

Replacement Unitary Development Plan for the Bradford District

Bradford West Proposals



How to read the revised deposit Plan

The Town and Country Planning (Development Plan)(England) Regulations 1999 require the revised deposit to include the whole text of the Plan with the changes made to the first deposit highlighted.

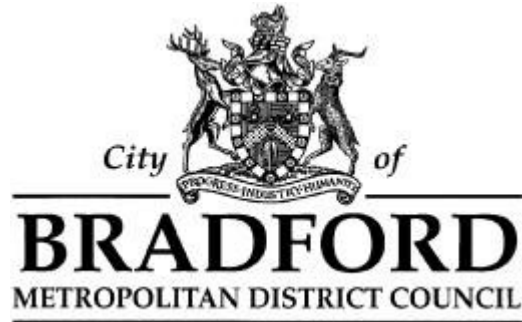
The revisions are highlighted using the following conventions.

- All changes to text are shown in **bold**
- Text to be deleted is enclosed in square brackets and begins with the word delete i.e. **[Delete:.....]**
- Additional text is shown in italics
- Where changes lead to a change on the Proposals Map a separate A4 plan has been produced for each change with a title and key indicating what the change is for example a revision to the extent of a housing site. These maps can be found at the end of each proposals report. (Note: As these maps have been electronically scanned they should not be taken as exactly corresponding to the scale referred to in the key)

The first deposit proposals map has not been reprinted. For a complete understanding of the proposals at revised deposit the first deposit map should be read in conjunction with the relevant A4 plan(s) as referred to above.

The content of the Plan is in the same order as the first deposit commencing with the policy framework.

A separate document 'The schedule of Changes' identifies where the Plan has been changed and the reasons for the change.



REPLACEMENT UNITARY DEVELOPMENT PLAN
FOR THE BRADFORD DISTRICT

PROPOSALS FOR THE BRADFORD WEST
CONSTITUENCY

**[Delete:FIRST DEPOSIT JUNE 01]
REVISED DEPOSIT JULY 2002**

Price £2.50

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1.0 INTRODUCTION

This Proposals Report for the Bradford West 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 draft Unitary Development Plan for Bradford District. They should be read in conjunction with the appropriate Proposals Map for the area.

Description

The Bradford West Constituency area has the largest population of all five constituencies, with a population of 97,000 (1991 Census). It also has the highest proportion drawn from ethnic minorities, (21% in 1991). The Area includes the city centre and extends westwards to include the wards of Heaton, Thornton, Clayton, Toller, University and Little Horton. The Area is mostly residential, comprising distinct inner city, suburban and semi rural communities together with peripheral estates and the freestanding village of Thornton.

2.0 VISIONS AND OBJECTIVES

See the Policy Framework.

3.0 PRINCIPAL POLICIES

Role of the Area

Bradford West contains the commercial and educational centres of the District as well as both general hospitals serving the city. The densely developed inner area presents only limited opportunities for new housing and employment land allocation. It is only in the outer suburbs that sites of any significance can be found that will contribute to the District land needs. However redevelopment opportunities can be created in some of the old employment areas.

The Area has the following functional divisions.

- (i) The City Centre - the commercial heart of the District with significant employment, development opportunities and tourist facilities.
- (ii) The inner city - a densely developed nineteenth century housing and industrial area, home to a large part of Bradford's ethnic minority population and also containing the University, Bradford College, and both St Luke's Hospital and the Royal Infirmary.
- (iii) The western suburbs - extensive housing areas largely developed during this century, with great diversity of character, ranging from leafy suburbs to Council built estates.
- (iv) The Thornton Valley - rolling farmland with a scattering of small hamlets to the north and south of Thornton village.

The location strategy as it applies to Bradford West:

The location strategy identifies a settlement hierarchy as part of the approach to promoting more sustainable patterns of development. Within Bradford West most of the built up area is within the defined Bradford urban area, the only other settlement of significance is the well located, free standing village of Thornton. As the main urban area is a more sustainable location in this constituency policy seeks to facilitate development in this location first. This includes realising the potential to redevelop and reuse previously developed land and buildings, particularly through the designation of mixed use areas, regeneration strategies and action areas. Consequently housing proposals are phased to ensure more sustainable sites are brought forward first.

Most of the constituency including the village of Thornton is well served by public transport with a network of high frequency turn up and go bus services which utilise the main roads which radiate out from the centre of Bradford. There are proposals in the Plan to enhance this network with two routes through the suburbs; one from Sandy Lane to Thornton road near School Green and one around the outer ring road from Thornton road through to the Bradford South constituency.

The areas of restraint from development defined by the green belt and the urban green spaces remain broadly unchanged from the current plan.

PROPOSALS

4.0 URBAN RENAISSANCE

Policy UR5 Safeguarded Land

Sites protected as safeguarded land are shown on the Proposals Map and listed below:

Ref	Site	Site Area (Hectares)
[Delete: BW/UR5.1	DIRKHILL ROAD, DIRKHILL	0.67

Small site formerly identified for housing development. There are a number of mature trees along the frontage which are protected by tree preservation orders. The rest of the site has developed naturally into a small self seeded woodland which has ecological value and which will need to be monitored over the next few years.]

BW/UR5.2	HILL TOP ROAD, THORNTON	3.33
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Sites formerly identified as constrained housing sites at the upper western portion of Thornton village. Given recent and future proposals in the village these sites have been set aside for longer term development until such time as service infrastructure and local facilities are available to absorb any further development.

BW/UR5.3	BACK FOLD, CLAYTON	1.63
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Site formerly identified for housing development. Major infrastructure is required before this site can be developed. Its development is also predicted to have a significant adverse effect on the conservation area and listed buildings on the edge of the site and for these reasons is being held back for longer term development.

BW/UR5.4 FERNDALE/BROOK LANE, CLAYTON**3.30**

A significant greenfield site formerly identified as two second phase housing sites on the edge of the village. There are highway issues relating to the site and the immediate area, and off site road infrastructure is required before the site can be developed. The character of the village has altered significantly in recent years through recent development, and the development of this site will inevitably increase pressure on scarce local amenities and already congested roads, if developed within the Plan period.

Regeneration

Bradford West is the focus for a number of regeneration initiatives reflecting the wide range of issues in an area that encompasses the city centre, inner city housing and industrial areas, and fringe estates.

The city centre is the economic hub of the District and policies will continue to support and enhance its role. Much of the inner city housing stock is in poor condition and overcrowding is a problem. Nineteenth century industrial property is no longer fit for modern needs but there is much potential for retention of the Victorian heritage if the economics of refurbishment were right.

The Proposals Map identifies:-

- six mixed use areas, where mixed use development will be promoted to create sustainable regeneration opportunities.
- an area based regeneration initiatives at Park Lane/ Marshfields (New Deal for Communities, now known as Trident) where intervention will continue during the early life of the plan to regenerate communities and
- an action area in Bradford city centre where a major redevelopment of the Broadway area will be promoted.

Policy UR7 Mixed Use Areas

Mixed use areas are proposed at:-

BW/UR7.1 Cannon Mills, Great Horton.

A complex of Grade 2 listed mill buildings to the east of the centre of Great Horton which formerly were part of an employment zone in the 1998 adopted Plan. Some of the buildings are in reasonable structural condition whilst others are beyond economic repair. It also includes Kelwood mill which is in reasonable condition together with an element of housing fronting Farnham Road and part of Great Horton Road. The latter housing area falls within Great Horton conservation area. Part of the land to the east of the complex was occupied by a former scrap yard.

