



REPLACEMENT UNITARY DEVELOPMENT PLAN

FOR THE BRADFORD DISTRICT

PROPOSALS FOR THE SHIPLEY CONSTITUENCY

FIRST DEPOSIT JUNE 01

Price £2.50

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1.0 INTRODUCTION

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

Description

The Shipley Constituency Area has a population of over 88,600 people (1991 Census) and extends from the Wharfe Valley in the north to the Pennine Uplands to the south and west. It comprises the wards of Baildon, Bingley, Bingley Rural, Shipley East, Shipley West and Rombalds. The area contains the towns of Shipley, Bingley and their suburbs, as well as the suburbs surrounding the older village centre at Baildon. It includes the villages of Cullingworth, Denholme, Harden, Wilsden, Cottingley, Menston and Burley in Wharfedale, with many other smaller villages and hamlets scattered across a predominantly rural area.

2.0 VISION AND OBJECTIVES

See Policy Framework.

3.0 PRINCIPAL POLICIES

Role of the Area

The landscape features of the area provide an important visual and recreational amenity. Topography has greatly influenced the pattern of development and the location of housing and employment in the area is concentrated in the valleys and the Pennine foothills. Its scenic appeal, environmental quality and proximity to major centres like Bradford and Leeds make it an attractive and popular place to live.

In the assessment of where new land for development could be found the Plan has sought to reconcile the conflict between the maintenance of environmental quality and finding sufficient new development land, by making the most effective use of available land resources. The Plan therefore aims to focus development within the towns in the Aire Valley, namely Shipley and Bingley making use of their facilities and transport links, and recognises the potential of an increased economic role for the area in support of the District's 2020 Vision objectives.

The area has the following functional divisions:

- The commuter settlements of Menston and Burley in Wharfedale in the Wharfe Valley with their good rail links to Bradford and Leeds centres.
- The Pennine settlements of Cullingworth, Harden, Wilsden and Denholme, which retain some local industries, but are now primarily commuter settlements for Bradford and Keighley.
- The Aire Valley towns of Bingley and Shipley and their associated suburbs, have a strong employment base, as well as acting as commuter settlements for Bradford and Leeds. This area has potential for an increased economic role, but Green Belt constraints and flood risk along the valley bottom limit potential.

- The Pennine uplands of Baildon and Rombalds Moors in the north-east, and Thornton, Black and Harden Moors in the south-west are of considerable landscape and recreational importance.

The location strategy as it applies to Shipley 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 urban area of Shipley/Baildon and the town of Bingley as the most sustainable locations. These are followed by the well located smaller settlements of Burley in Wharfedale and Menston. The remaining smaller settlements of Denholme, Wilsden, Harden, Cullingworth and Cottingley are locationally less well favoured.

As the towns and particularly their centres are more sustainable, the location policy seeks to facilitate development in these locations first. This includes realising the potential to redevelop and reuse buildings. One aspect of this reuse and redevelopment are the proposed mixed use areas in Bingley and Shipley.

The location strategy also identifies a corridor from the A650 at Cottingley to Sandy Lane (where it continues in the Bradford West constituency) where improved public transport would help promote greater usage.

There is little change to the extent of the areas of restraint within the countryside as defined by the Green Belt and the built up areas as defined by the open land in settlements policies.

PROPOSALS

4.0 URBAN RENAISSANCE

Policy UR5 Safeguarded Land

The following sites (over 0.4 hectares) are allocated on the Proposals Map as safeguarded land to meet long term development needs in accordance with policy UR5.

Ref	Site Address	Site Area (hectares)
S/UR5.1	FOSTER PARK VIEW, DENHOLME	0.52

A new greenfield site identified by the Vacant Land Survey and located on a ridge on the eastern edge of Denholme. Semi improved grassland on-site are of ecological value. Access via Foster Park View, but off site highway improvements required including the provision of a footway. Right of Way runs along site boundaries. Close to village facilities, but services and facilities in town and major employment centres some distance.

S/UR5.2	HOLLIN HALL, NEW ROAD/LONG CAUSEWAY, DENHOLME	1.24
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A new greenfield site identified by the Vacant Land Survey. The site lies within the village envelope but feels removed from the main village by the A629. Site constrained by highway access. Contamination survey required due to proximity to landfill site. Close to village facilities, but services and facilities in town and major employment centres some distance.

S/UR5.3 OLD ROAD, DENHOLME 5.96

Greenfield site previously identified for housing in the adopted UDP. Undulating site located on the southern edge of Denholme. Constrained by highway access. Ecological surveys and archaeological watching brief required during any future development. Sewers and watercourse cross the site. Close to village facilities, but services and facilities in town and major employment centres some distance.

S/UR5.4 BINGLEY ROAD, HARDEN 0.97

Greenfield site previously identified for housing in the adopted UDP. Located in the historic Harden village core, any future development will need to be sympathetic in design, layout and use of materials to surroundings. Contamination survey required due to proximity to coal depot. Semi improved pastures on site may be of ecological value. Access via Harden Road. Close to village facilities, but services and facilities in Bingley town centre some distance.

S/UR5.5 SOUTH WALK, HARDEN 0.91

A new greenfield site identified by the Vacant Land Survey and surrounded by residential development on three boundaries. Access via South Walk but this is narrow and has a poor junction with Harden Road. Right of way crosses site. Close to local village facilities, but services and facilities in Bingley town centre some distance.

S/UR5.6 CRACK LANE, WILSDEN 3.42

Greenfield site previously identified for housing in the adopted UDP. Located on the eastern edge of the village, the north west corner of site lies adjacent to Wilsden Conservation Area. Development is constrained by the need for off site highway improvements along Crack Lane and Lingfield Road. Wet rush pastures on site are of ecological value. A public sewer and watercourse cross the site. Public right of way and informal footpath links through site. Within reasonable access to village facilities, but town and district centre facilities some distance.

Urban Renaissance and Regeneration

The Shipley area includes the Airedale Corridor, where significant regeneration has already taken place and where during the life of the Plan the continuation of regeneration activity will support the strategic growth envisaged in the Council's 2020 Vision. This will be backed by extensive improvements to the transport infrastructure which will strengthen links to Bradford and Leeds.

In Saltaire regeneration will be heritage led and linked to tourism, and the Council is supporting the bid for World Heritage status for Saltaire.

The Council will also support the redevelopment of Bingley Town Centre through the designation of an action area centred on Myrtle Walk.

The Proposals Map identifies:-

- Two mixed use areas, where mixed use development will be promoted to create sustainable regeneration opportunities
- An action area in Bingley town centre to promote the redevelopment of the Myrtle Walk shopping centre and a new foodstore.

Policy UR7 Mixed Use Areas

S/UR7.1 Shipley/Saltaire Corridor

This mixed use area lies to the north and east of Shipley town centre. It focuses upon the confluence of communication corridors, that is, the River Aire, the Leeds and Liverpool canal, the Airedale rail line and the main Leeds, Bradford and Skipton trunk roads. Undoubtedly, it is these factors, the availability of power and transport upon which the industrial heritage of the town developed. Today this area still provides a substantial employment base for many of the Shipley residents. In the 1998 adopted plan the area was designated as an Employment Zone.

Since the 1980's the area has experienced considerable change, with the decline of older traditional industries, the emergence of the technology sector and the incidence of new residential and commercial developments. Through a number of regeneration initiatives and development schemes the Shipley - Saltaire corridor has now become 'de facto' a mixed use area, particularly the sector to the west of Otley Road. The canal corridor has been declared a conservation area. Substantial redevelopment began in the 1970's with the completion of an extensive office complex for the Department of the Inland Revenue. Later years brought the refurbishment of Salt's Mill and adjacent property for office use, the electronics industry, the service sector and residential apartments. Public funding has been secured through the Industrial Development Act to improve access into this wider industrial quarter including a new canal crossing. This has provided the stimulus for further redevelopment. Victoria Works, a listed mill complex on the river frontage has been granted planning approval for conversion to residential apartments. Sited between the canal and Salts Mill Road are new offices, a hotel and pub-restaurant. To the east of Otley Road the change in land use has been minimal, mainly some commercial developments and infill industrial buildings.

