth has outstripped the existing infrastructure of the settlement.
5. The Pennine settlements of Oakworth, Haworth and Oxenhope. Haworth is one of the most important day visitor centres in the region but has only a limited capacity to absorb large influxes of visitors. All three villages are commuter settlements for Bradford and Keighley.
6. The Pennine uplands, particularly Haworth Moor and Rombalds Moor, which are of considerable landscape and recreation importance. These areas, which are often high and exposed, are also seen as a resource for the production of energy and are coming under increased pressure for wind turbine developments.

The Location Strategy as it applies to Keighley Constituency.

The location strategy identifies a settlement hierarchy as part of the approach to promoting more sustainable patterns of development. Within this constituency it identifies the towns of Keighley, Ilkley and Silsden as the most sustainable locations. These are followed by the well-located smaller settlement of Steeton with Eastburn. The remaining smaller settlements of Haworth, Oakworth, Oxenhope and east Morton are locationally less well favoured.

As the towns and 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 buildings and to help promote this a mixed use area has been identified in the Worth Valley.

The location strategy also identifies a corridor from Ilkley via Addingham and Silsden to Steeton where improved public transport would help promote greater usage.

The strategy promotes one significant change to policy for areas of restraint from development. This is the exceptional addition to the Green belt to the north of Addingham to assist in safeguarding the countryside from encroachment. This arises from the need to manage the increasing development pressures in this part of the Wharfe valley brought about by improved public transport links particularly from nearby Ilkley to Leeds and Bradford.

There is little change to the extent of the areas of restraint within the built up areas.

PROPOSALS

4.0 URBAN RENAISSANCE

Policy UR5 Safeguarded Land

The following areas of safeguarded land are identified on the Proposals Map :-

Ref	Site	Site Area (hectares)
K/UR5.1	PARSONS LANE, ADDINGHAM	1.08
	A new part greenfield part brownfield site on the edge of the settlement. The site is located between the A65 and the western edge of Addingham, the northern part of which is currently in active use as a timber yard. The site is isolated from local and District facilities. Development potential: housing.	
K/UR5.2	LYON ROAD, STEETON WITH EASTBURN	0.80
	A new greenfield site, allocated for housing in the adopted UDP and located within the settlement. The site is susceptible to flooding and to noise disturbance from nearby industrial uses.	
K/UR5.3	SYCAMORE GROVE, STEETON WITH EASTBURN	1.26
	A new greenfield site, part of which is allocated for housing in the adopted UDP, located on the edge of the settlement. Development potential: housing.	
K/UR5.4	MAIN ROAD, STEETON WITH EASTBURN	5.87
	A new greenfield site, allocated for housing in the adopted UDP and located within the settlement. Development of the site would be dependent on a suitable access being formed and is further constrained by the setting of a listed building and the need to retain protected trees. The site is of potential ecological and archaeological value. Development potential: housing.	
K/UR5.5	DIMPLES LANE, EAST MORTON	0.67
	A new greenfield site on the edge of the settlement. Development of the site would be dependent on a suitable access being formed. Development potential: housing.	
K/UR5.6	MOSS CARR ROAD, LONG LEE, KEIGHLEY	1.44
	A new greenfield site, identified by the Vacant Land Survey, located on the edge of the settlement. A substantial area of the site lies in the shaded north side of Moss Carr Crag, a former quarry face, restricting development potential. Access to the development would be dependent on highway constraints at Coney Lane Bridge being resolved. Development potential: housing.	
K/UR5.7	OAKWORTH ROAD, EXLEY HEAD, KEIGHLEY	4.55
	A new greenfield site within the urban form. Development of the site would be dependent on a suitable access being formed and is further constrained by the need to retain mature, protected trees. Development potential: housing.	
K/UR5.8	MOORLANDS AVENUE, EXLEY HEAD, KEIGHLEY	4.55
	A new part greenfield part brownfield site, allocated for housing on the adopted UDP and located on the edge of the urban form. Development of the site would be dependent on a suitable access being formed. Development potential: housing.	

K/UR5.9 KEIGHLEY ROAD (NORTH), BOGTHORN,
KEIGHLEY 1.14

A new part greenfield part brownfield site, allocated for housing on the adopted UDP and located on the edge of the urban form. Development of the site would be dependent on a suitable access being formed. Development potential: housing.

K/UR5.10 KEIGHLEY ROAD (SOUTH), BOGTHORN,
KEIGHLEY 0.58

A new greenfield site, identified by the Vacant Land Survey, located within the urban form. Development of the site would be dependent on a suitable access being formed. Development potential: housing.

K/UR5.11 KEIGHLEY ROAD (WEST), BOGTHORN, KEIGHLEY 1.87

A new part greenfield part brownfield site, identified by the Vacant Land Survey, on the edge of the urban form. Development of the site would be dependent on a suitable access being formed. Development potential: housing.

K/UR5.12 BADEN STREET, HAWORTH 1.93

A new greenfield site, allocated for housing on the adopted UDP and located on the edge of the settlement. Development of the site would be restricted by the need to protect its ecological value. Development potential: housing.

K/UR5.13 DENHOLME ROAD, OXENHOPE 0.98

A new greenfield site, allocated for housing on the adopted UDP and located within the settlement. The site is somewhat isolated from local and District facilities. Development would need to ensure a positive contribution to the Leeming Conservation Area is made. Development potential: housing.

Regeneration

The Keighley area has been disadvantaged in the past by reason of its relative distance from the main conurbation of West Yorkshire and from the motorway network. The town suffers from a declining nineteenth century legacy of textiles and engineering, a lack of suitable sites for new industries to take their place and from the associated problem of poor quality housing stock.

However, the completion of the new Airedale road as far as Bingley and the continuation of the high quality route through Bingley is improving accessibility. With regeneration programmes that run until 2003 and the adoption by the Council of an Airedale Strategy as part of the 2020 vision, Keighley will continue to play a significant role in the regeneration of the District.

The Proposals Map identifies a mixed use area where mixed use development will be promoted to create sustainable regeneration opportunities.

Policy UR7 Mixed Use Areas

A mixed use area is proposed at :-

K/UR7.1 Worth Valley

The Worth Valley mixed use area extends 2.5 km from the southern fringe of Keighley town centre, south west along a corridor defined by the River Worth and the railway line to Damems station. The A629 linking Keighley town centre and destinations to the south runs through the entire length of the area. The land slopes down to the River Worth, fairly steeply in several locations to the south-eastern half of the mixed use area, but elsewhere a more level topography predominates. The area is heavily urbanised and is characterised by established heavy industrial uses and large mill operations, some of which appear to be in decline. The area was formerly an Employment Zone in the 1998 adopted plan. A number of new employment uses have been introduced to the area recently, particularly flanking Worth Way and South Street, taking the form of small to medium size manufacturing and processing works. The north east corner is formed by the confluence of the river, railway and Coney Lane. Traffic circulation is restricted by bridges over and under both the river and railway. Short parades of small retail premises front on to Bridge Street to the north. Other retail outlets in the area comprise of similarly small 'corner shops' mainly located along the A629.

Residential properties comprise mainly of Victorian terraces at Ingrow and mid 20th century council housing at Bracken Bank and Woodhouse to the west and east of the area respectively. Areas of open space are limited to recreation grounds, playing fields and allotments between the Bracken Bank estate and the River Worth. The river has an open watercourse but there is little appreciation of it from publicly accessible areas.

The Keighley and Worth Valley Railway, an important tourist attraction, runs through the area and has passenger stations at Ingrow and Damems. Ingrow station also houses a railway museum.

Future development principles should continue to foster the links between the needs of the local residential communities, the expansion of employment opportunities and market demand for the reuse of the traditional industrial buildings. There may be potential for integrating new residential schemes within the industrial fabric and providing a range of small, service sector commercial enterprises or community and leisure facilities.

Use classes permitted in Worth Valley would be:

- B1 Business
- B2 General Industry
- C3 Dwelling Houses

Uses A1 (retail), A3 (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.

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 use in accordance with Policy E1.

Ref	Site	Site Area (hectares)
K/E1.1	LYON ROAD, STEETON WITH EASTBURN	3.26

Site carried forward from adopted UDP. A greenfield site on the edge of the settlement. Access limitations could restrict development of the site to that of expansion land for adjacent firms. Part of site is liable to flooding and balancing facilities for surface water would be required. Development would be required to ensure preservation of streams, trees and hedges. Potential contamination of the site will require investigation. The site is in the Airedale Corridor, a prime location for B1, B2 and B8 employment provision in support of the 2020 Vision.

K/E1.2 OFF STEETON GROVE, STEETON WITH EASTBURN 1.19

Site carried forward from adopted UDP. A brownfield site within the settlement. The site may be contaminated and development would be required to provide wildlife habitats. Access is only available through existing works. The site is in the Airedale Corridor, a location where employment provision would support the 2020 Vision.