The buildings are currently used for retailing incorporating a Sunday market. Regeneration of the area will be based on the existing activities, with further expansion into cultural, commercial, work space and community use. A benefit of this mix of uses will be the generation of investment to preserve and restore the listed Cannon Mills and the Council will give consideration to Listed Building Consent for selective demolition of the lesser quality units to enable regeneration to proceed. Other parts of the site, in particular Kelwood Mill, could accommodate an element of residential development. A mixed use approach to regeneration in this area should lead to an improvement in the

quality of the built environment and the reuse of brown field land. The use classes appropriate include:

- A1 Retail (Subject to other Policies)
- A3 Food and Drink
- B1 Business
- B2 General Industry
- C3 Dwelling Houses
- D1 Non Residential Institutions – ***Exhibition Space***
- D2 Assembly and Leisure (Subject to other Policies)

In respect of A1 (Retail) and D2 (Assembly and Leisure), the maximum floorspace acceptable is 6743 sq. metres and 1898 sq. metres respectively. This disposition and scale of uses is derived from an extant Planning Permission, granted in September 2000, subject to a Planning Obligation under Section 106 of the Planning Act, 1990.

BW/UR7.2 Greenside Mills, Thornton Road.

This is a traditional employment area located to the west of Girdlington District Centre. In the 1998 adopted Plan it formed part of an employment zone. Based on the heavy woollen industry, a legacy of mill buildings predominate the area. A green swathe of undeveloped land runs east-west along the beck valley on the southern fringe of the designated area. A recreation ground provides a buffer between the mills complex and the residential land to the west.

Whilst the mills are architecturally imposing structures, they are purpose built and do not easily lend themselves for conversion to the standards required for modern industrial operations. Nevertheless, there is market demand for smaller work space units and the more robust buildings could accommodate such uses. Similarly, with the growing trend in mill conversions to residential apartments, there is scope for this form of development in this location.

The overall concept of this mixed use area envisages residential and employment uses together with appropriate provision of informal recreational open space and playing fields. The land to the west of Munby Street is considered suitable for housing development but should retain the playing field. East of Munby Street there is scope for an employment and residential mix, making use of the more quality mill structures. The Bradford Beck valley area should be retained as a linear area of amenity open space. The use classes considered appropriate are:

- B1 Business
- B2 General Industry
- C2 Residential Institutions
- C3 Dwelling Houses

The ratio of development should be of the order of:

60%	residential
20%	employment
20%	open space

BW/UR7.3 Manningham Mills, Oak Lane.

Located about 1.5 miles north of the city centre, the area consists of a vast mill complex together with a recreation area and car park. The mill is registered as a Grade 2* Listed Building, the largest and most imposing of the mills in Bradford. With its 250 foot italianate chimney it represents a major city landmark. The whole complex lies within the North Park Road conservation area.

The mill has two components, known simply as the north and south mills. The north mill is in a fair structural condition and is currently used for residential purposes and a range of employment operations. The south mill has been standing vacant for a number of years and with weathering and vandalism, all of the fabric is in a dilapidated condition. Nevertheless, the key building elements of the mill and their architectural quality are structurally sound.

Development of this regeneration area will have regard to the local heritage and any proposals should help maintain and enhance the setting of the buildings within the conservation area. Whilst the buildings must be retained in principle, the Council will consider the selective demolition of some of the lesser quality aspect to enable regeneration to succeed. The buildings are suitable for conversion to accommodate an integrated range of uses; residential, commercial and community facilities which will generate a sense of vibrancy within the complex. Any proposals will need to incorporate sensitive landscaping and car parking arrangements for the benefit of users and occupiers.

Appropriate use classes for this location include:

B1	Offices, research and development, studios, light industry
B8	Warehousing and Distribution
C1	Hotels
C3	Dwellings
D1	Places of worship, clinics, galleries and exhibition facilities

A1 uses (retail), A3 uses (food and drink) and D2 uses (leisure) may be considered acceptable if they are on a scale appropriate to supporting the needs of the local community. Proposals incorporating these uses will accord with the other relevant policies in the Plan.

BW/UR7.4 Manningham Village.

This is an area centred on Lumb Lane in the core of Manningham, bounded in the east by Manningham Lane, to the north by Southfield Square, to the West by Whetley Terrace/Primrose Street/Wood Street/Jervaulx Crescent and to the south by Gracechurch Street/Hanover Square. It lies within the Manningham/Girlington SRB area.

The Manningham/Girlington SRB lacked a physical development strategy and this mixed use area includes a number of sites where change is taking place or is expected to take place during the life of the plan. The need for a mixed use approach has been identified both by the Council and other local regeneration agencies and the Council has endorsed the preparation of a draft regeneration strategy based on a comprehensive consultation of the local community. This strategy will then be adopted as supplementary planning guidance.

The objective will be to encourage the creation of a new 'village' focus for Manningham based on mixed use or urban village principles by taking advantage of sites coming forward as a result of the Council's schools review, expansion plans of local businesses and opportunities created by availability of large commercial sites.

The regeneration strategy would provide for the inclusion of a range of uses including housing, employment, retail, recreation, education, health care and community facilities and would promote changes to the transport system by the removal of through traffic, road safety and car parking proposals.

A main focal public open space of around 0.40ha, is required in the central part of the area which will replace existing recreational land along Lumb Lane. This area should be laid out to include formal and informal green spaces and children's play provision. Housing, and commercial uses can be developed around this space with rear servicing.

A1 uses (Retail), A3uses (Food and Drink) and D2 (Leisure) may only be considered acceptable if they are on a scale appropriate to supporting the needs of the local community and in accordance with other relevant policies elsewhere in the Plan.

Use Classes permitted in this area would be:-

A1 Retail (In accordance with the plan's retail policies)

B1 Offices, research and development, studios, light industry

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

C3 Dwellings

D1 Community Facilities

D2 Leisure (In accordance with the plan's leisure policies)

The mixed use of buildings within the area is both acceptable and encouraged in order to promote the vitality of the village core.

BW/UR7.5 Thorn Lane, Bradford

A former employment site on the northern edge of the Bradford urban area, it occupies a unique and prominent position on Heaton Moor and overlooks the surrounding countryside to the east. Its previous uses incorporated light industrial, warehousing and associated offices. The main building fronting Bingley Road is registered as a Grade 2 Listed Building.

Located in close proximity to a residential area, playing fields, a school site and the open countryside, it has potential for a range of uses. These uses should have a common purpose or identifiable linkage rather than a presented range of unrelated activities on the same site. Those uses which will be permitted in this area include:

B1	Offices and light industry
B2	General Industry
B8	Warehousing and distribution
C1	Hotel

C2	Residential institutions
C3	Residential
D1	Non residential institutions

Small scale A1 (retail) will be considered where it can be demonstrated as appropriate to support local needs. Consideration will be given to Listed Building Consent for refurbishment of the main building.

BW/UR7.6 Thornton Road.

This forms an extensive area to the west of the city centre, along one of the main gateway approaches to Bradford. It is an inner city location and includes four areas, each of a distinctive character. These are, (1) the older industrial Goitside core area, (2) the mixed use area north of Sunbridge Road and Grattan Road, (3) an industrial area at Listerhills to the south of Thornton Road and (4) the area to the west of St. Michaels Road and Thornton Street dominated by large Victorian mill complexes. The eastern sector of Thornton Road mixed use area was declared a conservation area in 1992 and the Conservation Area Assessment document acts as Supplementary Planning Guidance. This designation was reinforced in 1999 when supported as a Heritage Economic Regeneration Scheme (HERS) funded by the Council and English Heritage for a three year period.