In terms of development potential, the area to the west of Otley Road is still regarded primarily as an employment location. This is consistent with the Council's 2020 Vision for the Airedale corridor, and in particular as an expansion area for the electronics industry. The older industrial buildings adjacent to the river in the vicinity of Hird Street and Ives Street provide this opportunity. Similarly, the former 1960's industrial estate south of the rail line is cramped and access is restricted and suitable for redevelopment. An element of residential and commercial and uses could sit alongside the 'cleaner' B1 uses to widen the mix of developments.

To the east of Otley Road and north of the rail line a stock of older warehouses, textile mills and workshops are concentrated alongside pockets of terraced housing. Some sites have been blighted by the former alignment of the Shipley Eastern Bypass proposal which has now been deleted. Dockfield Road provides the only means of access to this area and as this is not a through route, traffic circulation is severely restricted. It is a transient area with a high incidence of cleared or underused sites and a stock of rundown, often vacant property. In principle, future development proposals in the area between the river and the canal should be employment led, retaining the traditional workshop operations. Otley Road to the north forms one of the principal transport corridors into Shipley. The land between this highway and the river presents an opportunity for quality B1 office type development, perhaps incorporating a range of commercial activity. As the District is hampered by a shortage of flat sites to accommodate the needs of the business community, it is important that as part of the Airedale Strategy, these sites are retained for such uses.

That sector of the mixed use area lying to the east of the rail line and Shipley station was previously identified for the route of the bypass. It is a flat linear site occupied in part by old mill buildings. Its proximity to the station and with a frontage to Leeds Road gives it potential, in transport terms, for a sustainable, urban village type development. There is scope for business use and commercial developments centred around the station as a transport node, with the outlying area of the site providing housing and associated open space.

The use classes acceptable in the area are:

B1 Business

B2 General Industry

C3 Residential

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

S/UR7.2 Bingley Town Centre

An area flanking the Leeds-Liverpool Canal from Bowling Green Mills in the north to Kingsway in the south, formerly an Employment Zone in the 1998 adopted plan. This is the traditional industrial heart of the town sandwiched between the town centre and residential areas to the north.

In recent years there has been a significant trend to convert former mills to residential use, with a notably successful scheme at Wilson Mills leading the way, but also a conversion of the former tannery on Park Road.

There is scope for further change of use particularly flanking the canal where an interesting residential environment can be created. The whole of the area lies within the Leeds-Liverpool Canal Conservation Area.

Use Classes permitted in this area are:-

B1 Business

C1 Hotels

C2 Residential schools and colleges, hospitals and convalescent/nursing homes

C3 Residential

D1 Community Facilities

A1 uses (retail), A3 uses (food and drink) and D2 uses (leisure and recreation) may be acceptable if they are of a scale appropriate to supporting the needs of the local community. Any proposal involving these uses will fall to be assessed using retail and leisure policies of the Plan designed to protect centres.

The waterfront area extending back to Whitley Street, Mornington Road and Kingsway would be an appropriate location for a mixed scheme incorporating residential, cafes, restaurants, workshops and community facilities and should take advantage of the canalside location by opening up public access. It would be important that single use for housing should not predominate in this area, but there is scope for approximately 100 units in new build or conversion.

The area between Whitley Street and Clyde Street should remain in predominantly employment use, with limited scope for some residential conversion. Any development/redevelopment proposed would need to have regard to the fact that this is a conservation area and to conservation area policies detailed elsewhere in the Plan.

Policy UR11 Action Areas

S/UR11.1 Bingley Town Centre

The Council will promote the comprehensive redevelopment of the Myrtle Walk shopping centre and land to the north east within the central shopping area defined in policies CR2 and CR9 and shown on the Inset Proposals Map for Bingley Town Centre.

The proposal presents the opportunity for a significant convenience retail development and additional uses such as offices, leisure and multi deck car parking. The proposals should include short stay car parking to compensate for existing space lost by the construction of the development and would require the construction of a new service/access road from Wellington Street to Ferncliffe Road, presenting the opportunity for the closure and pedestrianisation of Chapel Lane.

5.0 ECONOMY AND EMPLOYMENT

Policy E1 Employment Sites

The following sites (over 0.4 hectares) are allocated on the Proposals Map for employment use in accordance with Policy E1

Ref	Site Address	Site Area (hectares)
S/E1.1	OTLEY ROAD, HOLLINS HILL, BAILDON	1.70

Employment site carried forward from the adopted UDP. A part greenfield part brownfield site characterised by woodland and hardstandings. Protected trees on site, a public sewer, gas main and Gill Beck watercourse also cross the site. Located on the edge of the urban area and in the Airedale Corridor, only core employment uses, B1, B2 and B8 are suitable on this site.

S/E1.2	FORMER TONG PARK FIRST SCHOOL, OTLEY ROAD/CENTENARY ROAD, BAILDON	0.55
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New employment site. Comprised of vacant former school land and buildings identified for redevelopment or reuse as part of the Education Re-organisation. Access via Centenary Road, but junction visibility at Centenary Road/Otley Road requires improvement. The site is located in the Airedale Corridor where employment provision would support the 2020 Vision.

S/E1.3	BUCK LANE, OTLEY ROAD, BAILDON	6.31
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Employment site carried forward from the adopted UDP. A prime site located within the Airedale Corridor and Employment Zone. The site has planning permission for the manufacture of hi-tech components.

S/E1.4 LAND WEST OF DOWLEY GAP LANE,
DOWLEY GAP, BINGLEY 2.31

Amended employment site carried forward from the adopted UDP. A greenfield site characterised by open fields. The site is constrained by works associated with the construction of the Bingley Relief Road and the substandard nature of Dowley Gap Lane. A development will need to ensure that there is no adverse impact on the nearby Bingley South Bog SSSI, or the Leeds-Liverpool Canal Conservation Area. The site is located in the Airedale Corridor where an employment use would support the 2020 Vision. Due to the proximity to the proposed Bingley Relief Road only core employment uses e.g. B1, B2 and B8 are suitable on this site.

S/E1.5 DOWLEY GAP WORKS, OFF DOWLEY GAP LANE,
DOWLEY GAP, BINGLEY 1.02

Employment site carried forward from the adopted UDP. A brownfield site comprised of vacant land and buildings within the Leeds-Liverpool Canal Conservation Area. Reuse of existing buildings preferred, any new development would need to take account of Conservation Area character. Contamination and ecological surveys required. Public sewer and a storm sewer cross the site.

S/E1.6 JOHN ESCRITT ROAD, BINGLEY 0.50

Amended employment site carried forward from the adopted UDP. Greenfield site within Bingley Employment Zone. Access via John Escritt Road.

S/E1.7 FORMER BINGLEY AUCTION MART,
KEIGHLEY ROAD, BINGLEY 1.76

Employment site carried forward from the adopted UDP. A brownfield site comprised of vacant land and buildings associated with the former auction market. Development to take place following completion of the Bingley Relief Road. Watercourse crosses site. Contamination survey required. The site is centrally located close to Bingley town centre and has good accessibility to public transport bus and rail services. Located within the 2020 Vision Airedale Corridor, only core B1 and B2 employment uses are suitable on this site.

S/E1.8 COOLGARDIE, KEIGHLEY ROAD, BINGLEY 3.80

New employment site. Centrally located within the urban area and close to bus and rail services. Large site to be developed in accordance with Policy E2. Also, a prime site located within the 2020 Vision Airedale Corridor only suitable for B1 and B2 uses. Development to take place following completion of the Bingley Relief Road. Watercourse and sewer cross the site. Partly landfilled, a contamination survey is required. Tree planting within development and along railway boundary to provide visual relief and an extension of existing woodland cover.

S/E1.9 CASTLEFIELDS LANE, CROSSFLATTS 0.72

Employment site carried forward from the adopted UDP. Within Crossflatts Employment Zone. The site has planning permissions for office and industrial development.