K/E1.3	STATION ROAD, STEETON WITH EASTBURN	0.66
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Site carried forward from adopted UDP. A brownfield site on the edge of the settlement. Access is only available through the existing depot. The site is in the Airedale Corridor, a location where employment provision would support the 2020 Vision.

K/E1.4	KEIGHLEY ROAD/BELTON ROAD, SILSDEN	13.13
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Site carried forward from adopted UDP. A greenfield site beyond the edge of the settlement. Development would need to preserve landscape quality, bio-diversity and comply with Policy NR16 with regard to flood risk. The site may be contaminated. The site is in an Employment Zone and the Airedale Corridor, a prime location for B1, B2 and B8 employment provision in support of the 2020 Vision, and a comprehensive development scheme for the whole of the site is sought in accordance with Policy E2.

K/E1.5	BELTON ROAD, SILSDEN	4.99
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Site carried forward from adopted UDP. A greenfield site within the settlement. Retention of mature trees is essential, as is the provision of a buffer zone to the residential properties to the north of the site. The site may be contaminated. The site is in an Employment Zone and the Airedale Corridor, a prime location for B1, B2 and B8 employment provision in support of the 2020 Vision, and a comprehensive development scheme for the whole of the site is sought in accordance with Policy E2.

K/E1.6 KEIGHLEY ROAD (NORTH), SILSDEN 0.53

Site carried forward from adopted UDP. A greenfield site within the settlement. A number of mature trees and a natural stream on site must be retained. The site is in an Employment Zone and the Airedale Corridor, a location where employment provision would support the 2020 Vision.

K/E1.7 KEIGHLEY ROAD (CENTRE), SILSDEN 0.69

Site carried forward from adopted UDP. A greenfield site within the settlement. A number of mature trees and a natural stream on site must be retained. The site is in an Employment Zone and the Airedale Corridor, a location where employment provision would support the 2020 Vision.

K/E1. KEIGHLEY ROAD (SOUTH), SILSDEN 1.04

Site carried forward from adopted UDP. Site fully developed for employment use.

K/E1.9 SYKES LANE, SILSDEN 8.41

Site carried forward from adopted UDP. A greenfield site within the settlement. Development would need to include a buffer to the Leeds - Liverpool Canal SEGI and Conservation Area. Drainage infrastructure investment is required along with archaeological and bio-diversity surveys. The site may be contaminated. The site is in an Employment Zone and the Airedale Corridor, a prime location for B1, B2 and B8 employment provision in support of the 2020 Vision, and a comprehensive development scheme for the whole of the site is sought in accordance with Policy E2.

K/E1.10 BACKSTONE WAY, ILKLEY 1.25

A new greenfield site within the settlement, one of only two Employment Sites in Ilkley. Use as expansion land for adjacent premises would avoid highway problems associated with independent access via Backstone Way. Access from Backstone Way may require highway improvement works. Development restricted to B1 or B8 uses to prevent existing housing to the east being adversely affected.

K/E1.11 ASHLANDS ROAD, ILKLEY 1.03

A new greenfield site within the settlement, one of only two Employment Sites in Ilkley. The site is well related to town/local facilities and public transport services. Development incorporating publicly accessible recreation open space would redress a local deficiency. The sewage works to north is a source of odour/fly nuisance so the site has potential for use as a household recycling centre to replace that at Golden Butts Road.

K/E1.12 AIRE VALLEY ROAD, WORTH VILLAGE, KEIGHLEY 2.80

Revised site from adopted UDP. The western part of the site is derelict and potentially contaminated, the remainder is greenfield and the whole is within the urban form. The site is in an Employment Zone and the Airedale Corridor, a prime location for B1, B2 and B8 employment provision in support of the 2020 Vision. Development should seek to take advantage of freight transportation via the adjoining rail network as encouraged by Policy TM21.

K/E1.13 DALTON LANE, WORTH VILLAGE, KEIGHLEY 0.77

A new brownfield site within the urban form. The site is within walking distance of Keighley town centre and surrounded by existing industrial uses. The site is in an Employment Zone and the Airedale Corridor, a location where employment provision would support the 2020 Vision.

K/E1.14 AIREWORTH ROAD, WORTH VILLAGE, KEIGHLEY 1.73

A new brownfield site within the urban form that is within walking distance of Keighley town centre. Development of the site would need to comply with Policy NR16 with regard to flood risk and re-use a vacant listed building. The site is in the Airedale Corridor, a location where employment provision would support the 2020 Vision.

K/E1.15 MITCHELL STREET, EASTWOOD, KEIGHLEY 0.86

Site carried forward from adopted UDP. A brownfield site within the urban form. Access is dependent on minor roads, which could restrict development of the site to that of expansion land for adjacent firms. The site is in an Employment Zone and the Airedale Corridor, a location where employment provision would support the 2020 Vision.

K/E1.16 EAST AVENUE, LAWKHOLME, KEIGHLEY 0.60

Site carried forward from adopted UDP. A brownfield site within the urban form and closely associated with other employment uses. Access is dependent on minor roads, which could restrict development of the site to that of expansion land for adjacent firms. The site is in the Airedale Corridor, a location where employment provision would support the 2020 Vision.

K/E1.17 HOLME MILL LANE, FELL LANE, KEIGHLEY 0.79

A new brownfield site close to the edge of the urban form. Planning permission granted for employment use.

K/E1.18 BEECHCLIFFE (SOUTH), KEIGHLEY 2.58

Site carried forward from adopted UDP. A brownfield site within the urban form. Development of the site would need to comply with Policy NR16 with regard to flood risk and must preserve bio-diversity but would reclaim contaminated land. The site is in an Employment Zone and the Airedale Corridor, a prime location for B1, B2 and B8 employment provision in support of the 2020 Vision.

K/E1.19 BEECHCLIFFE (NORTH: ADJACENT TO THE A629), KEIGHLEY 3.77

Site carried forward from adopted UDP. A greenfield site on the edge of the urban form. Development of the site would need to comply with Policy NR16 with regard to flood risk and incorporate a buffer zone to protect Beechcliffe Ings SEGI. The site may be contaminated. The site is in an Employment Zone and the Airedale Corridor, a prime location for B1, B2 and B8 employment provision in support of the 2020 Vision, and a comprehensive development scheme for the whole of the site is sought in accordance with Policy E2.

6.0 HOUSING

Policy H1 Housing Sites

The following sites of over 0.4 hectares are allocated on the Proposals Map for housing in accordance with Policy H1.

Ref	Site	Site Area (hectares)
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K/H1.1	SYCAMORE GROVE, STEETON WITH EASTBURN	0.51
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Revised site from adopted UDP. Site fully developed for residential use.

K/H1.2	AIREBURN AVENUE, STEETON WITH EASTBURN	0.70
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Site carried forward from adopted UDP. Greenfield site on the edge of the settlement. Development must include an ecological survey.

K/H1.3	HAINSWORTH ROAD, SILSDEN	9.35
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Site carried forward from adopted UDP. A greenfield site on the edge of the settlement. Development of the site would be dependent on construction of the Silsden by-pass between Keighley Road and Holden Lane. Provision of recreation open space and playing fields as part of the development is required to redress an existing deficiency in the area.

K/H1.4	GROVE ROAD, ILKLEY	0.97
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A new site, planning permission granted for residential use.

K/H1.5	PARISH GHYLL LANE, ILKLEY	0.46
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A new site, planning permission granted for three dwellings.

K/H1.6	QUEEN'S ROAD, ILKLEY	5.26
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A new site, planning permission granted for residential use.

K/H1.7	RIDDINGS ROAD, ILKLEY	0.49
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Revised site from adopted UDP. Planning permission granted for residential use.

K/H1.8	LEEDS ROAD, ILKLEY	0.44
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Former All Saints' First School, a new brownfield site within the urban form. The southern boundary of the site fronts on to the Ilkley Conservation Area, the character of which any development would have to enhance.

K/H1.9	LEEDS ROAD, ILKLEY	1.55
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Site carried forward from adopted UDP. Playing fields to Ashlands Primary School now surplus to educational requirements. A greenfield site within the urban form.

K/H1.10 BOLLING ROAD, BEN RHYDDING, ILKLEY 0.44

Site carried forward from adopted UDP. Playing fields to Bolling Road Primary School now surplus to educational requirements. A greenfield site within the urban form. Developer contributions to upgrade the remainder of the open space are required.

K/H1.11 VALLEY DRIVE, ILKLEY 1.48

Former Ilkley Middle School, a new brownfield site within the urban form.

K/H1.12 BANKS LANE (WEST), RIDDLESDEN, KEIGHLEY 0.48

A new greenfield site within the urban form. Vehicular access to the site requires improvement.

K/H1.13 Reference number not used.

K/H1.14 BANKS LANE (EAST), RIDDLESDEN, KEIGHLEY 0.43

Eastern part of the former St. Mary's First School, a new brownfield site within the urban form. Possible contamination from a landfill site within 250 metres would need further investigation.

K/H1.15 BRADFORD ROAD, RIDDLESDEN, KEIGHLEY 0.59

Site carried forward from adopted UDP. A greenfield site within the urban form.