1. Goitside. The Goitside / Water Lane area which lies to the north of Thornton Road was the first area of Bradford to be industrialised in the early part of the 19th century. The indiscriminate development of the area was transformed in the later half of the 19th century with the development of new mills and warehouses. This has provided a legacy of industrial buildings, generally of fine architectural quality and consequently a significant element of this area falls within the conservation area. In post war years the area has fallen into decline with a mixture of underused or vacant and derelict stock. The potential of the area lies in conversion of property rather than redevelopment, helping to preserve the industrial heritage. The range of uses envisaged include residential accommodation, small scale retail, commercial and leisure outlets with office or service sector employment opportunities, all within the context of an urban village. Studios and workspace alongside restaurants and living accommodation are encouraged. The area is contiguous with the campus area so education facilities spilling into it are welcome. The pedestrian route of Goitside itself **[Delete:between Sunwin House and Grattan Road] within the Mixed Use Area** should be safeguarded and retained in future developments.
2. North of Sunbridge Road. This area already contains a considerable mix of land uses, building types and ages. Residential development is interspersed with employment uses, workshops, warehouses and commercial development. The eastern part, centred around Longlands social housing development and the Sunbridge Road warehouses, falls within the conservation area. Future development should maintain this diverse character.
3. Listerhills. The area lying to the north and south of Listerhills Road is a combination of large warehouses, mills and cleared land together with a more modern industrial estate which provides a range of small workshop units. This sector is an appropriate location primarily for employment uses with greater opportunity for new build development together with the refurbishment of the better quality Victorian mill buildings. It's location, close to the university and the Business Innovation Centre provides a key opportunity. The site at the apex of Thornton Road and Listerhills Road commands a prominent location and requires a quality imposing form of development.

4. West of St. Michael's Road. In this area the townscape is dominated by large imposing Victorian mill buildings, many of which are listed. They occupy a prominent position along a main transport corridor. It will be important to retain and re-use these buildings and their size and location would provide the opportunity for mixed employment, commercial and residential developments.

The range of use classes appropriate for the Thornton Road mixed use area include:

B1 Business

B2 General Industry

C1 Hotels

C2 Residential institutions

C3 Dwelling Houses

D1 Non residential institutions

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

BW/UR7.7 Legrams Lane, Listerhills

This is a relatively compact area bounded by Legrams Lane, Summerville Road, Woodhead Road and Cottam Avenue. Legrams Mill, a grade 2 listed building dominates the area and accommodates a variety of uses including offices, small scale retail, manufacturing and a number of small business uses. Other existing uses within the mixed use area include 2 retail outlets, a food processing operation and garage. A substantial area of vacant and partly degraded land surrounds these operations

The area is overlooked by older terraced property to the west and playing fields lie to the south. To the east and north the land uses are predominantly industrial and employment based. The redevelopment of the area envisages a mix of uses existing side by side as they do at present, but with the implication of a degree of flexibility in the range of development opportunities now considered appropriate which can contribute toward local regeneration. Such uses may include;

A1 Retail (subject to other policies in the Plan)

B1 Business

B2 General Industry

C3 Dwelling Houses

It is proposed that a development brief will be prepared for the area which will act as supplementary Planning Guidance to the UDP, and through which consideration of any conflicts of interest will be assessed.

[Delete: Policy UR9] Area Based Regeneration Strategies

Area strategies are under way at:-

[Delete: BW/UR9.1] Park Lane/Marshfields (Trident – New Deal for Communities)

The Social Exclusion Unit Report, 'Bringing Britain Together: a national strategy for neighbourhood renewal' set out the first steps towards a national strategy for tackling the problems associated with poor neighbourhoods. The report noted the increasing gap between the poorest neighbourhoods and the rest of the country. It pointed out that previous regeneration initiatives by central and local government had ignored the needs of

many disadvantaged communities and it identified the people from black and ethnic minority backgrounds as one of the key groups of people affected by the problems of poor neighbourhoods. The first major outcome of the 'Bringing People Together' report was the establishment of New Deal for Communities initiative. In Bradford the area incorporating parts of Little Horton, West Bowling and Marshfields has been designated a New Deal regeneration area. The initiative is known as 'Trident' and the area boundary is identified on the proposals map. It is a 10 year programme which commenced in the year 2000 and provides the opportunity for the community to take responsibility for the regeneration of the locality. A delivery plan has been drawn up, entitled 'New Deal – New Community'. This will not only address the physical aspects of the area but also realise the full potential of the business and residential communities. A master plan incorporating development proposals has now been agreed and in terms of future policy, this will act as Supplementary Planning Guidance and provide the planning framework for this part of the District.

[Delete: Policy UR11] Action Areas

Part of Bradford City Centre is defined as an action area:-

[Delete: BW/UR11.1] Bradford city centre (Broadway) action area.

The Council will promote the comprehensive redevelopment of the Broadway/Petergate area of the city centre within the boundary shown on the inset proposals map for Bradford City Centre using its compulsory purchase powers to the extent necessary to ensure its implementation.

The proposal lies within the central shopping area of the city centre. Principal uses envisaged are retail and leisure but other city centre uses would also be appropriate such as :-

Offices
Residential
Hotels
Cafes, Public Houses and Restaurants.
Car Parking

Transport Implications of the Scheme:

The development will require extensive highway works. These include the closure of Petergate and Cheapside and the realignment of Cheapside to provide access for buses and servicing. The proposed realigned Cheapside is shown on the Proposals Map for Bradford city centre. Church Bank will be made a bus only route, necessitating changes to the Shipley Airedale route junctions, and new public squares will be created at Forster Square and at the northern end of Market Street. Works will also be required on Hall Ings between Leeds Road and Bank Street to accommodate servicing and car parking access to the new development.

An increase in the provision of short stay shoppers car parking to replace existing parking on the site will be required to ensure the commercial success of the scheme.

5.0 ECONOMY AND EMPLOYMENT

Policy E1 Employment Sites

The following sites over 0.40 hectares are allocated on the Proposals Map for employment in accordance with Policy E1.

Ref	Site	Site Area (Hectares)
BW/E1.1	RIPLEY ROAD, BOWLING	0.61

Former railway land carried forward from the adopted UDP. Site investigation required, to establish the potential of the site to flood. Surface water discharge should drain to a separate system within the site.

BW/E1.2	RIPLEY ROAD, BOWLING	0.41
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New site from the Employment land register with planning approval.

BW/E1.3	RIPLEY ROAD, BOWLING	0.82
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Previously developed site carried forward from the adopted UDP.

BW/E1.4	PROSPECT STREET/ROUSE FOLD, BOWLING	0.82
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New site generated from the employment land register with planning approval.

BW/E1.5	RIPLEY STREET/BOLLING ROAD, BOWLING	2.22
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Site carried forward from the adopted UDP with planning approval for industrial development. Site suitable for freight transfer.

BW/E1.6	SPRING MILL STREET/UPPER CASTLE STREET BOWLING	2.41
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New site generated from the employment land register with planning approval and under construction.

BW/E1.7	BOWLING OLD LANE, BOWLING	1.28
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Existing site carried forward from the adopted UDP and under construction as a car showroom and workshops.