S/E1.10 CASTLEFIELDS ROAD, CROSSFLATTS 0.85

Employment site carried forward from the adopted UDP. Within Crossflatts Employment Zone. A brownfield underused site characterised by hardstandings and a turning area. Development provides an opportunity to reclaim derelict and potentially contaminated land.

S/E1.11 MAIN STREET, LINGBOB, WILSDEN 0.62

Employment site carried forward from the adopted UDP. A brownfield site previously in industrial use and in a village location. Within Wilsden Conservation Area any development will need to reflect the linear orientation of the street scene and be of a scale and use materials sympathetic to the area. Public sewer crosses site. Contamination survey required.

S/E1.12 LAND ADJACENT TO MANYWELLS QUARRY/
MANYWELLS INDUSTRIAL ESTATE,
CULLINGWORTH 5.37

Employment site carried forward from the adopted UDP. Located adjacent to Manywells Industrial Estate and a landfill site. Contamination and ecological surveys required. As well as gas monitoring for any potential migration from the adjacent landfill site.

S/E1.13 MANYWELLS INDUSTRIAL ESTATE,
MANYWELLS BROW, CULLINGWORTH 0.94

New employment site identified in the Employment Land Register. A brownfield site located within Manywells Industrial Estate. Access via industrial estate roads but this may require third party land. Contamination survey required.

S/E1.14 LAND ADJACENT TO THE AIREDALE ROUTE,
CROSSFLATTS 1.05

Employment site carried forward from the adopted UDP. Located within the Airedale Corridor, a location where employment provision would support the 2020 Vision. The site has planning permission.

S/E1.15 LAND BETWEEN THE RAILWAY LINE AND
LEEDS-LIVERPOOL CANAL, DOCKFIELD ROAD,
DOCK LANE, SHIPLEY 0.98

Employment site carried forward from the adopted UDP. Located within the Shipley Employment Zone and the Leeds-Liverpool Canal Conservation Area. The site is sandwiched between the canal and the railway line. Adjacent to the Leeds-Liverpool Canal SEGI, any development will also need to ensure that there is no adverse impact on the ecology of the canal. Sewer requisition required as no public sewers adjacent to site. Suitable highway access will also need to be formed.

S/E1.16 THACKLEY OLD ROAD, LEEDS ROAD, THACKLEY 0.41

Employment site carried forward from the adopted UDP. Located between two industrial units, within the Shipley Employment Zone. Centrally located close to Shipley town centre and good public transport service on Leeds Road. A stone culvert may cross the site. Contamination survey required. Access via Thackley Old Road.

Policy E6 Employment Zones

The following Employment Zones are defined on the Proposals Map.

Ref Zone

S/E6.1 BINGLEY

Carried forward from adopted UDP. The area has been substantially reduced to exclude an area running parallel to the Leeds-Liverpool Canal, (from Bowling Green Mills in the north to Kingsway in the south,) now within the proposed Bingley Town Centre Mixed Use Area. A reduced Employment Zone now covers the industrial area around John Escritt Road and Church Street.

S/E6.2 CROSSFLATTS

Carried forward from adopted UDP. The Employment Zone is unchanged and covers Castlefields Industrial Estate.

S/E6.3 SHIPLEY

Carried forward from adopted UDP. The area has been substantially reduced to exclude an area (west of Dock Lane and north of Briggate), now within the proposed Shipley/Saltaire Corridor Mixed Use Area. Further amendments have been made to exclude inaccessible and severely contaminated land to the north east of Walker Place (between the railway line and River Aire). An amended Employment Zone now covers the industrial area south of Otley Road along the Aire Valley bottom, extending southwards to include the industrial estate on Thackley Old Road.

6.0 HOUSING

Policy H1 Housing Sites

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

Ref	Site Address	Site Area (hectares)
S/H1.1	THE PADDOCK, TONG PARK HALL, BAILDON	1.26

Housing site carried forward from the adopted UDP. Planning approval granted in September 2000 subject to completion of a section 106 agreement.

S/H1.2 HOLLIN HEAD/PRIMROSE ROW, BAILDON 0.42

Housing site carried forward from the adopted UDP. Planning approval granted in September 2000 subject to completion of a section 106 agreement.

S/H1.3 BAILDON CHURCH OF ENGLAND FIRST SCHOOL,
HEYGATE LANE/JENNY LANE, BAILDON 0.58

New housing site. School identified for closure as part of the Education Re-organisation programme. Brownfield site suitable for redevelopment or reuse. Playing fields associated with the school have been excluded from the housing allocation. Access to be taken from Jenny Lane as existing access from Heygate Lane is substandard.

S/H1.4 WHITELANDS CRESCENT, BAILDON 0.41

Two housing sites combined and carried forward from the adopted UDP. Greenfield site located in the Baildon built up area. Southern part of site has outline planning permission.

S/H1.5 FORMER SANDAL FIRST SCHOOL, GREEN ROAD/
CLIFFE AVENUE, BAILDON 0.42

New housing site. Comprised of former school land and buildings identified for redevelopment or reuse as part of the Education Re-organisation. Brownfield site within the Baildon urban area and in close proximity to Baildon Conservation Area. Access via Cliffe Avenue but frontage visibility may require improvement.

S/H1.6 FERNIEHURST FARM, BAILDON WOOD COURT,
BAILDON 0.57

New housing site. Greenfield site identified by the Vacant Land Survey. Used as pasture, but within the built up area of Baildon. Opportunities exist to develop site in conjunction with adjacent housing site and former site of Ferniehurst First School.

S/H1.7 VALLEY VIEW, BAILDON 1.04

Housing site carried forward from the adopted UDP. Greenfield site used as pasture but within the urban area and surrounded by development on three boundaries. Opportunities exist to develop site in conjunction with adjacent housing sites to the north and east. Access via Valley View.

S/H1.8 FORMER FERNIEHURST FIRST SCHOOL,
VALLEY VIEW, BAILDON 0.94

New housing site. Comprised of vacant school land and buildings identified for redevelopment as part of the Education Re-organisation. Brownfield site within the Baildon urban area. Incidental open space within site has been rearranged and relocated to north of site. Access via Valley View/Cliffe Lane West. Opportunities exist to develop site comprehensively in conjunction with adjacent housing sites.

S/H1.9 ROWANTREE AVENUE/HEATHERSIDE, BAILDON 0.45

Housing site carried forward from the adopted UDP. Site has an extant planning permission.

S/H1.10 WARREN LANE, ELDWICK 13.59

Housing site carried forward from the adopted UDP. Part of a larger housing site, a Development Brief was prepared and approved for site in 1992. Planning permission exists for the whole site, which phases development. First phase of development is now under construction, site S/H1.11. This site forms the second phase development and will take place, following the completion of the Bingley Relief Road.

S/H1.11 WARREN LANE, ELDWICK 7.65

Housing site carried forward from the adopted UDP. Part of a larger housing site, a Development Brief was prepared and approved for site in 1992. Planning permission exists for the whole site, including S/H1.10, but phases development. This site forms the first phase of development and is now under construction.

S/H1.12 CLARENDON ROAD, GILSTEAD 1.64

Housing site carried forward from the adopted UDP. Greenfield site located within the urban area. Access via Warren Lane but junction visibility is substandard. The closure of Barnaby Road is required otherwise standard junction stagger distances apply. Monitoring for fly and odour nuisance required due to close proximity to the adjacent water treatment works. Pocket planting within the site will enhance wildlife biodiversity.

S/H1.13 PENDLE ROAD, GILSTEAD 0.67

Housing site carried forward from the adopted UDP. Greenfield site located in the urban area. Located on an exposed skyline any development should be set back and incorporate a landscape buffer to minimise impact. There have been past problems of fly nuisance from the adjacent water treatment works, but these now appear to be under control. Access via Pendle Road. Informal footpath links to be retained within site.

S/H1.14 THE OVAL, BINGLEY 2.52

Housing site carried forward from the adopted UDP. Partially developed, remaining developable area (approximately 0.63 hectares) is identified and protected for housing.

S/H1.15 STANLEY STREET, BINGLEY 0.41

New housing site. Brownfield site identified by Vacant Land Survey. Used informally as a kick about area. Centrally located the site is close to Bingley town centre. Access via Stanley Street. Right of way crosses site.