K/H1.16 SWINE LANE, RIDDLESDEN, KEIGHLEY 15.61

Site carried forward from adopted UDP. A greenfield site on the edge of the urban form.

K/H1.17 HOSPITAL ROAD, RIDDLESDEN, KEIGHLEY 5.27

Site carried forward from adopted UDP. A greenfield site on the edge of the urban form. Site under construction for residential use.

K/H1.18 MAYVILLE AVENUE, SANDBEDS, KEIGHLEY 0.41

A new brownfield site within the urban form. Planning permission granted for residential use.

K/H1.19 STREET LANE (EAST), EAST MORTON 0.84

Site carried forward from adopted UDP. A greenfield site on the edge of the settlement. Planning permission granted for residential use.

K/H1.20 HIGHFIELD CLOSE, EAST MORTON 1.07

A new brownfield site on the edge of the settlement. Planning permission granted for residential use.

K/H1.21 STREET LANE (WEST), EAST MORTON 2.26

Site carried forward from adopted UDP. A greenfield site on the edge of the settlement. Site under construction for residential use.

K/H1.22 PARKWOOD RISE, PARKWOOD, KEIGHLEY 1.04

Site carried forward from adopted UDP. A greenfield site on the edge of the urban form. Developer contributions towards recreation open space provision plus additional tree planting are required.

K/H1.23 BIRCH TREE GARDENS, LONG LEE, KEIGHLEY 1.30

Site carried forward from adopted UDP. A greenfield site within the urban form. Site under construction for residential use.

K/H1.24 DAWSON ROAD, WOODHOUSE, KEIGHLEY 0.40

A new greenfield site on the edge of the urban form. Planning permission granted for residential use.

K/H1.25 OAKBANK BROADWAY, EXLEY HEAD, KEIGHLEY 0.42

A new brownfield site within the urban form. Planning permission granted for residential use.

K/H1.26 HOLME MILL LANE, FELL LANE, KEIGHLEY 2.81

Revised site from adopted UDP. A greenfield site on the edge of the urban form.

K/H1.27 REDCLIFFE STREET, HIGHFIELD, KEIGHLEY 0.60

Former Highfield Middle School, a new brownfield site within the urban form. Planning permission granted for residential use.

K/H1.28 CARTMEL ROAD, HIGHFIELD, KEIGHLEY 0.64

Site carried forward from adopted UDP. A brownfield site within the urban form. Planning permission granted for residential use.

K/H1.29 GREEN HEAD LANE, UTLEY, KEIGHLEY 0.42

Utley First School, a new brownfield site within the urban form.

K/H1.30 SHANN LANE, BLACK HILL, KEIGHLEY 0.84

Site carried forward from adopted UDP. Former Black Hill Reservoir, a brownfield site within the urban form. Planning permission granted for residential use.

K/H1.31 BRAITHWAITE AVENUE, BRAITHWAITE,
KEIGHLEY 3.77

Revised site from adopted UDP. A greenfield site within the urban form. Developer contributions towards recreation open space provision plus additional tree planting are required.

K/H1.32 FELL LANE, KEIGHLEY 1.78

Revised site from adopted UDP. A greenfield site on the edge of the urban form. Planning permission granted for residential use.

K/H1.33 WHEATHEAD LANE, EXLEY HEAD, KEIGHLEY 3.24

Site carried forward from adopted UDP. A greenfield site on the edge of the urban form. Planning permission granted for residential use.

K/H1.34 RACE MOOR LANE, OAKWORTH, KEIGHLEY 0.87

A new brownfield site within the urban form. Site fully developed for residential use.

K/H1.35 LEES LANE (SOUTH), HAWORTH 0.93

A new brownfield site within the settlement. Site fully developed for residential use.

K/H1.36 LEES LANE (NORTH), HAWORTH 1.40

Revised site from adopted UDP. A part brownfield, part greenfield site within the settlement. Planning permission granted for residential use.

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)
K/H2.1	PARKWAY/CLOUGH AVENUE, STEETON WITH EASTBURN	6.02

Site carried forward from adopted UDP. A greenfield site within the settlement. Development must provide an area of open space and retain the mature trees and World War Two pillboxes on site. A buffer zone will be required to ensure that new dwellings on site are protected from any potential adverse impact from the Employment Site K/E1.2. Improvements to the junctions between the estate roads and Skipton Road will be required.

K/H2.2 WOODSIDE ROAD, SILSDEN 5.55

Site carried forward from adopted UDP. A greenfield site on the edge of the settlement. Elliott Street/A6034 junction improvements are required. Development would need to include a buffer to the Leeds - Liverpool Canal SEGI and Conservation Area and incorporate positive visual elements to the prominent southern and western boundaries.

K/H2.3 NORTH DENE ROAD, SILSDEN 1.36

Site carried forward from adopted UDP. A greenfield site on the edge of the settlement. Development must provide open space, drainage balancing and a landscaping scheme that retains all boundary hedges.

K/H2.4 DAISY HILL (WEST), SILSDEN 0.44

Site carried forward from adopted UDP. A greenfield site within the settlement. Investment required for access improvements, provision of open space and possible drainage balancing works.

K/H2.5 DAISY HILL (CENTRE), SILSDEN 0.80

Site carried forward from adopted UDP. A greenfield site within the settlement. Investment required for access improvements, provision of open space and possible drainage balancing works.

K/H2.6 DAISY HILL (EAST), SILSDEN 0.69

Site carried forward from adopted UDP. A greenfield site within the settlement. Development must provide a landscaping scheme that retains hedgerows and trees on site. Investment required for access improvements, open space provision and a comprehensive drainage scheme.

K/H2.7 BANKLANDS AVENUE (WEST), SILSDEN 8.51

Revised site from adopted UDP. A greenfield site on the edge of the settlement. Development must be co-ordinated with the construction of the appropriate length of the Silsden by-pass to overcome inadequate highway infrastructure. Developer contributions towards improved public transport links and recreation open space provision to redress local deficiencies would be required.

K/H2.8 BANKLANDS AVENUE (EAST), SILSDEN 20.44

Site carried forward from adopted UDP. A greenfield site beyond the edge of the settlement. Development must be co-ordinated with the construction of the appropriate length of the Silsden by-pass to overcome inadequate highway infrastructure. Developer contributions towards improved public transport links and recreation open space provision to redress local deficiencies would be required.

K/H2.9 CHAPEL STREET, ADDINGHAM 0.44

Former Addingham First School, a new brownfield site on the edge of the settlement. A Traffic Impact Assessment is required in relation to use of Chapel Street and future development must retain the access to adjacent playing fields. Development must enhance the Addingham Conservation Area that abuts the eastern boundary of the site.

K/H2.10 WHARFE PARK, ADDINGHAM 1.70

Site carried forward from adopted UDP. A greenfield site within the settlement. Development must include a landscaped buffer to the Village Green Space to the south.

K/H2.11 THWAITES BROW ROAD, THWAITES, KEIGHLEY 1.06

A new part greenfield part brownfield site on the edge of the urban form. Topography, trees, access and restricted local highway capacity may constrain development.

K/H2.12 HIGHERWOOD CLOSE, LONG LEE, KEIGHLEY 1.03

Site carried forward from adopted UDP. A greenfield site on the edge of the urban form. Access to the development would be dependent on highway constraints at Coney Lane Bridge being resolved.

K/H2.13 THWAITES BROW ROAD, THWAITES BROW,
KEIGHLEY 0.75

Site carried forward from adopted UDP. A greenfield site on the edge of the urban form. Before development of the site is undertaken an ecological survey is required. Access to the development would be dependent on highway constraints at Coney Lane Bridge being resolved and drainage investment is required.

K/H2.14 MOSS CARR ROAD, LONG LEE, KEIGHLEY 4.83

Site carried forward from adopted UDP. A greenfield site on the edge of the urban form. Before development of the site is undertaken ecological and archaeological surveys are required. Access to the development would be dependent on highway constraints at Coney Lane Bridge being resolved.

K/H2.15 LONG LEE LANE, LONG LEE, KEIGHLEY 1.61

Revised site from adopted UDP. Including the former Long Lee First School, a part brownfield part greenfield site on the edge of the urban form. Access to the development would be dependent on highway constraints at Coney Lane Bridge being resolved.

K/H2.16 REDWOOD CLOSE, LONG LEE, KEIGHLEY 1.01

Site carried forward from adopted UDP. A greenfield site within the urban form. Access to the development would be dependent on highway constraints at Coney Lane Bridge being resolved.

K/H2.17 PARK LANE, PARKWOOD, KEIGHLEY 2.78

Site carried forward from adopted UDP. A greenfield site on the edge of the urban form. Before development of the site is undertaken an ecological survey is required. Access to the development would be dependent on highway constraints at Coney Lane Bridge being resolved. Listed milestone to Park Lane must be incorporated in to the development of the site.

K/H2.18 HAINWORTH ROAD, WOODHOUSE, KEIGHLEY 0.45

Site carried forward from adopted UDP. Greenfield site within the urban form. Woodland to the southern half of the site must be retained.