BW/E1.8	BELL DEAN ROAD, ALLERTON	[delete: 2.12] 1.68
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Revised greenfield site carried forward from the adopted UDP on the edge of Allerton estate. Level site with long frontage to Bell Dean Road. Developer may be required to make a contribution toward off site road improvements and further improvements in the Pitty Beck valley. Planning Brief is available for this site.

BW/E1.9 THORNTON ROAD, THORNTON 6.68

Existing site carried forward from the adopted UDP. Site is large, relatively flat greenfield land on the western end of Thornton village formerly in agricultural use. A public footpath and watercourse run through the site although there is no history of flooding and there is a high voltage power line across the site. The dry stone walls to the southern edge of the site should be retained and a significant amount of soft landscaping undertaken. **Improved access to the site will need to be approved as part of any planning application.** Policy E2 applies.

BW/E1.10 There is no site proposed with this number -

BW/E1.11 There is no site proposed with this number -

BW/E1.12 SHEARBRIDGE MILL, GREAT HORTON ROAD,
DIRKHILL 0.50

Revised site carried forward from the adopted UDP. Vacant land around Shearbridge Mill. A small watercourse runs through this and arrangements should be made to drain this to a separate system.

[Delete:

BW/E1.13 WOODHEAD ROAD, LIDGET GREEN 1.10

Existing, previously developed site carried forward from the adopted UDP.

**BW/E1.14 WOODHEAD ROAD/COTTAM AVENUE,
LIDGET GREEN 0.70**

Revised site carried forward from the adopted UDP on former railway land. Site may have some ecological value. Proposed cycle route runs within the site, developer should make further inquiries with the Council.]

BW/E1.15 LEGRAMS LANE, LISTERHILLS 0.94

Existing, level greenfield site carried forward from the adopted Plan.

BW/E1.16 LEGRAMS LANE/BROWNROYD STREET,
LISTERHILLS 0.54

Revised site carried forward from the adopted UDP. The site is former railway land that has been greened and is level. Proposed cycle route runs through the site, the developer should make further enquiries with the Council.

BW/E1.17 PRINCEROYD WAY, INGLEBY ROAD,
LISTERHILLS 2.01

Previously developed site and carried forward from the adopted UDP. Large relatively level site bordering Bradford Beck with good access to Ingleby Road. **A new cycle route runs through this site.**

Policy E6 Employment Zones

The following Employment Zones are shown on the Proposals Map.

Ref	Zone
BW/E6.1	PARADISE GREEN

Revised employment zone carried forward from the adopted UDP and extending into Bradford South. Amended at the north eastern end of the area to account for proposed Mixed Use Area designation adjacent.

BW/E6.2	THORNTON ROAD
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Employment zone carried forward from the adopted Plan, albeit reduced substantially to account for the redesignation of part of the area as Mixed Use (BW/UR7.1 & BW/UR7.2).

BN/E6.1	BOWLING
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The majority of this employment zone falls within the Bradford North area, see separate Proposals report. In Bradford West the zone has been amended to take out land formerly identified for employment use and now proposed for housing BW/ H1.6.

6.0 HOUSING

Policy H1 Phase 1 Housing Sites

The following sites over 0.40 hectares are allocated on the Proposals Map for Housing in accordance with Policy H1.

Ref	Site	Site Area (hectares)
BW/H1.1	GLENHOLME, PASTURE LANE, CLAYTON	1.87

New site with planning approval since April 2000 **and is under construction**. The development includes the retention of the main house, **medical centre** and new houses in the grounds.

BW/H1.2	OAKLEIGH AVENUE, CLAYTON	2.59
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Revised greenfield site carried forward from the adopted UDP. The site has planning approval **and is under construction**.

BW/H1.3	UPPER SYKE, CLAYTON	1.23
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Existing greenfield site carried forward from the adopted Plan with planning approval for 24 detached houses.

BW/H1.4 CLAYTON LANE/THE AVENUE, CLAYTON 0.67

Existing site carried forward from the adopted Plan at the terminus of the Clayton bus route. ~~[Delete:Elevated site,]~~ ***The site is elevated and triangular in shape***, which forms part of a green wedge through the heart of the village, adjoining land *is* protected for recreational use. ~~[delete: Buffer required to the rear of listed buildings fronting Clayton Lane and the retention of a strip of land along the frontage of the Avenue to maintain the open nature of this approach.]~~ ***The design of this site should reflect older housing along Clayton Lane and the listed buildings within the site. Cottage style properties in mews courts using local materials would be most appropriate together with an area of open space at the narrow end of the site to act as a focal point.***

BW/H1.5 HAWORTH ROAD/AYGILL AVENUE, HEATON 1.02

New site. Former Heather Grove First School, surplus to requirements. Brownfield site on the edge of a large area of public open space. Some mature trees along the western boundary of the site which should be retained. ***Site has planning approval post April 2000.***

BW/H1.6 UPPER CASTLE STREET, BOWLING 1.52

New site, formerly allocated for employment use opposite and bounded by existing residential development on the edge of the employment zone. The site is brownfield and abuts the railway line, therefore a landscaped buffer is required to the east and north to reduce the effects of both visual and potential noise intrusion. Garage building within the site should be re sited.

BW/H1.7 PARK LANE, LITTLE HORTON 1.08

New site. Formerly allocated for employment use now considered to be appropriate for housing. Brownfield site with good access to the city centre and local facilities. ***Development will need to be of high quality and in accordance with supplementary planning guidance for the area.***

BW/H1.8 BELL DEAN ROAD/GREENWAY DRIVE, ALLERTON ~~[Delete:0.51]~~0.69

New site from the Housing Land register, on the edge of the Allerton estate. The site is brownfield formerly the site of 3 blocks of flats demolished as part of the Allerton estate regeneration programme. The site has planning approval for housing development.

BW/H1.9 CHELWOOD DRIVE, ALLERTON 3.27

Revised site now extended to encompass a large area of clearance, a result of the Allerton estate regeneration programme. Predominantly level site part greenfield and part brownfield. Highways through the site have been retained following clearance. The developer may be asked to make a contribution toward traffic reduction measures occurring throughout the estate.

BW/H1.10 MERRIVALE ROAD, ALLERTON 1.32

Revised site made up of remainder of land left from recent development to the south and land excluded from the Allerton Ridgeway Millennium Green. The site is mixed Brownfield and Greenfield and southward sloping. Access must be taken from Merrivale Road or following the Allerton Lane improvement from the west.

BW/H1.11 OAKHALL PARK, BACK LANE, THORNTON 2.82

Revised site, with planning approval and under construction.

BW/H1.12 DOLE MILL, THORNTON ROAD,
THORNTON 0.47

Existing site. Brownfield former mill site on the edge of Thornton village with good access to local facilities, ~~and~~ adjoining the bus route, **and on the edge of the conservation area. The** site has been included in the phase 1 band of housing sites on the principal that any early development would need to be comprehensive and involve the adjacent listed building at risk. **The southern site boundary is arbitrary and should be strengthened through new tree planting and the use of local materials to compliment the conservation area. Existing mature trees should be retained where possible.**

BW/H1.13 THORNTON ROAD, THORNTON 2.35

Existing site carried forward from the adopted UDP. The site is greenfield, with good access to Thornton Road and has been tipped. The site has been included as a phase 1 site on the basis that the following principles for the development of the site are addressed:

Watercourse through the site and new trees planted along the edges should be retained for their ecological value.