S/H1.16 EFFINGHAM ROAD, HARDEN 2.57

Housing site carried forward from the adopted UDP. Under construction and nearing completion.

S/H1.17 HAZEL BECK, COTTINGLEY 1.05

Housing site carried forward from the adopted UDP. Greenfield site located on the edge of Cottingley but well placed in providing access to Bingley Town Centre. Any development will need to provide adequate clearance to Hazel Beck watercourse. Significant tree planting along west and southern site boundaries would minimise impact on adjacent Bradford Wildlife Area. Access via Hazel Beck.

S/H1.18 COTTINGLEY FIRST SCHOOL, SCHOOL STREET/
MANOR ROAD, COTTINGLEY 0.94

New housing site. School identified for closure as part of the Education Re-organisation programme. Brownfield site suitable for reuse or redevelopment. Playing fields associated with the school have been excluded from the housing allocation. Access via School Street.

S/H1.19 COTTINGLEY MOOR ROAD, COTTINGLEY 2.40

Housing site carried forward from the adopted UDP. Planning approval granted in September 2000.

S/H1.20 LINGFIELD ROAD, WILSDEN 0.67

Housing site carried forward from the adopted UDP. Located in the Wilsden Conservation Area, the site is under construction.

S/H1.21 WHIMSICAL FARM, OFF LANE SIDE,
HAWORTH ROAD, WILSDEN 0.66

Housing site carried forward from the adopted UDP. Amended to take account of planning permission, site under construction.

S/H1.22 FOSTER PARK ROAD, DENHOLME 1.68

Housing site carried forward from the adopted UDP. Partially developed, remaining developable area (approximately 0.96 hectares) is identified and protected for housing.

S/H1.23 CLOCK LANE, DENHOLME 3.11

Housing site carried forward from the adopted UDP. Planning approval granted in August 2000.

S/H1.24 FORMER ELDWICK FIRST SCHOOL, OTLEY ROAD/
LYNDALE ROAD, ELDWICK 0.49

New housing site. Former school identified for closure as part of the Education Re-organisation programme. Brownfield site suitable for redevelopment or reuse. Playing fields associated with the school have been excluded from the housing allocation. Access to be taken from Lyndale Road.

S/H1.25 ILKLEY ROAD, BURLEY IN WHARFEDALE 1.90

Amended housing site carried forward from the adopted UDP. Site under construction. Part within Burley in Wharfedale Conservation Area.

S/H1.26	FORMER BURLEY CHURCH OF ENGLAND FIRST SCHOOL, AIREVILLE TERRACE, BURLEY IN WHARFEDALE	0.81
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New housing site. Comprised of former school land and buildings identified as part of the Education Re-organisation. Brownfield site within Burley in Wharfedale Conservation Area. Conversion of the main building is desirable and any new development would need to be of a design and layout sympathetic to the conservation area.

S/H1.27	FORMER BOLTON WOODS FIRST SCHOOL, LIVINGSTONE ROAD, BOLTON WOODS	0.48
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New housing site. Comprised of former school land and buildings identified as part of the Education Reorganisation. Brownfield site located within the Bolton Woods built up area and surrounded by development. Access via Livingstone Road, development will need to ensure that traffic flows are no greater than for the former school use.

S/H1.28	CARR LANE, SHIPLEY	0.78
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Amended housing site carried forward from the adopted UDP. Brownfield site centrally located close to Shipley Town Centre. Combined public sewer crosses site. Contamination survey required.

S/H1.29	OAKDALE FIRST SCHOOL, OAKDALE GROVE/OAKDALE AVENUE, WROSE	0.57
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New housing site. Comprised of school land and buildings identified for redevelopment or reuse as part of the Education Reorganisation. Brownfield site located close to local facilities in Wrose. Playing fields associated with the school have been excluded from the allocation.

Policy H2 Housing Sites

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

Ref	Site Address	Site Area (hectares)
S/H2.1	TONG PARK, BAILDON	2.32

Housing site carried forward from the adopted UDP. Greenfield site located on the edge of Baildon. Site is constrained by the need for third party land to achieve access. Development will need to take account of a combined sewer, trees protected by TPO and a public right of way crossing the site. Close to Baildon railway station and public transport routes on Otley Road.

S/H2.8 HALIFAX ROAD, CULLINGWORTH 1.16

Housing site carried forward from the adopted UDP. Greenfield site comprised of grassland used for informal recreation and grazing. Centrally located within the village the site is of potential open space value as an extension to the adjacent recreation ground. This area has suffered from odour problems in the past. Noise may also be a problem due to proximity to industrial premises. Off site highway improvements may be required to achieve access. A public sewer and culverted watercourse cross the site.

S/H2.9 ST. PHILIPS DRIVE, BURLEY IN WHARFEDALE 1.63

Housing site carried forward from the adopted UDP. Greenfield site used for informal recreation. Any development will need to be sensitive to Burley House a Grade 1 Listed Building as well as tree and watercourse features along Woodhead Beck.

S/H2.10 STY LANE, MICKLETHWAITE 17.65

Housing site carried forward from the adopted UDP. A large greenfield site constituting an urban extension. Centrally located between Crossflatts and Bingley, the site is accessible to Crossflatts railway station and Bingley town centre. Constrained by the need for a bridge closure and canal diversion to obtain vehicular access. Combined public sewer and watercourse cross site. Any development will need to be sympathetic to surrounding historic environment due to presence of listed buildings on site and proximity to Leeds-Liverpool Canal Conservation Area. Adjacent to the Leeds-Liverpool Canal SEGI development will need to ensure that it does not adversely affect the canal ecology. A grassland survey is required to establish if the site is of ecological value. Trees protected by TPO on site. A Development Brief to be prepared to address the above and any other issues as well as ensuring that the site is developed in a comprehensive manner.

S/H2.11 THORNHILL AVENUE, BOLTON WOODS 0.60

Housing site carried forward from the adopted UDP. Greenfield site located within the built up area and surrounded by industrial and residential development on three boundaries. Development may be restricted by site topography. Access via Thornhill Avenue. Trap Sike a watercourse crosses site. Right of way on site.

7.0 CENTRES

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

BINGLEY 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 Bingley, Shipley and Keighley, developing a strong common identity as Airedale within the Bradford District, with Airedale's economic structure complementing that of Bradford.

Bingley town centre provides a focal point for the provision of shopping, recreation, leisure and public services for the town of Bingley and the surrounding villages. Whilst the town centre offers a broad range of facilities the shopping offer is fragile and needs to be safeguarded and supported. The amount of retail floorspace has declined since preparation of the first UDP in the early 1990's and little new investment has taken place since then.

Construction of the Bingley Bypass will remove much through traffic and congestion. It will permit the remodelling of the attractive Main Street to make the centre much more pedestrian friendly whilst also improving on street parking for shoppers and other visitors to the centre. In addition there is potential to provide for a new large supermarket in the centre. There is therefore significant scope for the centre to rejuvenate and improve during the Plan period.

Bus services converge on the centre from Bradford and Keighley, the villages of Harden, Cullingworth and Wilsden to the west, and Eldwick and Gilstead to the east. The railway station is within easy walking distance of all the main attractions in the centre. The variety of existing town centre uses coupled with the existing public transport system and road network, means the town centre is the best location to concentrate shopping, service, and leisure activities to serve the people of Bingley and the nearby villages. The Plan therefore aims to facilitate the attraction of new investment into the centre and strengthen its role, especially as a retail and leisure centre.

The Plan's vision for Bingley town centre is therefore one of a centre that during the Plan period will significantly increase its attractiveness for the public, both as a place to shop and to visit for other activities. This will be brought about by substantial new public and private investment that reverses the decline of the shopping offer and removes most of the through traffic which congests and blights the centre.

Shopping in the Centre

The town centre shops in the main only meet the day to day shopping needs of the local residents and people working in the town. The trade draw of Bingley as a retail centre is limited because of its small size and the proximity of larger centres, particularly Keighley, where there is a greater choice of both comparison as well as food shopping.