K/H2.19 HAINWORTH WOOD ROAD, WOODHOUSE,
KEIGHLEY 3.16

Site carried forward from adopted UDP. Greenfield site on the edge of the urban form. Before development of the site is undertaken an ecological survey is required of Gingerbread Clough which splits the site and must be protected by buffer zones.

K/H2.20 SPRING GARDENS LANE, UTLEY, KEIGHLEY 0.67

A new greenfield site within the urban form. Trees, topography and restricted local highway capacity may constrain development.

K/H2.21 HOLLINS LANE, UTLEY, KEIGHLEY 2.09

Revised site from adopted UDP. Greenfield site within the urban form. Infrastructure investment is required to provide adequate drainage and water supply. An easement will be required to the water mains that cross the site. The trees to Hollins Lane frontage are protected and must be retained.

K/H2.22 SHANN LANE, BLACK HILL, KEIGHLEY 4.78

Site carried forward from adopted UDP. Greenfield site within the urban form. Highway investment, as Shann Lane is narrow with poor junction alignments, and off-site infrastructure for surface water are required.

K/H2.23 NORTH DEAN AVENUE, BRAITHWAITE,
KEIGHLEY 6.73

Site carried forward from adopted UDP. Greenfield site on the edge of the urban form. The Braithwaite Conservation Area lies to the north, part of which is within the site, so future development must respect the historic context of this area. Parts of the site are of ecological value and, along with hedgerows and footpaths, should be incorporated positively in to future development.

K/H2.24 OCCUPATION LANE (WEST), EXLEY HEAD,
KEIGHLEY 1.27

Site carried forward from adopted UDP. A greenfield site on the edge of the urban area.

K/H2.25 OCCUPATION LANE (EAST), EXLEY HEAD,
KEIGHLEY 1.16

Site carried forward from adopted UDP. A greenfield site within the urban form.

K/H2.26 BOGTHORN QUARRY, BOGTHORN, KEIGHLEY 0.80

Site carried forward from adopted UDP. A brownfield site on the edge of the urban form. Surveys to investigate potential contamination and ecological value are required prior to development of the site.

K/H2.27 MAPLE AVENUE, OAKWORTH, KEIGHLEY 1.02

Site carried forward from adopted UDP. A greenfield site on the edge of the urban form.

K/H2.28 MILL LANE, OAKWORTH, KEIGHLEY 1.44

A new greenfield site within the urban form. Site is within the Oakworth Conservation Area and in proximity to a number of listed buildings so future development must respect the historic context of this location.

K/H2.29 Reference number not used.

K/H2.30 WORSTEAD ROAD, BOCKING, KEIGHLEY 2.97

Revised site from adopted UDP that includes land to the north formerly identified as a separate Housing Site (K/H2.4). A greenfield site on the edge of the urban form. Investment in drainage infrastructure and retention of trees on site are required.

K/H2.31 OFF LEES LANE (NORTH), HAWORTH 0.97

A new greenfield site within the settlement.

K/H2.32 OFF LEES LANE (SOUTH), HAWORTH 0.83

A new greenfield site within the settlement.

K/H2.33 ASHLAR CLOSE, HAWORTH 0.69

A new greenfield site within the settlement. Development must incorporate the public footpath that crosses the site and investment in water supply and drainage infrastructure is required.

K/H2.34 BUTT LANE, HAWORTH 0.98

Former Haworth First School, a new brownfield site within the settlement. The former school buildings make a positive contribution to adjacent Haworth Conservation Area and should be retained.

K/H2.35 WEAVERS HILL, HAWORTH 1.11

Site carried forward from adopted UDP. A greenfield site on the edge of the settlement. The listed Old Hall and the Haworth Conservation Area lie to the east, part of which is within the site, and so future development must respect the historic context of this location.

K/H2.36 IVY BANK LANE, HAWORTH 1.17

A new brownfield site within the settlement. The site forms a potential extension to Haworth Conservation Area and conversion of the former mill buildings would make a positive contribution to the historic setting.

7.0 CENTRES

Policy CT1 Developments to accord with the area policy statements for the city and town centres.

KEIGHLEY TOWN CENTRE

Vision

In April 2000, Bradford Congress (of which the Council is a member) launched its 2020 Vision document. This sets out its long-term ambition for the District. For Airedale the document sees the towns of Keighley, Bingley and Shipley developing a strong common identity as Airedale within the Bradford District, with Airedale's economic structure complementing that of Bradford.

Keighley town centre is the largest centre in Airedale and the second most important in the District. It is the focal point for the provision of shopping, public services and further educational facilities serving both the town of Keighley and the surrounding villages in Airedale and the Worth Valley.

The Plan's vision for Keighley town centre is one of a centre which will continue to grow over the Plan period to enhance and expand its range of facilities and benefit the people of Keighley and surrounding area.

Keighley Town Centre is a successful shopping centre. It is compact and flat, which makes it easy for pedestrian movement, especially for groups such as the elderly, disabled or people with push chairs. The bus station in the heart of the centre caters well for public transport users in the Keighley area whilst the railway station, on the edge but convenient for the centre, serves those who come from farther afield. Large car parks attached to the superstores at the northern and southern fringes provide close and convenient car parking for users of these stores and the centre in general. There is potential for Keighley town centre to develop and build on these strengths and provide a wider range and choice of facilities.

The extent and range of the town centre uses coupled with the existing public transport system and road network means the town centre is the best location for shopping, service, leisure and employment activities to serve people in Keighley and the surrounding area. The Plan therefore aims to facilitate the attraction of new investment into the centre to strengthen its role as a commercial, retail and leisure centre to benefit the community and visitors to the area.

Shopping in the Centre

In terms of the total amount of floorspace Keighley town centre is the second largest shopping centre in the District. However it has more convenience floorspace and more supermarkets/superstores than any other centre in the District.

In 1999 Colliers Erdman Lewis advised the Council on the scope for new retail floorspace. They concluded that in relation to convenience shopping there was a small quantitative need by the end of the Plan period, which the subsequent expansion of Sainsbury's superstore has accounted for. However with respect to comparison goods they did identify a quantitative need for a substantial amount of additional floorspace in the centre by the end of the Plan period.

This need is to be accommodated on the edge of the centre in the defined expansion areas adjoining the eastern and southern boundaries. These areas provide the scope and flexibility for qualitative improvements to the centre.

Enjoying Life in the Centre

In recent years the cinema on North Street has been refurbished and there have been improvements to several public houses, particularly by local brewer Timothy Taylor. In addition the Single Regeneration Budget has assisted a number of new cafes and takeaways to open, as well as the new Arts Factory along Bradford Road outside the centre. The leisure and entertainment policies provide a positive land use context for improvements to take place in and adjoining the centre for quality venues such as a possible new cinema or theatre. They also ensure that any large proposals that would be likely to attract people from the Keighley area are directed to the town centre, or failing that to the expansion areas on the edge of the centre.

Living in the Centre

There is much residential accommodation immediately adjacent to the town centre and new houses have been recently built within the central shopping area behind shops at the bottom of Cavendish Street. Policy CT3 encourages further residential development in the town centre provided that it is above ground floor level.

Working in the Centre

People who work in the centre are mainly employed in the retail, leisure, local and central government, and further education sectors of the economy. Although Keighley is a large town there has been little interest in recent years in constructing new office development in the centre. It is envisaged that during the Plan period this trend is unlikely to change.

Proposals for employment generating town centre developments are to be welcomed. The town centre lies at the hub of the public transport system in the Keighley area and provides the best location in this part of the District to alleviate the growth in the use of motor cars for journeys to work.

The potential for more new retail floorspace identified in the Colliers Erdman Lewis study provides scope to increase retail job opportunities in the centre.

Urban Design, Heritage and Public Art

Keighley town centre makes an important contribution to the vitality of the District. In particular it provides a 'shop window' for visitors attracted by the Keighley and Worth Valley Railway and the literary associations of Haworth, and assists in the regeneration of the District.

The town centre contains a number of fine Victorian stone buildings that the conservation policies seek to safeguard and provide for their enhancement.

Little new public art has been provided in Keighley in recent years. All new developments will be expected to provide for public art as set out in the per cent for art policy D8.

Policy guidance in respect of urban design, heritage and public art matters is provided in the Design and Built Heritage Chapters.

Accessing the Centre

Action to improve the ability of people to access and move around within the town centre will help it to better fulfil its role and compete on more equal terms with purpose-built out-of-town shopping developments.

The Plan provides for the expansion of the town centre across East Parade and Worth Way. In order to provide a safe and pleasant environment for pedestrians in the expanded centre these highways need to be downgraded to function purely as access roads for properties in the centre. To achieve this the route for a new relief road is safeguarded from Gresley Road southwards alongside the River Worth to a point where the North Beck joins with the River Worth.