Cycle/pedestrian link along disused railway line should be explored.

On site recreational open space and children's play provision required.

Contribution towards education and affordable housing.

BW/H1.14 THORNTON ROAD, THORNTON 0.81

New site, with planning approval Since April 2000 and under construction.

BW/H1.15 CLOSE HEAD LANE, THORNTON 1.79

Revised site, extended to include additional vacant land further north. Part of the site has planning approval and therefore the whole site has phase 1 status, in order to ensure that it is developed comprehensively. Developers should explore the redevelopment of the derelict water treatment building within the site and retain trees, which shield the site from view from Thornton Road. Cottage style housing is most appropriate at the northern end of the site.

[Delete: BW/H1.16 SCOTCHMAN ROAD, HEATON 0.50

New site formerly the site of a primary school now surplus to requirements.]

BW/H1.17 WESTBOURNE ROAD, MANNINGHAM 1.01

Revised site in the main carried forward from the adopted UDP. Brownfield site, greened through the urban programme in the early 1990's, subsequently part now protected for open space. Sensitive development, which complements older neighbouring properties in the shadow of Listers Mill will be welcomed.

BW/H1.18 DIRKHILL ROAD, DIRKHILL 0.67

Site formerly allocated as safeguarded land given the possible ecological value of the site. The site has since been cleared leaving only a group of trees along the frontage, which are subject to a preservation order. The site is brownfield and well placed for public transport and local amenities.

Policy H2 Phase 2 Housing Sites

The following sites over 0.40 hectares are allocated on the Proposals Map as phase 2 housing sites in accordance with Policy H2:

Ref	Site	Site Area (hectares)
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[Delete:

BW/H2.1	FERNDALE, CLAYTON	1.19
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Existing site carried forward from the adopted UDP. Elevated greenfield site on the north western edge of Clayton. Site has access problems and should be developed comprehensively alongside BW/H2.2 with access taken from Baldwin Lane. Development should be sympathetic to the location with detached housing in individual plots avoided. Soft landscaping along the north western boundary.

BW/H2.2	BROOK LANE, CLAYTON	2.11
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Existing greenfield site carried forward from the adopted UDP. Access to be taken from Baldwin Lane and to be developed comprehensively with BW/H2.1. Dry stone walling should be retained and landscaping along the western boundary of the site. Traditional built form in local materials would be most appropriate.]

BW/H2.3	THORNTON ROAD, THORNTON	3.47
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Part of an existing greenfield site carried forward from the adopted UDP. The site is immediately south of an area of land protected as village greenspace and soft landscaping will be required along this boundary together with provision of footpath access into the area for informal recreation.

BW/H2.4	SAPGATE LANE, THORNTON	0.67
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Revised site. Greenfield site close to the edge of the conservation area. Access is poor. Traditional style properties in local materials would be most appropriate.

BW/H2.5 OLD ROAD/ALLERTON LANE, THORNTON 1.76

Existing greenfield site carried forward from the adopted UDP. Development of the site held back until the completion of improvements to Allerton Lane. A buffer will be required to the eastern boundary of the site to protect the setting of Listed Buildings standing opposite.

BW/H2.6 ALLERTON LANE, SCHOOL GREEN 0.89

Greenfield site carried forward from the adopted Plan with good access to infrastructure and services. The development of the site has been held back pending the completion of improvements to Allerton Lane. A buffer will be required to the rear of listed buildings fronting Old Road and Allerton Lane together with retention of hedgerow, trees and dry stone walling, together with additional planting along the northern edge of the site, visible from the adjacent Pitty Beck valley.

BW/H2.7 ALLERTON LANE (SOUTH), ALLERTON 0.88

Revised site. The copse to the eastern boundary of the sites has been removed and protected for open space. Access to be taken from Allerton Lane following major improvement works (see comments on BW/H2.9). Tree planting/soft landscaping rather than standard fencing is required along the southern edge of the site. Part of the western edge of the site may be required for road widening.

BW/H2.8 ALLERTON LANE (NORTH), ALLERTON 0.91

Existing greenfield site carried forward from the adopted UDP. The site has planning permission for a nursing home. Alternative housing development will be held back as phase 2, or pending the completion of the Allerton Lane improvements. Part of the site may be required to allow road widening along Allerton Lane.

BW/H2.9 COTE LANE/ALLERTON LANE, ALLERTON 14.80

Existing site. Major greenfield site within the open countryside, on the edge of the Allerton estate. The development of the site will generate a significant increase of traffic along Allerton and at its junctions. The developer of this site will be required to submit and implement road improvements along Allerton Lane before any development can go ahead. Off site sewer may also be required. Open space around listed buildings and across the site to retain access to the open countryside, together with retention of dry stone wall/hedgerow and large areas of tree planting along the western boundary of the site. A planning brief is available, which sets out the site requirements in more detail.

BW/H2.10 IVY LANE, ALLERTON 9.04

Existing site. Major urban extension the majority of which is greenfield, the remainder a former quarry. The site requires major off site highway infrastructure prior to development. A large part of the site should be set aside for open space and footpath links through the site retained. A planning brief is available which sets out the site requirements in more detail.

7.0 CENTRES

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

BRADFORD CITY CENTRE

Vision

In April 2000, Bradford Congress (of which the Council is a member), launched its 20/20 Vision document. This sets out its long-term ambition for the District. For the City Centre the document states:

“The city centre will be the natural focus of Bradford’s cultural life, and its vibrant cultural scene and attractive environment will have seen it develop as a desirable place to live. The influx of spending power will have given a boost to city centre businesses, whose profitability will have attracted a new wave of city centre investment.

The city centre will offer a unique shopping and leisure experience, differentiated from that of Leeds by reflecting the city’s cultural mix. Through its successful Asian and African-Caribbean businesses, the city centre will have a national reputation for providing high quality ethnic goods. The imaginative re-use of our architectural heritage will give the city a character that few others can match.

The city centre will not have any through traffic problems. As well as making the city pleasant and safe, this, together with park and ride schemes for city centre workers, will have created a significant increase in on street parking for shoppers, day and residents, boosting the centre’s retail and leisure industries and encouraging city centre living.

The city centre’s shops, cultural life and attractive environment will also make it a great place to visit, drawing in more tourists and adding further spending power.”

The Plan furthers the aim in the 20-20 Vision to develop a strong City Centre for retail, leisure and cultural purposes, with easy access to facilities within it for all sections of the community.

Policies in Part One and the Centre’s Chapter of the Policy Framework support the role of the City Centre as the location for major shopping, service, leisure and employment activities and seek to steer major new retail, entertainment and leisure developments to the centre.

Shopping in the City Centre

The City Centre is the largest shopping centre for comparison goods in the District. It has however little floorspace devoted to the sale of convenience goods. In October 1997 this constituted only some 4% of the retail floorspace. There have been no significant qualitative or quantitative improvements to the convenience, shopping offer since the original UDP was prepared in the early 1990’s.

In 1999 Colliers Erdman Lewis advised the Council on the scope for new retail floorspace taking into account people's existing shopping patterns. They concluded that in relation to convenience shopping there was no quantitative need up to 2011. With respect to comparison goods they did identify a quantitative need for additional floorspace in the centre of around 10,600 square metres net by 2011. Subsequent planning permissions since the base date of the study have more than accounted for this forecast capacity.