In 1999 Colliers Erdman Lewis advised the Council on the scope for new retail floorspace in centres in the District taking account of people's existing shopping patterns. In Bingley the household survey they carried out identified that the existing shops only attracted very low flows of expenditure. These flows were so small that it was deemed prudent not to calculate separate capacity floorspace forecast for convenience and comparison goods for Bingley town centre.

The need for a large new supermarket in the centre was however recognised in the previous UDP. This need remains together with a general need to improve the extent and range of goods and services offered in the centre, in order to reduce the tendency of people in the Bingley area to travel to other shopping centres.

The boundary of the central shopping area is defined to allow for a new large food superstore by the redevelopment and enlargement of the existing Myrtle Walk shopping centre. To facilitate this and to maximise the extent of the potential redevelopment area the route of a road to replace sections of Chapel Lane and Waterloo Road (the Lilycroft Mills link) is safeguarded. The replacement of this drab, dated shopping centre by a new modern larger facility offering easy access to car parking facilities, is critical to the revival of the town centre.

Enjoying Life in the Centre

The Arts Centre, and the town's library and swimming baths are centrally located close together. The town centre also boasts an impressive number of restaurants, and public houses for its size. However there is no bowling alley, bingo hall or cinema, the provision of which would improve the overall attractiveness of the centre. The leisure policies in the Plan provide a positive land use context for improvements to take place in and adjoining the centre. They also ensure that any large proposals which would be likely to attract people from the Bingley and surrounding 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 south of Ferncliffe Road, north of the parish church, and a short distance to the east either side of Park Road. There are also several flats and houses within the centre. This helps to maintain vibrancy in the centre after the shops close. Policy CT3 encourages further residential development in the town centre above ground floor level.

Working in the Centre

Many people work in Bingley town centre with the largest concentration of jobs being in what were the headquarter offices of the former Bradford and Bingley Building Society. The conversion of the building society to a bank and its ventures with other financial institutions provides the potential for more jobs to be created in the centre by both the bank and its partners. The redevelopment and enlargement of Myrtle Walk shopping centre should also provide more retail jobs.

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

Urban Design, Heritage and Public Art

The Leeds to Liverpool Canal, particularly the Five Rise Locks, attracts visitors to the town. There is a need to strive for a high quality town centre environment to create a sense of place and civic pride, improve investor confidence and assist in the regeneration of the centre.

The town centre contains a number of fine Victorian stone buildings such as the Railway Station, and others of domestic proportions. Many of these are within the designated conservation areas along the Leeds Liverpool Canal and around the parish church. The Plan's conservation area policies safeguard these buildings and provides for their enhancement.

The likely redevelopment and enlargement of the Myrtle Walk shopping centre, at the highest point in the town centre, needs to provide a landmark building that creates a major architectural feature in the town centre.

The entrance archway to the riverside walk from Myrtle Place/Queen Street is the only public art which has been provided in the centre in recent years. New developments will be expected to provide for public art as set out in the per cent for art policy (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

The provision of the bypass will substantially reduce traffic volumes on Main Street. On completion of the new road the Council will remodel Main Street and adjoining roads to provide for wider pavements, reduced traffic speeds and short stay on street car parking, as well as improved street furniture such as seating, and appropriate landscaping. These improvements may also include works to improve facilities for bus users on Wellington Road by the railway station.

Developments within the central shopping area should safeguard existing canopies and arcades over adjoining footways such as at the Myrtle Walk centre adjoining Main Street, or incorporate new ones as required by policy CT4.

Area Planning Policy Statements

The area planning policy statements below set out how different parts of the centre may change to accord with policy CT1. Such developments should stimulate economic activity and social interaction and improve the vitality and viability 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

The definition of the boundary of this area reflects the Council's support for the redevelopment and enlargement of the Myrtle Walk centre. This could involve a multi level development incorporating additional uses such as offices, leisure and multi deck car parking. Proposals should include short stay car parking to compensate in full for existing space lost by such development.

The access and parking arrangements for the reuse or redevelopment of any buildings within this area should not prejudice the ability of the Council to remodel Main Street following construction of the by pass.

2. Car Parks at Ferncliffe Road and Queen Street / Market Street

The development of these car parks for retail proposals that cannot be accommodated in the central shopping area, or for leisure or other town centre uses, would create a larger centre. However, the car parking facilities are important to the vitality and viability of the centre as a whole and are safeguarded by policy TM 14. They may be developed for other uses provided such proposals incorporate the same quantum of parking, either as part of the development or within easy walking distance of the centre.

3. Expansion Areas

The three expansion areas defined on the Proposal Map provide for quantitative and qualitative improvements to retail and other facilities in the town centre to take place that cannot be accommodated within the centre. These areas have the potential to change during the Plan period, and are close to the primary shopping area. Their development for other town centre uses (as defined in paragraph 1.15 of PPG6) is also acceptable subject to there being no alternative sites within the centre which are available, suitable and viable.

Parts of these areas are currently in use for industrial and residential purposes. Because these uses are important to the centre in providing jobs and housing, proposals for the retention or expansion of these uses will be permitted notwithstanding the expansion area designation.

SHIPLEY 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.

Shipley town centre lies at the junction of rail routes and bus services and the crossroads of major roads in north-south and east-west directions. Accessibility from the surrounding residential areas by both public and private transport is good. The town centre is the focal point for the provision of shopping, leisure and public services for the residents of Shipley, and Baildon areas but its close proximity to the City Centre means that it functions in a complementary role to it.

There is potential for the number of people employed in the Shipley / Saltaire / Baildon area to grow, particularly through the expansion of existing firms and the attraction of new businesses engaged in the development and manufacture of new technology products and services. Such business development and employment growth near the centre should be capitalised upon to ensure there is a complimentary increase in the opportunity for the retail, service and leisure activities in the centre to benefit from visits at lunchtime and after work.

The extent and range of the existing town centre uses, coupled with the existing public transport system and road network, means the town centre is the best location to concentrate shopping, service, and leisure activities to serve people in Shipley and the surrounding area. The Plan therefore aims to safeguard and strengthen its role as a retail, service and leisure centre.

The Plan's vision for Shipley town centre is therefore one of a centre that will improve more in qualitative rather than in quantitative terms during the Plan period, with retail, leisure and other service facilities being enhanced to benefit people from the surrounding areas, and reducing their need to travel into the City Centre.

Shopping in the Centre

The compact nature of the central shopping area makes it easy for shoppers to move about. Shoppers also benefit from bus penetration into the heart of the centre and convenient free on and off street short stay car parking. The outdoor market in Market Square is popular and well supported and adds variety to the shopping offer of the centre.

In February 1999 Colliers Erdman and Lewis advised the Council on the scope for new retail floorspace. They concluded that in relation to convenience shopping there was no quantitative need for more floorspace in the centre to 2011. With respect to comparison goods they did identify a quantitative need for a small amount of floorspace in the centre of some 238 square metres by 2001, rising to 1342 square metres by 2011.

This modest need together with any qualitative improvements should in accordance with the retail policies be accommodated within the central shopping area or where sites are not available, elsewhere in the town centre, and in the expansion area on the south side of Saltaire Road.

Enjoying Life in the Centre

Besides having a wide range of restaurants, cafes and public houses the centre benefits from having a number of larger leisure and entertainment facilities such as the modern library and associated meeting rooms at Well Croft, the swimming baths on Alexander Road, and the recently re-opened ten pin bowling alley on Market Street. Close together on Briggate is a bingo hall and social club, night club and ballroom.

The leisure and entertainment policies provide a positive land use context for improvements to take place in and adjoining the centre for new venues. They also ensure that any large proposals which would be likely to attract people from the Shipley area are directed to the town centre, or failing that to the expansion area on the edge of the centre or other edge of centre locations.

Living in the Centre

High density residential areas adjoin the southern and western boundaries of the town centre which help to maintain vibrancy in the centre after the shops close. Policy CT3 encourages further residential development in the town centre, provided that it is above ground floor level.