This new road is expected to be constructed at the end of the Plan period. It will at that time allow for the remodelling of the existing Worth Way/East Parade link to create a pedestrian dominated environment. Design of the new road will allow for the provision of adequate pedestrian crossing facilities to take account the possibility of retail, leisure or other town centre uses becoming established in the secondary expansion area to the east of the River Worth. The new road will allow public access to the bank of the River Worth and open up this water feature on the edge of the centre as a public amenity.

Once people have arrived in the centre movement around it needs to be safe and attractive to the pedestrian. To this end the Council will, during the Plan period, investigate the scope to undertake further traffic management schemes and environmental works on the public realm.

These works will seek to reorganise public road space to give priority to public transport and pedestrians and encourage cycling and help create a more environmentally attractive, healthy and pedestrian friendly centre for people to enjoy. This will be informed by other initiatives intended to improve accessibility, for example, in 2001 the Council commissioned Bradford Access Action, a local charity, to undertake an Accessibility Audit of the town centre. The results of this study will help determine spending priorities for improving the physical environment.

To help make pedestrian movements within the central shopping area more pleasant in inclement weather policy CT4 requires developments to safeguard existing arcades and canopies over adjoining footways, such as those at Cavendish Street or incorporate new ones.

Area Planning Policy Statements

The area planning policy statements below set out how the different parts of the centre may change to accord with policy CT1. Such developments should stimulate economic activity and social interaction and ensure the continued vitality of the town centre. Where proposals relate to listed buildings the presumption is that such buildings will be retained and reused.

1. Central Shopping Area

Developments within this area should seek to retain and concentrate the retail function. The access and parking arrangements of proposals within the primary shopping area should not prejudice the ability of the Council to undertake further work to provide a pedestrian dominated shopping environment. Proposals for non retail uses within the primary shopping area are subject to policy CT5.

Any proposals for the redevelopment of the Market, Morrisons supermarket and the car parks either side of the Market need to ensure attractive and meaningful retail frontages to Low Street. They should also safeguard and enhance the setting of St. Andrews Church. The function of Low Street as a pedestrianised street should not be compromised.

2. College Area

This area includes a mixture of town centre uses including the main college buildings, the library and leisure activities. The scope for new large development is limited but policy CL1 permits further leisure proposals in this area. Retail proposals which are not already permitted by policies CR6, CR10 and CR12 will also be permitted in this area if opportunities become available provided there are no sites or buildings within the central shopping area which are available, suitable, and viable.

3. Damside, Water Lane, Alkincote Street and Worth Way (west) Expansion Areas

These areas allow for the growth of the town centre and in particular the amount of potential additional retail floorspace forecast for the centre in the Colliers Erdman Lewis study. They also provide the ability for qualitative improvements to facilities in the town centre to take place.

These areas have the potential to change during the Plan period. Their designation took account of the need to maintain a compact centre, to keep walking distances to the edge of the primary shopping area to a minimum and to ensure any obstacles to easy and safe pedestrian movement around the expanded centre can be alleviated.

The development of these areas for retail and leisure uses and other town centre uses (as defined in paragraph 1.15 of PPG6) is acceptable provided there are no alternative sites within the centre which are available, suitable and viable.

Development of these areas for industrial or residential purposes at ground floor level would prejudice their use for retail or leisure uses and such proposals would therefore be inappropriate.

In order to provide for the East Parade / Worth Way relief road proposals on its route as shown on the Proposals Map, will be permitted only where they would not prejudice the construction of the road.

Within the Worth Way (west) expansion area the existing street pattern of Coney Lane, Long Croft and Northern Road is antiquated. The redevelopment of this area may include the closure of these streets following construction of the East Parade/ Worth Way relief road, where it would further comprehensive redevelopment.

4. East of River Worth (Secondary) Expansion Area

Town centre use developments including retail and leisure should take place in the centre, and failing that in one of the four expansion areas listed above. Because of the distance from the town centre developments will be permitted in this expansion area east of the River Worth only when sites are not available, suitable or viable in the town centre or in the Damside, Water Lane, Alkincote Street, and Worth Way expansion areas and the sequential approach has been followed in the appropriate policies.

ILKLEY TOWN CENTRE

Vision

In April 2000, Bradford Congress (of which the Council is a member) launched its 2020 Vision document. This sets out its long-term ambition for the District. For Wharfedale the document sees Ilkley and its surrounding villages having become world renowned as a place to visit and stay. It states that the local economy will have benefited from the growth of tourism and Wharfedale will have established its reputation in Europe as one of the most desirable places to live and as a thriving community within the Bradford District.

The manner in which Ilkley town centre might change over the Plan period is central to achieving this vision. The solid stone buildings of the town centre reflect its growth during the Victorian period and the prosperity of the town both then and now. It is the focal point for the provision of shopping, leisure and public services in the town. Apart from the Tesco and Booths supermarkets the entire town centre is within the designated conservation area.

The extent and range of the town centre uses coupled with the centrally located bus and railway station means the town centre will continue to be the best location for shopping, service, leisure and employment activities to serve the people of Ilkley.

The Plan's vision for Ilkley town centre therefore is one of a centre which will consolidate over the Plan period, enhancing its range of facilities, to benefit the people of Ilkley and nearby villages, and visitors to the town and surrounding countryside.

Shopping in the Centre

Although the shopping centre is only one fifth the size of the City Centre it is the third largest centre in the District in terms of the amount of the retail and associated service uses floorspace.

In February 1999 Colliers Erdman Lewis advised the Council on the scope for new retail floorspace in the centre. They concluded that in relation to convenience shopping there was a small quantitative need for more floorspace rising to 410 square metres net by 2011. In respect of comparison goods they identified a larger quantitative need for additional floorspace of some 240 square metres, net rising to around 1,210 square metres net by 2011.

The retail policies seek to ensure this need is accommodated in the central shopping area, or failing this, on the edge of the centre. To achieve this two small town centre expansion areas are defined on Leeds Road and Wellington Road. They also provide the scope and flexibility for modest qualitative improvements to the shopping offer of the centre.

Enjoying Life in the Centre

The Kings Hall and the Manor House museum provide popular venues for theatrical, music and other arts and literature events. Also important to the enjoyment of the town centre are the independent specialist shops, restaurants and cafes such as Betty's, that also attract visitors to the town.

In recent years there has been little pressure for new commercial leisure development and there is no evidence this is likely to change. Future proposals are likely to be for small uses such as restaurants and pubs, and the leisure and entertainment policies provide a positive land use context for such improvements to take place in and adjoining the centre. They also ensure that should any large proposals emerge which would be likely to attract people from the Ilkley, Addingham and Burley in Wharfedale area, then these proposals are directed to the town centre, or failing that to sites on the edge of the centre.

Living in the Centre

The town centre is surrounded by residential accommodation that helps to maintain its vibrancy after the shops close. Ilkley is and will continue to be a very desirable place to live and as a consequence house prices are amongst the highest in the District. This is likely to make the conversion or provision of new residential accommodation in the town centre more economically feasible than elsewhere in the District. Policy CT3 encourages further residential development in the town centre provided it is above ground floor level.

Working in the Centre

There is scope for increasing job opportunities in shops and other service uses in the centre during the Plan period through the growth of Ilkley as a visitor destination and the amount of retail floorspace in the centre as identified in the Colliers Erdman Lewis study.

Many people commute out of Ilkley to work, a pattern of movement that does not fit comfortably with the sustainable objectives of the Plan. The centre is however within easy walking distance of most of the residential areas of the town. Proposals for development that result in additional and better quality jobs in the town centre are to be particularly welcomed since they should help alleviate the growth in the use of motor cars for journeys to work.

Urban Design, Heritage and Public Art

Ilkley town centre makes an important contribution to the image of the District providing a 'shop window' for visitors attracted by the town and moors, and assists in the wider regeneration of the District. It contains a number of fine Victorian stone buildings that the conservation policies of the Plan seek to safeguard and provide for the enhancement of the centre.

Little new public art has been provided in Ilkley in recent years. All new large developments will be expected to provide for public art as set out in the per cent for art policy D8.

Policy guidance in respect of urban design, heritage and public art matters is provided in the Design and Built Heritage Chapters.

A Design Statement is being prepared to amplify how policies in the Plan may be applied to Ilkley. In due course this document may be adopted by the local planning authority as supplementary planning guidance and be relevant to the determination of planning applications in the town centre.

Accessing the Centre

The town centre benefits from having the railway and bus station located in the heart of the centre. However Ilkley has one of the highest rates of car ownership in the District and many visitors to the town travel by car. It is important to the viability and vitality of the centre therefore to ensure that the existing public car parking facilities at the rear of Brook Street and on Railway Road remain available for use.

The Council intends during the Plan period to undertake a programme of measures on roads, pavements and surrounding public areas to improve pedestrian safety and create environmental improvements in the centre.

Developments within the central shopping area should safeguard existing canopies and arcades over adjoining footways, such as those on the Grove, or incorporate new ones as required by policy CT4.