However both the Colliers Erdman Lewis study and earlier work by DTZ Debenham Thorpe (1996) have shown that a substantial amount of retail expenditure leaves the District. **Over a third [delete: Almost half]** the total expenditure on comparison goods generated in the District is spent in shops elsewhere.

There is potential to retain much of this lost expenditure and reduce the need to travel by changing people's shopping patterns through improvements to the quantity and quality of shops in the City Centre that create a better shopping experience overall. Such improvements may also act to increase the catchment area of the City Centre by better providing for the shopping needs of people who currently shop at locations outside the District.

There are a number of current proposals that should improve the comparison and convenience offer, such as the major redevelopment of the Broadway / Petergate area. The area policy statements below identify areas and specific sites where shops can expand and new ones can be accommodated. These areas and sites provide the scope to improve the retail offer to better meet the needs of Bradford people and help avoid them having to travel elsewhere.

Developments north of Forster Square railway station have created a new retail focus on the edge of the centre. The availability of flat land and buildings suitable for redevelopment nearby means this area has the potential to be a significant feature of the City Centre's retail offer during the Plan period. Proposals for the redevelopment of Rawson and John Street Markets will help to safeguard the central shopping area and its architectural heritage.

Enjoying life in the Centre

The City Centre contains the District's major leisure and entertainment attractions as well as the largest concentration of smaller facilities like nightclubs and public houses. Policies L1, L2 and L3 seek to ensure that major entertainment and leisure facilities are located in the centre so that the District's population has the greatest degree of safe and easy access to these activities.

The area planning policy statements below provide for the consolidation of the West End, and the promotion of the Vicar Lane leisure development for major leisure activities. Proposals in the centre that would form a significant cultural focus for uses such as an art gallery will be welcomed.

Living in the Centre

In 2000 there were some 450 dwellings in the City Centre. There is potential to provide more through the conversion of upper floors of shops and other property or through redevelopment.

In recent years a small number of buildings have been converted into residential use around the edge of the shopping area (e.g. Soho Mills, Netherwood Chambers), and in Little Germany area (Carrer Street). Proposals are being pursued in the North Parade and Little Germany areas. Mainly single people or couples without children appear to have been attracted to these new developments. The large student population of the centre who normally do not require access to schools, or have no requirements for car parking space or gardens provide an additional market. Policy CT3 provides for further development to take place in the centre above ground floor level.

Working in the Centre

The City Centre is a major location of employment opportunities providing work for people who live in the District and beyond. The number of jobs has increased over the last ten years and around 30,000 people are employed in the BD 1 postal district (1998 Annual Employment Survey). Most jobs (88%) are in the service sector, and of these some 13,500 people are employed in financial and business services where the number of which has increased by 29% since 1991.

The District has a growing workforce and levels of unemployment are particularly high in the inner city area surrounding the City Centre. Development opportunities identified in the Plan provide the potential to increase the number of jobs in the centre for the unemployed and the increasing workforce.

The growth of jobs in the financial and business sectors and the recent construction of major new office developments in the City Centre (Abbey National, Aldermanbury) indicates that there is likely to be potential for further development to provide additional jobs. New office buildings bordering the Shipley/Airedale Road between Leeds Road and Wakefield Road (National Westminster Bank and others) indicates market interest in developing along this highway corridor.

The scope for additional retail development in the centre provides the potential to increase job opportunities.

Recently there has been interest in providing additional pubs, restaurants and nightclubs, and additional hotel accommodation. There is potential for further job creation through the expansion of the leisure and tourist industry in the City Centre.

The City Centre lies at the hub of the public transport network in the District yet the car is the dominant mode of travel to work in the centre. Encouraging more jobs to be created at this location provides the best opportunity in the District for alleviating the growth in the use of motor cars, since people working in the centre have the best access to public transport.

The area planning policy statements below identify opportunities for further office, retail and leisure developments that will facilitate the creation of additional jobs.

Urban Design, Heritage and Public Art

The industrial success of Bradford in the nineteenth century left a legacy of fine Victorian buildings in the City Centre. This architectural heritage is a key asset that needs to be safeguarded and enhanced.

New public art has been provided in several locations in the centre in recent years. These have pursued individual themes such as J B Priestley (1986) (Prince's Way), the 'Ivegate Arch' (1988) and Homage to Delius (1993) (Exchange Square), and complement the more traditional statuary of the Victorian era. Recent sculpture at St. Blaise Square at Forster Square railway station and Cheapside/Duke Street pursue a theme of 'connecting the centre' through the potential of new technology whilst retaining images of the City's textile and railway traditions. New developments will be expected to provide further 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 contained in the Design and Built Heritage Chapters.

Accessing the City Centre

Action to improve the ability of people to access and move around within the City Centre will help it to better fulfil its role and compete on more equal terms with purpose-built out-of-town shopping centres such as White Rose, Leeds and Meadowhall, Sheffield.

Through traffic has no place in a modern city centre. Studies have shown that half of the traffic on Hall Ings, Petergate and Cheapside does not have a destination or origin within the centre. Such traffic adds to the severance of movements in the centre and creates unnecessary noise, pollution and accident levels.

Measures in the Local Transport Plan to reduce this and reorganise public road space to give priority to public transport and pedestrians and encourage cycling will help to create a more environmentally attractive, healthy and pedestrian friendly centre for people to enjoy. The implementation of these measures will be informed by other initiatives intended to improve accessibility, for example, in 1999, the Council commissioned Bradford Access Action, a local charity, to undertake an Accessibility Audit of the City Centre. The results of this study will help determine spending priorities for improving the physical environment.

Policies and proposals in the Transport and Movement Chapter also seek to cater adequately for people's needs for car access and quality short stay car parking in the centre to help retain and enhance its economic base.

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

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 ensure the continued vitality of the City Centre. Where proposals relate to listed buildings the presumption is that such buildings will be retained and reused.

1. Central shopping area

Much private and public investment has gone into the infrastructure of this area in recent years. Most notable have been the refurbishment of the Kirkgate Centre and the redevelopment of properties on Kirkgate and Market Street. At the same time the Council has undertaken works on highways throughout this area such as at Bridge Street and North Parade, to make the streets more pedestrian friendly and improve the centre, particularly for shoppers.

Further traffic calming and pedestrianisation work will be undertaken in this area by the Council during the Plan period to remove unnecessary traffic and to carry out environmental improvement works to improve the public realm. Such improvements will make the shopping streets and pedestrian routes between the bus and rail stations, car parks and major attractions safer, whilst retaining access to the centre for car-borne shoppers.

Specific Buildings/Sites

- Broadway / Petergate

Outline planning permission has been granted for the redevelopment of this area for retail and leisure uses. ~~[delete: This major proposal]~~ ***A major redevelopment of this area*** represents the greatest opportunity to improve the retail offer of the centre and provide an attractive alternative for those people who choose to travel to shop at out of town locations such as Owlcotes at Pudsey; other town centres such as Leeds, Halifax and Keighley; and speciality centres like Ilkley and Skipton. Because of this the Council has resolved to use its compulsory purchase powers ~~[delete: if necessary to ensure the scheme can progress]~~ ***to facilitate the assembly of land necessary to achieve the comprehensive redevelopment of this area.***

~~[delete: The proposal will replace the existing car parking facilities and increase the total provision. This is critical to the success of the scheme in order that it can compete with out of centre establishments.]~~

Any redevelopment of this area will provide for the replacement of existing public car parking provision with new and increased provision which meets current secured by design standards and accords with maximum standards set out in Appendix 3 of the Policy Framework. This is critical to the success of any major scheme to ensure it can compete with out of centre establishments.