Working in the Centre

The intensively developed nature of the centre offers limited scope for new developments that might increase the numbers and quality of jobs during the Plan period. Nevertheless, proposals for employment generating developments are to be particularly welcomed in the town centre. The town centre lies at the hub of the public transport system in the Shipley area, and this location provides the best opportunity to alleviate the growth in the use of motor cars for journeys to work in this part of the District.

Urban Design, Heritage and Public Art

The central shopping area is hidden and most of it is not visible to traffic passing through the town centre. New developments within the centre should where appropriate, include measures to alleviate this by including environmental improvements and improved signage that attract people to use the shops in the central shopping area.

The Market Square area was redeveloped in the late 1950's and early 1960's and its architecture and materials used reflect the period. Elsewhere in the centre older buildings portray the stone heritage of the town. These include a number of fine Victorian stone buildings, such as the railway station, which the conservation policies seek to safeguard and provide for their enhancement.

Little new public art has been provided in Shipley in recent years, the pebble mosaic in the pedestrianised Market Square being one of the few examples. 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

The town centre suffers from being split by two major highways which form barriers to pedestrian movements. The intensity of traffic flows along these roads is likely to increase over the Plan period. In particular the busy Otley Road separates the railway station from the central shopping area. Although the distance from railway station to the shops is not far, the hidden nature of Station Road means that it is intimidating for pedestrians. The Council will during the Plan period be investigating the scope to undertake further traffic management schemes and environmental works on the public realm within the centre to improve pedestrian safety and access to facilities, including improving the pedestrian links between the station and central shopping area. Such improvements will be facilitated through the Local Transport Plan.

Developments within the central shopping area should safeguard existing canopies and arcades over adjoining footways such as those at Well Croft, or incorporate new ones as required by Policy CT4.

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

Any redevelopment schemes within this area should seek to retain and concentrate the retail function. The access and parking arrangements of proposals should not prejudice the ability of the Council to create further pedestrian areas within the primary shopping area. Proposals for non retail uses within the primary shopping area are subject to policy CT5.

2. Briggate and Otley Road

This area between Briggate, Otley Road and the railway station within the town centre is in mixed retail, commercial and other uses. There is potential for reusing or redeveloping these buildings and the grassed area east of the access road to the station bordering Briggate for retail and leisure purposes. The retail and leisure policies permit development in this area where in the case of retail, no sites are available in the central shopping area.

3. Commercial Street, Briggate, Canal Corridor

There is a mixture of commercial, leisure, retail and other uses within this area. The leisure and entertainment policies permit new development in this area. Retail proposals will be permitted where sites are not available in the central shopping area.

Developments alongside the Leeds-Liverpool Canal in the conservation area need to be designed to take account of the high degree of visibility of the waterfront location and accord with the conservation area policies in the Built Heritage Chapter. In particular the large masonry facade of the bingo hall at the corner of Briggate and Otley Road presents an uninteresting frontage to the Canal and to the heavily trafficked road junction and proposals that lead to improvements to the frontage of this property are encouraged.

4. Saltaire Road Expansion Area

This area has the potential to accommodate some retail, leisure or other town centre use development during the Plan period, whilst maintaining a compact centre, and keeping walking distances to the edge of the primary shopping area to a minimum. Development of this area for retail, leisure and other town centre uses (as defined in paragraph 1.15 of PPG6) is acceptable provided there are no alternative sites within the centre that are available, suitable and viable for the proposal.

Policy CR4 Local Centres

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

BAILDON, BURLEY-IN-WHARFEDALE, CROSSFLATS, DENHOLME, ELDWICK, FRIZINGHALL, SALTAIRE, WROSE.

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 lines as shown on the Proposals Map will be protected from development:

S/TM 5.1 KEIGHLEY-DENHOLME-BRADFORD LINE

From Denholme to Cullingworth.

S/TM 5.2 SHIPLEY-THACKLEY-IDLE LINE

From Shipley to Thackley.

S/TM5.3 OTLEY BRANCH LINE

From Burley in Wharfedale and Menston to the district boundary.

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.

S/TM6.1 COTTINGLEY - THORNTON 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:

S/TM7.1 CROSSFLATTS STATION

Some spaces will be lost at this station due to the construction of Bingley Relief Road. These spaces will be replaced

S/TM7.2 BINGLEY STATION

The provision of parking at this location will be reviewed as part of the proposals being considered for Bingley following the completion of the Relief Road.

S/TM7.3 SHIPLEY STATION

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

S/TM7.4 FRIZINGHALL STATION

There are no opportunities to expand parking at this location. Existing parking will be protected.

S/TM7.5 BURLEY IN WHARFEDALE STATION

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

S/TM7.6 MENSTON STATION

There are no short term proposals to expand parking at this location. Existing parking will be protected.

S/TM7.7 BAILDON STATION

There are no opportunities to expand parking at this location. Existing parking will be protected.

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:

S/TM20.1 CRACK LANE EXTENSION, WILSDEN

Carried forward from the Adopted UDP. This scheme is planned to bring the highway to adoptable standard in order to provide access to land south of Crack Lane and east of Lingfield Road.

S/TM20.2 A650 AIREDALE ROUTE STAGE III CROSSFLATTS TO COTTINGLEY BAR (BINGLEY RELIEF ROAD)

Carried forward from the Adopted UDP. It is planned to start construction of this scheme this year (2001).

S/TM20.3 WELLINGTON STREET LINK, BINGLEY

Carried forward from the Adopted UDP. This scheme is intended to improve access to the railway station and contribute to better parking facilities, following the completion of the Bingley Relief Road.

S/TM20.4 A65 MANOR PARK BENDS

Carried forward from the Adopted UDP. This scheme is being protected for development control purposes to allow further monitoring of the accident record of this stretch of road. If the recent improvement in accident levels is maintained it is unlikely that the highway improvement will be progressed.

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

NATIONAL CYCLE ROUTE 66

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

THE GREAT NORTHERN TRAIL

A shared use route (with walkers and horse riders) along the route of the old railway between Clayton, Queensbury, Thornton, Denholme, Wilsden and Cullingworth

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.

Policy TM21 Freight

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

Ref	Location
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S/TM21.1	Land Bound By Otley Road, Valley Road and the Railway Line, Shipley
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9.0 DESIGN

Policy D10 Environmental Improvement of Transport Corridors

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

Rail

S/D10.1	Shipley to Crossflatts
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S/D10.2	Bradford Grammar School playing fields to Shipley Station, Shipley Station to Otley Road, Charlestown (Ilkley Line)
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S/D10.3	Shipley Station to Thackley West Wood (Leeds Line)
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Road

S/D10.4	The A6038 Otley Road from Gaisby Lane to Shipley
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S/D10.5	The A650 From Slensingford Road, Crossflatts to Cottingley Bridge
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Policy D11 Gateway Roads

There are no proposals made in Shipley under this policy

10.0 BUILT HERITAGE

Policy BH7-BH13 Conservation Areas

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

Leeds-Liverpool Canal (Charlestown to Micklethwaite Bridge)
Baildon
Low Baildon
Saltaire
Micklethwaite Village
Ryecroft
Wilsden
Cullingworth
Bingley Town Centre
Burley in Wharfedale
Heaton Estates
Wrose

Policy S/BH14 Nominated World Heritage Site at Saltaire

The nominated Saltaire World Heritage Site and Buffer Zone are defined on the Proposals Map. Local policy S/BH14 applies to development in this area as follows:

WITHIN THE PROPOSED WORLD HERITAGE SITE AND BUFFER ZONE AS DEFINED ON THE PROPOSALS MAP THE FOLLOWING WILL APPLY

- DEVELOPMENT WHICH WOULD DESTROY, DAMAGE OR OTHERWISE ADVERSELY AFFECT THE CHARACTER APPEARANCE OR SETTING OF THE PROPOSED WORLD HERITAGE SITE WILL NOT BE PERMITTED
- DEVELOPMENTS WITHIN THE WORLD HERITAGE SITE WILL BE REQUIRED TO DEMONSTRATE THAT THEY OFFER TOTAL PROTECTION TO THE HERITAGE ASSET AND PRODUCE NO ADVERSE ENVIRONMENTAL CONDITIONS.
- ALL DEVELOPMENT IN THE BUFFER ZONE WILL BE ASSESSED AS TO ANY NEGATIVE IMPACT IT MIGHT HAVE ON THE PROPOSED WORLD HERITAGE SITE AND WHERE THIS IS FOUND THE DEVELOPMENT WILL NOT BE PERMITTED UNLESS THE APPLICANT AGREES WITH THE LOCAL PLANNING AUTHORITY A SUITABLE PROGRAMME OF MITIGATION

The Local Planning Authority will make every effort to ensure that the existing heritage fabric within Saltaire is fully protected from adverse development proposals as Inscription as a World Heritage Site does not attach any additional planning controls. Within the site or buffer zone development that might result in the loss of heritage fabric or reduce the enjoyment of the village to residents and visitors by damaging views into and out of the village will be carefully assessed. If necessary developments will be re sited to ensure the character of the area is protected.