Area Planning Policy Statements

These area planning policy statements set out how the centre and expansion areas may change in the Plan period to accord with policy CT1. Such developments should aim to stimulate economic activity and social interaction and ensure the continued vitality of the town centre. Where proposals relate to listed buildings the presumption is that such buildings will be retained and reused.

1. The Town Centre

The town centre includes a mixture of retail and other town centre uses including the Town Hall and library, Kings Hall, the Parish Church, Manor House museum, and Crescent Hotel. The centre is intensively developed and because of its conservation area designation it is unlikely that there will be any large redevelopment schemes during the Plan period. Consequently it is anticipated that change within the centre is likely to be small scale in nature.

Brook Street public car park is the only site that might accommodate a large scheme, but this facility is important to the vitality and viability of the town centre. Any proposals for its redevelopment would need to provide for a similar quantity and quality of replacement parking either as part of the development or within easy walking distance of the centre.

Developments within the centre should seek to retain and concentrate the retail, leisure and service centre functions. Policy CL1 provides that within this area leisure uses are acceptable although within the primary shopping area all non retail uses are subject to policy CT5.

2. The Leeds Road and Wellington Road Expansion Areas

These two small expansion areas, the former school and car parking area on Leeds Road and land and buildings used as a existing builders merchants on Wellington Road, have the potential to provide for a modest growth and qualitative improvements to the town centre.

These areas may be developed for retail and leisure purposes or other town centre uses (as defined in paragraph 1.15 of PPG6) provided there are no alternative sites within the centre that are available, suitable and viable. Any development of the car parking area will need to incorporate the same quantum of replacement public car parking, either as part of the development or within easy walking distance of the centre, to accord with policy TM14.

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 scale maps of all the local centres within the District.

ADDINGHAM, CROSS ROADS (KEIGHLEY), FELL LANE/OAKWORTH ROAD (KEIGHLEY), HAWORTH (MAIN STREET), HAWORTH (MILL HEY), SILSDEN.

Policy CR7 Convenience Shopping Provision

SILSDEN LOCAL CENTRE

Silsden has a small shopping centre, the largest shop being the Co-op supermarket at its northern end. The Plan provides for a relatively large amount of new residential development in Silsden. As new housing is built it is likely that this will create the scope and need for further food shopping facilities, which would also benefit existing residents by providing increased choice and competition.

Any new retail development should take place in the centre. However it may not be possible to accommodate a small supermarket because the compact nature of the centre, and the antiquated highway system, may result in sites and buildings of appropriate size not being available, suitable and viable. In these circumstances proposals that accord with policy CR7 will be permitted in either of the two expansion areas shown on the Proposal Map, notwithstanding the provisions of policies E1 and E3 which would normally safeguard these areas for employment purposes.

Any development of the expansion area at Hainsworth Street will need to ensure that additional vehicular and pedestrian movements generated by the development can be accommodated safely and without detriment to the free flow of traffic at the existing unsatisfactory junction of Clog Bridge and Elliot Street with Kirkgate.

Development of the expansion area south of the canal can only take place if a new access road is constructed from Keighley Road. The provision of this road must contribute as practical and appropriate to the infrastructure necessary for the development of the employment site. A pedestrian route from the eastern corner of the area to the Keighley Road canal bridge must also be provided to ensure safe and convenient access to the existing centre.

8.0 TRANSPORT AND MOVEMENT

Policy TM4 New Railway Stations

There are no proposals in this Area.

Policy TM5 Railway Lines and Former Railway Network

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

K/TM5.1 SKIPTON TO ADDINGHAM LINE - from the district boundary to the land north of Addingham Main Street

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.

K/TM6.1 ILKLEY TO STEETON 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 railway stations have been defined on the Proposals Map as locations where existing Park and Ride car parks will be safeguarded, and extended where possible:

K/TM7.1 STEETON & SILSDEN STATION

Several options are being considered to provide additional parking at this station.

K/TM7.2 KEIGHLEY STATION

Several options are being considered to provide additional parking at this station.

K/TM7.3 ILKLEY STATION

Central area station where parking is limited and there are no opportunities to expand it further.

K/TM7.4 BEN RHYDDING STATION

Several options are being considered to provide additional parking at this station.

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:

K/TM20.1 SILSDEN EASTERN BYPASS, SILSDEN

Carried forward from the Adopted UDP. This scheme will be funded by the private sector to improve Silsden's highway network by providing a primary access road for new development that will also act as a bypass.

K/TM20.2 WORTH WAY / EAST PARADE LINK, KEIGHLEY

New scheme. This scheme is required to permit the expansion of the Keighley shopping area to the south of East Parade.

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: -

THE WHARFEDALE CYCLEWAY

A strategic route linking the communities of Addingham, Ilkley, Burley in Wharfedale and Menston.

LOCAL CYCLE NETWORK

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

9.0 DESIGN

Proposals have been made with respect to Policy D10 that is 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

- K/D10.1 Rail Corridor east and west of Keighley Station
- K/D10.2 Keighley and Worth Valley Rail Corridor

Road

- K/D10.3 A650 Aire Valley Road, Hard Ings Road, Keighley
- K/D10.4 Dalton Lane, Keighley
- K/D10.5 A629 Halifax Road, South Street, High Street, North Street, Skipton Road, Keighley

10.0 BUILT HERITAGE

Policies BH7 - BH13 Conservation Areas

Existing conservation areas are defined on the Proposals Map and are listed below:

Addingham.
Braithwaite, Goose Eye and Laycock.
Brunthwaite.
East Morton.
Hainworth.
Haworth.
Ilkley.
Devonshire Park/Cliffe Castle, Keighley.
Parish Church, Keighley.
Temple Street, Keighley.
Leeds-Liverpool Canal.
Leeming, Oxenhope.
Lower Town, Oxenhope.
Low Utleigh.
Oakworth.
Stanbury.
Station, Oxenhope.
Steeton.
Silsden.
Upper Town, Oxenhope.

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

K/BH16.1 Heathcoat, Ilkley GD 2226 grade II

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

K/BH17.1 Whinburn, Keighley
K/BH17.2 Heber's Ghyll, Ilkley
K/BH17.3 Cliffe Castle and Devonshire Park, Keighley

Policies BH18 - BH19 Sites of Archaeological Value

Within the Area there are a number of archaeological sites and areas that 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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K/CF1.1	Adjacent to the proposed Silsden eastern bypass
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Carried forward from the adopted UDP to provide additional primary school places arising from new housing development.

K/CF1.2	Parkway/Clough Avenue, Steeton with Eastburn
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Carried forward from the adopted UDP of approximately one hectare within the Housing Site K/H2.1.

Policy CF4 Hospital Land

This policy applies to land shown on the Proposals Map at the Airedale General Hospital, Keighley Road, Steeton with Eastburn.

Policy CF6 Community Priority Areas

Three community priority areas have been defined in inner Keighley and are shown on the Proposals Map :-

K/CF6.1	LAWKHOLME
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A 19th century housing area north-east of the town centre with a population of 1708 at the 1991 Census. 33% of this population are children compared to a District average of 21% and 40% of the population is from Pakistan or Bangladesh. Overcrowding is suffered by 12.1% of the households (496 people).

Existing community facilities include a purpose-built mosque and community centre. Adjacent to the area is a park which has been eroded by development that includes a school, a swimming bath and road improvements.

K/CF6.2	HIGHFIELD
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A 19th century housing area to the west of the town centre with a population of 2840 at the 1991 Census. 37% of this population are children compared to a District average of 21% and 47% of the population is from Pakistan. Overcrowding is suffered by 14.7% of the households (1017 people).

Existing community facilities close to the area include a mosque in a converted building and a playing field on Highfield Road that has no play equipment.

K/CF6.2 VICTORIA ROAD

A 19th century housing area south-west of the town centre with a population of 1115 at the 1991 Census. 30% of this population are children compared to a District average of 21% and 31% of the population is from the ethnic minorities, predominantly Bangladesh. Overcrowding is suffered by 10% of the households (289 people).

The 19th century Lund Park lies to the southern edge of the area but there are no significant open spaces within the area itself. Following clearance of old housing in the 1960's and 1970's, housing associations have redeveloped an area to the north of Victoria Road. Victoria Road is a through route that bisects the area and inhibits access to the park though traffic-calming measures have been introduced.

12.0 OPEN LAND IN SETTLEMENTS**Policy OS1 Urban Green Space**

The following areas are defined as Urban Green Space on the Proposals Map :-

Ref	Site
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K/OS1.1	CENTRAL RIVER FRONT, ILKLEY
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Carried forward from the adopted UDP. Consisting of the banks of the River Wharfe and associated parkland and green space.

K/OS1.2	THE GROVE AND QUEEN'S ROAD, ILKLEY
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Revised from the adopted UDP. The former college grounds and associated open spaces provide an important structural link from the moors in to the town centre. The former college grounds are linked, via two narrow open green areas, to parts of the hospital grounds fronting on to The Grove, which form a key landscape feature in the centre of town. Planning permission has been granted for residential development of the former college (K/H1.6), through conversion and an element of new building. However the overall scheme will not result in a net increase of buildings on the site, in terms of their height and volume, to the benefit of the Urban Green Space.