- (1.2) Rawson / James Street Markets

This site should be redeveloped to provide for a speciality shopping development.

- (1.3) John Street Morrisons store

The replacement / refurbishment of this aged supermarket is encouraged to complement the new updated John Street Market.

- (1.4) Land and buildings between the Westgate multi-storey car park and Drewton Road.

Policies CR1 and CR8 allow for this part of the centre to be used for retail purposes. However, the lengthy walking distance from the heart of the primary shopping area, coupled with the slope across the shopping centre, makes this area marginal for retailing, and this may be exacerbated once the Broadway Centre opens. Therefore acceptable alternative uses in addition to retail for the reuse of the former Fountains Hall, the redevelopment of the car park adjoining Simes Street and the temporary Rawson Market building, are leisure, housing and offices.

2. Civic Core

City Hall, the Magistrates Court, the Police Station and Provincial House form an impressive group of buildings surrounding the public open spaces of the Tyrls, and Centenary Square. During the Plan period it is likely that Provincial House will be redeveloped. In addition the police are reorganising their operations across the District and the future use of the police station is subject to review. These events may provide the opportunity to look beyond the constraints of the existing buildings and highways, to create improvements to the setting of buildings around the two public open spaces and improve the links for pedestrian movements between the Civic Core and the West End.

Specific Buildings/Sites

- (2.1) Provincial House

Planning permission was granted in 2000 to replace this building with a smaller development incorporating bars, restaurants and a small arts centre. Any alternative scheme should provide for a mixed-use development. Proposals should incorporate leisure and cultural uses such as cafes, restaurants, bars and galleries at ground floor to take advantage of the public space, which will stimulate pedestrian activity and improve the vitality of Centenary Square. Some small speciality and food retail units may also be appropriate. The bulk of the development could be for office and/or hotel use.

Extending the footprint of the building onto Council owned land at the western end of the site would create a greater sense of enclosure to Centenary Square and a more regular frontage to Godwin Street.

- (2.2) The Central Police Station

This building forms an important enclosure to one side of Centenary Square and the extensive use of glazing creates interesting reflections of the surrounding buildings and streetscape, particularly of City Hall and the Alhambra theatre. Ideally the building should be retained and reused. Any proposals for its redevelopment would need to result in a building of superior design and appearance to the existing one. Acceptable uses for either the retained or redeveloped building are those stated for Provincial House.

3. West End

The West End area is the main focus of leisure activity. This will be consolidated through the redevelopment of the Glydegate site, the former Alexander Hotel site, and the reuse / redevelopment of the Odeon cinema building and adjoining land to Quebec Street, for buildings accommodating mainly leisure uses.

Specific Buildings/Sites

- (3.1) Glydegate

Planning permission was granted in 2000 for bar, restaurant and night club in a three level building incorporating a public art video screen. The development is to create a small public square facing the Queen Victoria statue linked by paving to the front of the Alhambra. Any alternative development of this site should create a similar form of buildings, uses and public open space.

- (3.2) Former Alexandra Hotel site

Development of this site is acceptable for a hotel or leisure use. This could also incorporate space for a Peace Museum in association with the University, or alternatively offices.

- (3.3) Odeon Cinema building

This building together with the Alhambra Theatre, the National Museum of Photography, Film and Television and the Central Library forms an impressive crescent of buildings along Prince's Way, with the domes of the Odeon and the Alhambra complementing each other. During the winter of 2000 / 2001 it was unused. Ideally it should be refurbished and reused for leisure purposes. The twin towers and facade of the Odeon building alongside Prince's Way should be retained and restored in any redevelopment proposals.

- (3.4) Quebec Street

Vacant land adjoining and to the rear of the Odeon Cinema should be used for leisure purposes, ideally in association with the reuse/redevelopment of that building.

- (3.5) Sharpe Street car park

The existing car park is important because it is well located to serve the nearby large leisure uses and also provide short term parking for users of the centre as a whole. This facility should be retained and could be enhanced by the construction of a multi-storey car park.

4. Bridge Street area

This area has recently changed through the construction of the Leisure Exchange and the new bus station. There is scope for further change to take place during the Plan period.

Specific Buildings/Sites

- (4.1) Jacobs Well

The operational car park of the Council offices at Nelson Street should be retained to serve the centre as a whole. However this large area of land could be used more effectively to contribute to the life of the centre. There is potential on the Hall Ings and Nelson Street frontages for additional office development with leisure uses below. Development should not result in a reduction in the level of car parking.

- (4.2) Former Transport Interchange bus garage

The vacant former bus garage beneath the Interchange could be used for retail or leisure purposes. That part of the garage fronting Nelson Street could be redeveloped to form an office block and include an element of residential use.

- (4.3) Exchange Square

An office development of the car park area is acceptable. Such development may also include leisure uses on the ground floor such as cafes and bars to complement the Victoria Hotel, and residential use on the upper floors. Development should be multi storey such that it is of sufficient scale and mass to relate well to the substantial buildings which already surround the square.

5. Manor Row area

This mixed-use area has a predominance of office uses together with some leisure activities such as nightclubs. Proposals for new development should help to reuse and retain the local stone Victorian buildings that give this part of the centre its dignified appearance, particularly those which are listed or are within the conservation area.

Specific Buildings/Sites

- (5.1) Broad Street

The restoration of the prominent six storey fire damaged former warehouse has long been delayed. Proposals that include business use, leisure uses or housing will be supported to ensure the reuse of this major building.

- (5.2) Land at the corner of Drewton Road and Manor Row

Development of this prominent corner site should form a substantial building several storeys in height to the Manor Row frontage, to complement the nearby former Yorkshire Bank and Sovereign Health Care premises. Appropriate development would be retail, leisure and offices with housing on the upper floors. Car parking could be provided at basement level beneath the building with access taking advantage of the slope of the land.

6. The Expansion Areas

The expansion areas shown on the Proposal Map provide for quantitative and qualitative improvements to the retail and other facilities in the City Centre. The designations take account of the potential of the areas to change during the Plan period, their proximity to existing City Centre uses, and the site characteristics required for qualitative improvements to the convenience retail offer of the centre.

The retail and leisure policies of the Plan normally allow for the reuse or redevelopment of these areas for retail and leisure uses, provided there are no alternative sites within the central shopping area, or in the case of leisure proposals, within the centre that are available, suitable and viable. The development of these areas for other town centre uses (as defined in paragraph 1.15 of PPG6) is also acceptable subject to the latter tests.

- (6.1) Area around Sunwin House

Proposals to expand the store and related car parking within the area as shown on the Proposal Map will be supported. **[delete: Such proposals should safeguard Goitside as a historic feature and its possible future use as a pedestrian route westwards into the Goitside area.]**

- (6.2) Area bounded by Hammstrasse, Canal Road and Valley Road

This flat area allows for large **retail** developments to be constructed and for shoppers to benefit from the level access to nearby shops, Forster Square railway station, and the car parking facilities. There is potential through the comprehensive redevelopment of this area to provide for **large format food and non-food shops when it is not possible to locate them within the centre. In particular** a major food superstore **[delete: , to] would** improve the range and quality of the food shopping offer of the centre and **provide** additional short stay car parking to serve the centre as a whole.

- (6.3) Royal Mail sorting office

In the event of the Royal Mail deciding to relocate the sorting office the development of this area for retail purposes would link the central shopping area with the Forster Square retail warehouse area.