Policy BH16 Parks and Gardens Designated by English Heritage as of National Value

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

S/BH16.1 Roberts Park, Saltaire

S/BH.16.2 Prince of Wales Park, Bingley

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

The following site is recognised by the Council as having local historic value:

S/BH17.1 Milnerfield, Gilstead

Policies BH18 – 19 Sites of Archaeological Value

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

11.0 COMMUNITY FACILITIES

There are no proposals in the Area.

12.0 OPEN LAND IN SETTLEMENTS**Policy OS1 Urban Greenspace**

The following Urban Greenspaces are defined on the Proposals Map and described below:

Ref	Location
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S/OS1.1	LAND BETWEEN THE RIVER AIRE & THE LEEDS–LIVERPOOL CANAL, NORTH OF BINGLEY
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Two areas of open land between the River Aire and the Leeds-Liverpool Canal carried forward from the adopted Plan, but revised to exclude a small area along the railway line. The remaining area is comprised of Bingley Grammar School and its grounds, Bingley Cemetery, and open land around Bingley North Bog. The area forms a visually important break within the urban area north of Bingley town centre.

S/OS1.2 GILSTEAD MOOR EDGE

A structurally important area of open land and moorland, between Bingley and Gilstead carried forward from the adopted Plan. The area is used for informal recreation and provides impressive long distance views of the Aire valley.

S/OS1.3 ROBERTS PARK, SALTAIRE TO BAILDON BRIDGE

Designation carried forward from the adopted Plan, but extended to follow rear curtilage of properties on Coach Road. This site is characterised by a linear area of open land running along the north side of the River Aire between Roberts Park and Baildon Bridge. Relatively flat the area is used for an array of formal and informal recreation activities. There are also pleasant walks along the riverside.

S/OS1.4 GAISBY HILL

Gaisby Hill forms part of a wider area of open space extending between Gaisby Hill and Idle Moor. This area is characterised by an exposed hillside and is used for formal and informal recreation. The area is a visually and structurally important open break, which separates Wrose from Owlet and Bolton Woods, and provides views across the valley to Shipley and Frizinghall. Carried forward from the adopted Plan, the urban greenspace has been revised to exclude Oakdale Middle School buildings and a garage block on Gaisby Lane.

S/OS1.5 WROSE BROW TO IDLE HILL

Part of an extensive area of open land extending between Gaisby Hill and Idle Moor, carried forward from the adopted Plan. This area is characterised by steep hillsides and open moortop, which provide visual relief to the urban form. It is also an important structural open break separating West Royd and Windhill from Wrose. The area is of significant amenity and informal/formal open space value.

S/OS1.6 GAISBY LANE TO BRIGGATE, SHIPLEY

A linear area of open land running parallel to Bradford Beck carried forward from the adopted Plan. Relatively flat, the area is used for formal and informal recreation.

S/OS1.7 HIRST WOOD/NAB WOOD CEMETERY

An area carried forward from the adopted Plan, characterised by a cemetery and mature woodland on the edge of Nab Wood/Saltaire. The area provides a valuable open space and brings the surrounding open countryside into the urban area.

S/OS1.8 FAIRBANK WOOD, BAILDON

Designation carried forward from the adopted Plan and characterised by an area of mature woodland within the Baildon urban area.

S/OS1.9 BAILDON BANK

New designation. An extensive area comprised of Common Land, the hamlet of Baildon Green and the crags at Baildon Bank. The area forms a structurally important green wedge of open land, which extends close to Baildon centre. It also provides a visually important open backdrop to the nominated Saltaire World Heritage Site.

S/OS1.10 CROSLEY WOOD, DOWLEY GAP

New designation. Comprised of an area of woodland, the area is used for informal recreation and separates flats on Crosley Wood Road from residential development at Gilstead.

S/OS1.11 POPLARS FARM, BOLTON WOODS

New designation. Comprised of open land separating Bolton Woods and Bolton. The area is characterised by steep slopes surrounding Bolton Woods Quarry which are highly visible from views in and around the city.

Policy OS4 New Recreation Open Space and Playing Fields

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

RECREATION AREAS

Ref	Location
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S/OS4.1 DOWLEY GAP LANE, DOWLEY GAP

Carried forward from the adopted Plan. This site is characterised by pasture, implementation as recreation open space to be linked to development of the adjoining employment site.

S/OS4.2 JENNY LANE, BAILDON

New site. Characterised by an area of recreation open space with children's play equipment.

S/OS4.3 COTTINGLEY BECK, COTTINGLEY

Carried forward from the adopted Plan. This area of rough grassland and woodland embankment along Cottingley Beck is to be retained as recreation open space, as part of any subsequent development of the adjacent housing site

PLAYING FIELDS

Ref	Location
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S/OS4.4 JENNY LANE, BAILDON

New site. Laid out and used as playing fields.

Policy OS6 Allotments

Existing allotments (above 0.4 hectares) are defined on the Proposals Map

Policy OS7 Village Greenspace

Village Greenspaces are defined on the Proposals Map and described below:

Ref	Location
S/OS7.1	BURLEY HALL, BURLEY HOUSE AND WOODHEAD BECK, BURLEY IN WHARFEDALE

Designation carried forward from the adopted plan with minor extensions surrounding Back Lane. The area surrounding Burley Hall and Burley House is important in maintaining the open aspect in this part of the village and provides a setting for Burley House (a Listed Building) and other buildings within the Conservation Area. It also forms an important linear open space corridor along Woodhead Beck.

S/OS7.2 OLD HALL, MENSTON

Designation carried forward from the adopted Plan. Comprised of the former grounds of the Old Hall. The area provides an open setting for the Hall and helps set the old main street and its buildings apart from more recent development.

S/OS7.3 ELLAR GARDENS, MENSTON

New site. Comprised of an area of recreation open space that is important in providing an open frontage to adjacent residential development.

S/OS7.4 LAND NORTH OF WILSDEN RECREATION GROUND

Designation carried forward from the adopted Plan, but amended to exclude High Meadows. The area forms an important open space north of the recreation ground, which helps to preserve the visual and open nature of land characterising this part of the village.

S/OS7.5 BINGLEY ROAD, HARDEN

Designation carried forward from the adopted Plan. The site occupies a prominent position at the heart of the village, maintaining the open aspect, which contributes to the village's character.

S/OS7.6 DENHOLME EDGE

New site. Characterised by moorland and moorland banking extending into the settlement from the adjacent surrounding open countryside.

13.0 GREEN BELT

Policy GB1 Green Belt

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

The Green Belt largely follows that in the adopted UDP. A review of the Green Belt was undertaken in preparing the Replacement Plan. The resulting proposed amendments to the Green Belt:

- Reflect the need for clarification of previous anomalies
- Aim to provide clearly identifiable and robust boundaries on site
- Exclude substantial development approved within the Green Belt under special circumstances

Major Additions to the Green Belt (0.4 hectares and above)**S/GB1.7 MEADOWSIDE ROAD, BAILDON**

This land forms an integral part of the open countryside to the north of Baildon. The existing Green Belt boundary is ill defined and follows no boundary features on the ground. The rear curtilages to properties on Meadowside Road and Bartle Gill Drive provide a more robust boundary to the Green Belt.