K/OS1.3	PANORAMA WOODS, ILKLEY
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Carried forward from the adopted UDP. A prominent finger of woodland, extending in to the urban form that is important to the setting of Ilkley.

K/OS1.4	BANKLANDS LANE, SILSDEN
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Carried forward from the adopted UDP. Consisting of the park and associated playing fields that are an important open space feature in relation to the centre of the settlement.

K/OS1.5	HOWDEN ROAD, SILSDEN
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Carried forward from the adopted UDP. To the eastern end of Howden Road incorporating the cemetery and land enclosed by the edge of the settlement and the line of the proposed Silsden by-pass.

K/OS1.6 CLIFFE CASTLE AND GREENHEAD GRAMMAR SCHOOL, KEIGHLEY

A new allocation comprising the grounds of Cliffe Castle and the playing fields of the school. The area provides an open setting to Cliffe Castle itself and forms a significant open green space of recreational value within the urban form of Keighley.

K/OS1.7 PARKWOOD, KEIGHLEY

Carried forward from the adopted UDP. A steep hillside which consists of both mature woodland and open fields that is important to the landscape setting of Keighley and is also of significant recreational value.

K/OS1.8 BRACKEN BANK, KEIGHLEY

Revised from the adopted UDP. Comprising land below Greystones Farm that links through to the grounds of Oakbank School providing a significant break in the urban form that is important to the setting of Keighley.

Policy OS2: Recreation Open Space

Existing recreation open spaces (0.4 hectares and above) are defined on the Proposals Map and protected under OS2, most being carried forward from the adopted UDP. Additional allocations are proposed at :-

Ref	Site
K/OS2.1	Stockinger Lane, Addingham
K/OS2.2	Central Avenue, Bracken Bank, Keighley
K/OS2.3	Bracken Bank Avenue, Bracken Bank, Keighley
K/OS2.4	Halifax Road, Bocking, Keighley

Policy OS3: Playing Fields

Existing playing fields (0.4 hectares and above) carried forward from the adopted UDP are defined on the Proposals Map and protected under OS3.

Policy OS4 New Open Space Provision

There are no proposals in the area.

Policy OS6: Allotments

Existing allotments are identified on the Proposals Map.

Policy OS7: Village Green Space

The following areas are defined on the Proposals Map :-

Ref	Site
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K/OS7.1	BACK BECK LANE, ADDINGHAM
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Maintains the open aspect of this part of the settlement forming a continuous link between countryside to the north and Town Beck and the Saw Mill Dam. The allocation is enlarged by the inclusion of additional land, formerly a proposed Housing Site, at Manor Garth as a consequence of significant issues arising from the sustainability appraisal of the site. These issues include flood risk, archaeology and conservation.

K/OS7.2	SOUTH OF MAIN STREET, ADDINGHAM
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Maintains and protects a valuable green backdrop to properties on Main Street and provides open hillside vistas from the centre of the settlement.

K/OS7.3	SILSDEN ROAD, ADDINGHAM
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Maintains the open aspect of this part of the settlement and forms a continuous link with countryside to the south-west.

K/OS7.4	MAIN ROAD AND GREEN LANE, STEETON WITH EASTBURN
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Maintains the open aspect along Main Road and the setting of the listed Eastburn House.

K/OS7.5	STATION ROAD, ST. STEPHEN'S ROAD AND MILL LANE, STEETON WITH EASTBURN
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Maintains and protects a large tract of green space at the heart of this part of the settlement and forming an open frontage to Station Road.

K/OS7.6	PARK AVENUE, OAKWORTH, KEIGHLEY
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An area of open land with a tree-lined boundary that extends in to the Oakworth Conservation Area.

K/OS7.7	MYTHOLMES LANE AND LEES LANE, HAWORTH
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A green swathe extending in to the centre of the settlement, this land is important to the setting of Haworth. It links open countryside to the north and south, acting as a green break between Haworth and Lees.

K/OS7.8	SUN STREET, HAWORTH
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An area of parkland that contributes to the attractive setting of Haworth, particularly from the Keighley and Worth Valley Railway to the east.

K/OS7.9	CROSS LANE, OXENHOPE
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An attractive area with some tree cover that is important to the character of this part of Oxenhope.

K/OS7.10 STATION ROAD, OXENHOPE

A marshy, open space in the Leeming Valley close to Oxenhope Station. The land is important to the setting of the northern part of the settlement and makes a significant contribution to its distinctive loose-knit character.

K/OS7.11 JEW LANE, OXENHOPE

A series of open areas that play a crucial role in ensuring that the open and rural aspect of Oxenhope is maintained.

K/OS7.12 DENHOLME ROAD, OXENHOPE

One of the areas in Leeming that provides open character to the settlement pattern and contributes to its setting in the surrounding landscape.

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 with the exception of Addingham where there is a major addition north of the village. A review of the Green Belt was undertaken as part of the Replacement Plan and the resulting proposed amendments reflect the need for the clarification of previous anomalies and errors, and to provide a clear identifiable boundary on site. The reasons for the amendments are given below :-

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

Ref	Site
-----	------

K/GB1.1	Street Lane, East Morton
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The land currently forms gardens of dwellings to the west of Street Lane and relates to the built form of East Morton rather than the Green Belt to the west. The well-defined boundary of the gardens forms a more robust boundary to the Green Belt.

K/GB1.2	Hollins Lane, Utley, Keighley
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The land currently forms part of the grounds to the west of Whinburn School and relates to the built form of Utley rather than the Green Belt. The well-defined boundary of the school grounds forms a more robust boundary to the Green Belt.

K/GB1.3	Lees Lane, Haworth
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Land at Ebor Mills and to the north-east no longer performs a Green Belt function and is now allocated as an extension to the Village Green Space (OS7) and as a Phase Two Housing Site (K/H2.31).

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

Ref Site

K/GB1.4 North of Addingham

Increased development pressures and improved communication links between the Wharfe Valley and the main centres of Bradford and Leeds are exceptional circumstances that justify the significant addition to the extent of the Green Belt in this location.

K/GB1.5 Long Lee Lane, Long Lee, Keighley

Land to the south and west of Bradleigh Close has been added to the Green Belt, which will keep to features on the ground that ensure a more robust boundary is followed.

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

Policy GB3 Infill Development in Villages

The boundaries of the following villages are defined on the Proposals Map :-

K/GB3.1 BRUNTHWAITE

K/GB3.2 LAYCOCK

K/GB3.3 GOOSE EYE

K/GB3.4 HAINWORTH

K/GB3.5 STANBURY

14.0 THE NATURAL ENVIRONMENT AND COUNTRYSIDE

Policy NE3 Landscape Character Areas

The following Character Areas fall within this constituency.

1. WHARFEDALE

General Description:

Wharfedale has a strong visual connection with the adjoining Yorkshire Dales National Park and Nidderdale Area of Outstanding Natural Beauty. This is partly due to its physical separation from Airedale by Rombalds Moor, but also because Wharfedale has avoided the full impact of the Industrial Revolution, possibly due to the better quality of soils and gently sloping valley sides which has supported a stronger agricultural land use. The valley of Wharfedale, which still retains much of its rural and agricultural character, generally has a well kept, prosperous appearance that contrasts with the craggy Ilkley Moor to the south.

The main settlements of Addingham, Ilkley, Burley in Wharfedale and Menston are sited on the valley floor and, although substantial residential expansion has consolidated their centres, they still retain their traditional character. These settlements have strong edges and are distinctly separated from each other.

The River Wharfe forms the northern boundary of the District for the most part, separating it from the Nidderdale Area of Outstanding Natural Beauty. The Rombalds Ridge character area forms a distinctive boundary to the south, with the rugged moorland edge following Cow Pasture/Hanginstone Road. Craven District forms the western boundary and Leeds District forms the eastern edge.

There are three landscape types within Wharfedale, the largest of which is the enclosed pastures that separate the settlements. The floodplain pasture is restricted to a narrow area within the valley floor to the south of the river and the wooded incline lies to the north of the river adjacent to Ilkley. In addition there are four settlements within this character area.

Key Landscape Elements

- Meandering River Wharfe, tree lined banks.
- Stone walls, network of hedgerows and fenced field boundaries.
- Medium to large sized fields dominated by boundary trees.
- Well spaced settlements along valley bottom.
- Tree dominated landscape throughout the landscape types.

2. ROMBALDS RIDGE

General Description:

The Rombalds Ridge character area is a primarily high level plateau with an upland character dominated by moorland. Strong cultural associations, archaeological interest, ecological importance and recreational value add depth and meaning to this Character Area.

The Rombalds Ridge separates the Aire and Wharfe Valleys that run parallel in a north-west to south-east direction. The Northern boundary is a distinctive moorland edge looking over Wharfedale adjoining the enclosed pastures and the town of Ilkley. A slightly less distinctive moorland edge bounds much of the southern boundary adjacent to the upland pastures. The south-eastern boundary with Airedale incorporates within the Character Area a perched plateau of mixed upland pastures and Baildon Moor before bounding the settlement of Baildon.

To summarise the Character Area boundaries we have Wharfedale to the north, Airedale to the south, Esholt to the east and the District boundary with Craven to the west.

The main landscape type in Rombalds is moorland covering approximately 60% of the area, with upland pastures, mixed upland pastures and small wooded valleys making up the remainder.

Key Landscape Elements

- Wild open exposed moorland.
- Fields enclosed by stone walls.
- Plantation woodland.
- Rock outcrops.
- Simple structure with few landscape elements.

3. AIREDALE

General Description:

Airedale is the largest and most complex character area in the district. It is a distinctive broad U-shaped valley, with dramatic contrasts between the open exposed upland pastures above 250m A.O.D. and the busy settlements and industrial areas of the valley floor. There is also a contrast between the valley sides with the south facing side containing enclosed pastures with settlements and the north facing steeper slopes dominated by woodlands.

Airedale roughly bisects the district into two halves, running from the north-west boundary to the Esholt character area just short of the south-eastern district boundary.

The Rombalds Ridge character area forms the whole of the northern boundary and dominates the skyline. To the south a number of character areas form the boundary. They are the Pennine Uplands to the west; the Worth and North Beck Valley above Keighley; the Wilsden plateau; and the urban core of Bradford adjacent to the industrial corridor forms the south-eastern boundary. The eastern boundary is formed by the Esholt character area as the River Aire continues down the valley. The western boundary is the district boundary adjoining Craven District Council.

Airedale is made up from a mixture of eight landscape types, with settlement the dominant element on the valley floor. The remainder of the valley bottom is made up of floodplain pastures and the industrial corridor. The northern valley side is dominated by enclosed pastures with upland pastures forming a band at the higher levels and wooded valleys bisecting these along the valley. The southern valley sides are largely made up of wooded inclines. A small pocket of gritstone moorland bisects Baildon. Airedale also contains the largest concentration of settlement outside the urban core of Bradford, the main settlements being Keighley, Bingley, Shipley, Baildon and Silsden.

Key Landscape Elements

- Broad U-shaped valley.
- Well wooded throughout Airedale.
- Pastures.
- Major settlements of Keighley, Bingley, Shipley, Baildon and Silsden.
- Busy transport corridor in the valley floor.

4. WORTH AND NORTH BECK VALLEYS

General Description:

The Worth and North Beck Valleys character area comprises three settled valleys running west, south-west and south from Keighley and dissecting the moorland of the Pennine Upland and South Pennine Moors. The upper slopes between these valleys form a watershed of attractive pastures with numerous scattered farmsteads throughout; fields are relatively small and the stone wall field boundaries give the area a dense patchwork effect on the valley sides. This is a 'domesticated' landscape with the wooded valleys, containing the villages of Haworth and Oxenhope, being relatively densely settled. There is a rapid transition through the moorland fringe pastures to the open moors beyond, with a finger of high moorland extending into Haworth at Penistone Hill. Farming, in the form of grazing, is the mainstay of the economy but this is becoming more marginal with many abandoned buildings being converted for residential use only. The settlement of Oakworth, the suburban fringe of Keighley, extends westwards up the hillside. These elements of new suburban development are particularly visible upon the landform.

This character area lies towards the western edge of the Bradford District, to the south west of the Aire Valley and Keighley, with only the open moorland of the Pennine Upland character area to the west. The valleys to the west (North Beck) and south (Bridgeway Beck - usually known as the Upper Worth), which link the traditional South Pennine settlements of Haworth and Oxenhope, are well wooded, the latter containing the Keighley Worth Valley Railway. The valley to the south-west (Worth) is more open and extends to the moorland beyond, incorporating Lower Laithe and Ponden Reservoirs.

The boundaries of the area are formed by the upland pastures/gritstone moorland of the Pennine Upland character area to the west, south and wrapping round to the south east, with a small area of upland pasture on the ridgeline of Wilsden to the east. The settlement of Keighley in Airedale forms the north-east edge.

There are three landscape types within this character area plus the larger settlements of Haworth, Oxenhope, Oakworth, and the villages of Laycock, Stanbury and Oldfield. The largest landscape types are mixed upland pasture and upland pasture, followed by wooded valley.

Key Landscape Elements

- Gentle valley slopes with dense patchwork of small fields.
- Stone wall field boundaries.
- Settled valleys with steep wooded sides.
- Settlements of Oakworth, Haworth and Oxenhope.
- Keighley-Worth Valley Railway corridor.

5. PENNINE UPLAND

General Description:

The Pennine Upland is a sparsely inhabited landscape characterised by a large tract of elevated open moorland and sweeps of upland pastures whose landform is highlighted by the strong field pattern of stone walls across the rolling contours of the land. The general lack of vertical structures or landmarks is important and the treeless, heather dominated vegetation of the moorland accentuates the bleak, windswept wilderness nature of the landscape whilst the wide-open skyline emphasises the scale of its setting. However, the small pockets of moorland which occur on the ridge of high land, wrapping around the settlements of Haworth and Oxenhope, underline the Pennine character of the area of the close proximity of moorland to settlement.

The Pennine Upland character area extends around the western and south-western edges of the Bradford District with 'fingers' of high ground extending between the pastoral side valleys of the Worth and North Beck Valley character area, culminating in Penistone Hill Country Park west of Haworth and between Haworth and Cullingworth/Denholme and a large plateau beyond the North Beck valley in the north, towards Keighley.

The boundaries of the Pennine Upland character area are formed by the Bradford district boundary to the west and south-west. The ridges of high land interlock with the Worth and North Beck Valley character area to the north east and the Pennine Upland is also contiguous with the Wilsden and Thornton/Queensbury character areas to the east and a small area of Airedale to the north.

There are only three landscape types within the Pennine Upland and no settlements other than isolated farmsteads, a factor that contributes to its simple character. Gritstone moorland is the largest area by far in the west and south-west of the character area; in addition two small outcrops occur at Black Moor and Brow Moor. A relatively large area of upland pasture occurs on the high plateau to the west of Keighley around Steeton Moor and two smaller pockets of mixed upland pasture lie on the ridge above Haworth and Oxenhope to the east.

Key Landscape Elements

- Brontë associations.
- Rolling, glacially influenced topography.
- Strong horizontal emphasis.
- Sparsely settled; scattered, isolated farmhouses.
- Absence of trees and woodland, except in steep wooded cloughs.
- Patchwork of upland pastures and gritstone walls on moorland fringe.

Policy NE7 Sites of International Importance

Ref Site

K/NE7.1 South Pennine Moors (Area in Bradford District: 4295 hectares)

Only part is in Bradford. Also designated as a Special Protection Area under the EC Directive for the Conservation of Wild Birds 79/409 as areas of land of international importance for the assemblage of breeding bird populations. Candidate SAC under EC Habitats Directive 92/43

Note: The site also includes within it sites of geological interest at Ponden Clough and Cow and Calf rocks protected under NE9.

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

K/NE8.1 South Pennine Moors (Area in Bradford District: 4295 hectares)

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

Ref Site Site Area (hectares)

K/NE9.1 Brown Bank Marsh, near Addingham 2.80

K/NE9.2 Millstone Quarry, Addingham Moorside 3.70

Site of geological interest.

K/NE9.3 Sunnydale, East Morton 30.66

K/NE9.4 Dimples End Quarry, Haworth 1.20

Site of geological interest.

K/NE9.5 Ben Rhydding Gravel Pits, Ilkley 8.80

Small part extends into the Shipley area.

K/NE9.6	Middleton Woods, Ilkley	40.00
K/NE9.7	Beechcliffe Ings, Keighley	0.28
K/NE9.8	Holme House Wood, Keighley	12.60
K/NE9.9	Leeds Liverpool Canal Part in Shipley and Bradford North.	27.9 km (within District)
K/NE9.10	Newsholme Dean, Keighley	27.50
K/NE9.11	Doubler Stones, Silsden Site of geological interest.	0.84
K/NE9.12	Throstle Nest, Silsden Site of geological interest.	0.42
K/NE9.13	Steeton reservoir, Steeton with Eastburn	1.60
K/NE9.14	Marley Bog, Thwaites, Keighley	1.80
K/NE9.15	River Wharfe New site following 1996/7 re-survey.	15 km (within District)

Policy NE13 Wildlife Corridors

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

15.0 NATURAL RESOURCES

There are a number of operational quarries within the Keighley 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:

Branshaw Quarry
Hainworth Shaw Quarry
Nab Hill Quarry
Woodcock Delph Quarry

Policy NR5 Areas of Search

The Plan identifies a number of Areas 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 Rivers Wharfe, Aire and Worth 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)* :-

K/P2.1 B G Transco PLC, Marley Road, Thwaites, Keighley

K/P2.2 British Gas PLC, Leeds Road, Ilkley

K/P2.3 Towler & Staines Ltd, Bradford Road, Keighley

*(Sites as at May 2001)