S/GB1.8 MYRTLE PARK, BINGLEY

This site is characterised by parkland forming an integral part of Myrtle Park, but is separated from the main park area by a low stone wall. To provide clarity to the Green Belt a new boundary is proposed which follows some steps to the River Aire, a retaining wall and health centre curtilage.

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

Policy GB3 Infill Villages

The boundary of the following infill villages are defined on the Proposals Map:

S/GB3.1 DENHOLME GATE**S/GB3.2 HARECROFT****S/GB3.3 KEELHAM (Part in Bradford West Constituency Area)****S/GB3.4 MICKLETHWAITE****Policy S/GB7 Major Developed Site in the Green Belt****Former Scalebor Park Hospital, Burley in Wharfedale**

This former hospital site requires special consideration because of its substantial nature and sensitive location within the Green Belt. In the adopted Unitary Development Plan this site was subject to a site specific policy ref. S/EN5B. This has now been implemented through planning permissions granted in September 2000, proposing a comprehensive redevelopment for residential purposes within the area occupied by the former hospital buildings.

This development is now under construction. Further development will not be permitted beyond the footprints of redeveloped and new buildings approved under planning applications 00/00445/FUL and 00/00450/FUL in order to maintain the special character of this former hospital site within the Green Belt.

14.0 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 which 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 which 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 which run parallel in a north west - 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. WILSDEN

General Description

The Wilsden character area is a sheltered, settled landscape dominated by the three principle settlements of Harden, Wilsden and Cullingworth which nestle in the concave landform of sheltered hollows and dips. Farmsteads are scattered throughout the landscape but are often large, and extended with modern farm buildings. It is a well wooded area with significant, sometimes dominant, mixed plantations interspersed with actively farmed pastures, surrounded predominantly by stone walls. Parkland also contributes significantly to the landscape and there are small outcrops of gritstone moorland around Harden Moor

It is a relatively low-lying plateau of land set above the Aire Valley, which drops away to the north east, and it forms an important rural fringe area between Bradford and Keighley. Wilsden character area includes two small fingers of countryside which extend eastwards into the urban area between Shipley and Heaton, and Heaton and Allerton.

The Aire Valley forms the character area boundary to the north and east, and the Worth Valley forms the boundary to the west. The boundary with the Pennine Upland character area to the south west is narrow, running along Halifax Road between Flappit Spring and Manywells Height where the land slopes gently down towards Cullingworth in contrast to the upland moorland plateau of Black Moor to the west. The boundary with the Thornton/Queensbury character area to the south is less distinct, where the landform changes gradually from a gently hollowed topography to a gently rounded plateau at the top end of Wilsden.

The Wilsden character area is made up from a mixture of seven landscape types, with mixed upland pasture forming the dominant element within the landscape, dissected by large and significant tracts of wooded incline and wooded valley landscape types. Parkland also covers a large proportion of the character area; with gritstone moorland, upland pasture and enclosed pasture also occurring in isolated pockets. In addition there are three settlements within this character area

Key Landscape Elements

- Rolling, concave plateau landform
- Improved grasslands, extensively farmed and managed
- Strong field pattern with stone wall boundaries
- Parkland and golf courses
- Significant woodland cover including mixed plantations
- Three principle settlements of Harden, Cullingworth and Wilsden

5. THORNTON/QUEENSBURY

General Description

Thornton/Queensbury is an area of relatively high, but settled land sloping east towards the centre of Bradford from the uplands of the South Pennines. It is an exposed landscape with scattered tree cover, mainly in the small interconnecting valleys. In contrast to Wilsden whose settlements nestle into the plateau landscape, the main settlements here are superimposed on the upper slopes. Although Thornton/Queensbury is an area of traditional pasture dominated landscape with scattered farmsteads, its character has been urbanised by a proliferation of pylons marching across the landscape. The farm units are often supported by the dual economy system, whereby the marginal agricultural infrastructure is supplemented by other land uses such as haulage, storage of materials and riding stables. Unique to the character of Thornton/Queensbury is the way the landform dips steeply and falls away towards Calderdale along its southern boundary.

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

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

The majority of the Thornton/Queensbury character area is approximately 60% dominated by mixed upland pasture, with small proportions of upland pasture (10%) and parkland (5%) to the west of the area in close proximity to Denholme and two

small areas of wooded valley (5%) north and south of the settlement of Queensbury. Settlements account for about 20% of the character area.

Key Landscape Elements

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

6. ESHOLT

General Description

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

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

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

Esholt is largely made up of roughly even proportions of three landscape types: a mix of enclosed pasture, and wooded incline on the slopes and floodplain pasture on the valley floor. Gill Beck valley adds some mixed upland pasture and a wooded valley to the character area. There are no settlements in this character area

Key Landscape Elements

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

7. 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 which 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

8. 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 dwellings 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 Penning Upland character area to the west. The valleys to the west (North Beck) and south (Bridgehouse 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.

Landscape types – There are three 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

Policy NE7 Sites of International Importance

Ref	Title	Site Area (hectares)
S/NE7.1	SOUTH PENNINE MOORS	4,294 Area in Bradford District)

Only part is in Bradford District. The area is 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.

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

Ref	Title	Site Area (hectares)
S/NE8.1	BINGLEY SOUTH BOG	4.0
S/NE8.2	SOUTH PENNINE MOORS	4,294
S/NE8.3	TRENCH MEADOWS	4.69

New site notified by English Nature in 1999

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

Ref	Title	Site Area (hectares)
S/NE9.1	GOITSTOCK WOODS, HARDEN	42.0
This SEGI includes a smaller RIGS designation		
S/NE9.2	HIRST WOOD, SALTAIRE	14.3
S/NE9.3	SCONCE CRAG, BAILDON MOOR	4.5
S/NE9.4	BEN RHYDDING GRAVEL PITS, ILKLEY	8.7 in total

Majority of site in the Keighley Constituency Area

S/NE9.5	LEEDS-LIVERPOOL CANAL	7.9km
Part in Keighley and Bradford North Constituency Areas		
S/NE9.6	COPPICE BOG AND POND, HARDEN	4.8
S/NE9.7	HALLAS ROUGH PARK, DENHOLME	2.5
S/NE9.8	HAWKSWORTH SPRING WOOD, NEAR BAILDON	17.4
Part of site falls in Leeds Metropolitan District		
S/NE9.9	SHIPLEY GLEN	51.0
This SEGI includes a RIGS designation		
S/NE9.10	NAILOR ROUGH, NOON NICK	N/A
Majority of site in the Bradford West Constituency Area		
S/NE9.11	BAILDON MOOR (NEAR DOBRUDDEN FARM)	6.8
S/NE9.12	TONG PARK	26.7
New site following 1996/97 survey and review		
S/NE9.13	RIVER WHARFE	15km within district
New site following 1996/97 survey and review, part in the Keighley Constituency Area		
S/NE9.14	BAILDON BANK	N/A
S/NE9.15	ELDWICK CRAG AND QUARRY	N/A
S/NE9.16	WROSE HILLSIDE	N/A
S/NE9.17	LANSHAW DELVES	N/A
RIGS designation, this area is also included within the SPA and SSSI for the South Pennine Moors		

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 Shipley 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:

Bank Top Quarry
Bolton Woods (south) Quarry
Buck Park Quarry
Hallas Rough Quarry
Midgeham Quarry
The Shay Quarry.

Policy BN/NR4 Bolton Woods Quarry Buffer Zone

A substantial area of the Bolton Woods Quarry Buffer Zone also falls within the Shipley Constituency Area.

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

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

Policy NR5 Areas of Search

The Plan identifies an Area of Search for crushed rock, sand and gravel. This has been identified using geological information and major constraints (Special Protection Area/Sites of Special Scientific Interest, urban area and primary road network). Planning applications within this area will be considered on its merits against the Policies within the Plan.

Policy NR16 Washlands

The washlands of the River Aire and Wharfe 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 Hazardous Installations

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

No sites in this area (as at May 2001).