- (6.4) Nelson Street area

There is a need to improve the food offer of the centre and the Valley Road area policy statement above permits a large new food superstore at that location if sites within the centre are not available. However development of the Valley Road area may be frustrated because land assembly and infrastructure problems may not be easily resolved. In such circumstances the relatively flat Nelson Street area may be considered an alternative location for a food superstore, as part of a larger multi storey development.

Any foodstore proposal would need to be sited immediately alongside Croft Street to ensure the store is as close to the Transport Interchange as possible, and for it to function as part of the centre in terms of linked trips to other City Centre activities. The related car parking should be managed to benefit the centre as a whole.

This complex of old buildings and vacant land, close to the Transport Interchange, needs to be used to provide the maximum number of jobs possible to take advantage of the high accessibility to public transport. Croft Street functions as part of the City Ring Road alongside which several new office developments have taken place between Leeds Road and Little Horton Lane, most notably the Abbey National Building. Any development for a food superstore should therefore include accommodation for B1 uses above the superstore as part of a multi storey development.

There is no qualitative need for comparison retailing in the centre to justify such development in this area. Any retail development that is permitted therefore will be restricted to a food superstore only, because of the distance of the area from the central shopping area.

Policies CR3 and CL1 District Centres

The following District Centre is defined on the Proposal Map:

GIRLINGTON.

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.

ALLERTON, CARLISE ROAD/WHETLEY HILL, CLAYTON, DUCKWORTH LANE, HORTON GRANGE ROAD, PRINCEVILLE, OAK LANE (MANNINGHAM), SHEARBRIDGE/LISTERHILLS (WOODHEAD ROAD), THORNTON, WHITE ABBEY ROAD.

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 and are carried forward from the adopted Plan:

BW/TM5.1 FORMER KEIGHLEY- DENHOLME-BRADFORD LINE

From Thornton to Clayton by way of Thornton viaduct.

Investigations are currently progressing to establish whether a further section of the line between Dirkhill Road and Little Horton Lane can also be protected.

BW/TM5.2 FORMER BOWLING BRANCH LINE.

Laisterdyke to West Bowling.

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.

BW/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.

BW/TM6.2 OUTER RING ROAD BUS LINK

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

Policy TM7 Park and Ride

There are no proposals in this Area.

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:

BW/TM20.1 SOUTHFIELD LANE / LITTLE HORTON LANE, LITTLE HORTON

Carried forward from the Adopted UDP (under review).

BW/TM20.2 LITTLE HORTON LANE / HORTON PARK AVENUE JUNCTION, LITTLE HORTON

Carried forward from the Adopted UDP (under review).

BW/TM20.3 CROSS LANE / GREAT HORTON ROAD, GREAT HORTON

Carried forward from the Adopted UDP (under review).

BW/TM20.4 DIRKHILL ROAD LINK, GREAT HORTON

Carried forward from the Adopted UDP (under review).

BW/TM20.5 HORTON GRANGE ROAD / GREAT HORTON ROAD, GREAT HORTON

Carried forward from the Adopted UDP (under review).

BW/TM20.6 INGLEBY ROAD / LEGRAMS LANE JUNCTION, LIDGET GREEN

Carried forward from the Adopted UDP.

BW/TM20.7 THORNTON ROAD / ALLERTON ROAD / CEMETERY ROAD, GIRLINGTON

Carried forward from the Adopted UDP.

BW/TM20.8 THORNTON OLD ROAD / MUMBY STREET JUNCTION, FAIRWEATHER GREEN

Carried forward from the Adopted UDP.

BW/TM20.9 ALLERTON LANE, PITY BECK, ALLERTON

Carried forward from the Adopted UDP. ***This scheme is required to bring forward allocated housing sites in Allerton and skirts a wildlife corridor. The design of the road must acknowledge the sensitivity of the area and its construction should create minimal impact on the green belt, with the reinstatement of planting together new landscaping both to the northern and southern edge of the road.***

[Delete:

BW/TM20.10 ALLERTON LANE / OLD ROAD, THORNTON

Carried forward from the Adopted UDP.]

BW/TM20.11 IVY LANE, ALLERTON

Carried forward from the Adopted UDP. ***This scheme is required to bring forward allocated housing sites in Allerton.***

BW/TM20.12 WHETLEY LANE / TOLLER LANE JUNCTION, MANNINGHAM

Carried forward from the Adopted UDP (under review).

BW/TM20.13 OAK LANE / HEATON ROAD JUNCTION, MANNINGHAM

Carried forward from the Adopted UDP.

BW/TM20.14 MANNINGHAM LANE / QUEEN'S ROAD JUNCTION, MANNINGHAM

Carried forward from the Adopted UDP.

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

BW/TM20.15 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.

BW/TM20.16 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	Site Area (hectares)
BW/E1.5	RIPLEY STREET/BOLLING ROAD, BOWLING	2.22

Policy BW/TM24. Helicopter Landing Site

The civil aviation authority, have requested that the Proposals Map continues to safeguard a site for landings by helicopters dealing with accidents and emergencies. Therefore:

THE SITE SHOWN ON THE PROPOSALS MAP AT BINGLEY ROAD HEATON IS SAFEGUARDED FOR AN EMERGENCY HELICOPTER LANDING GROUND

9.0 DESIGN**Policy D10 Environmental Improvement of Transport Corridors**

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

Rail

- BW/D10.1 Interchange to Wakefield Road, East Bowling
- BW/D10.2 Interchange to New Cross Street, West Bowling
- BW/D10.3 Forster Square to Spring Gardens, Manningham

Road

- BW/D10.4 Oak Lane
- BW/D10.5 Whetley Hill/White Abbey Road
- BW/D10.6 Outer Ring Road (Whetley Lane/Carlisle Road/Marlborough Road)
- BW/D10.7 City Ring Road (Westgate to Canal Road and Wakefield Road to boundary with Bradford North)

Policy D11 Gateway Roads

Gateway Roads are defined on the proposals map and are listed below:

- BW/D11.1 Manchester Road from Parkside Road to Croft Street
- BW/D11.2 Thornton Road from the city centre to Brownroyd Street
- BW/D11.3 Manningham Lane from Drewton Road to Queens Road

Portions of the city centre sections of Manchester Road, Wakefield Road, Leeds Road and Manningham Lane are within the City Centre Inset Map.

10.0 BUILT HERITAGE ***AND THE HISTORIC ENVIRONMENT***

Policies BH7 – BH13 Conservation areas

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

St Paul's, Manningham (part of this area lies within Bradford North)
 Eldon Place, Manningham
 North Park Road, Manningham
 Southfield Square, Manningham
 Thornton
 Goitside
 Whetley Grove, off Thornton Road
 City Centre (part of this area lies within Bradford North)
 Clayton
 Great Horton (most of this area lies within Bradford South)
 Heaton Estates (part of this area lies within Shipley)
 Cathedral (part of this area lies within Bradford North)
 Apsley Crescent, Manningham (part of this area lies within Bradford North)
 Little Horton
 Little Horton Green

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

BW/BH16.1	Lister Park, Bradford	GD2229 Grade 2
BW/BH16.2	Horton Park, Bradford	GD3331 Grade 2

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

There are no proposals made under this policy in Bradford West

Policies BH18 - BH19 Sites of Archaeological Value

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

11.0 COMMUNITY FACILITIES

Policy CF6 Community Priority Areas

Four Community Priority Areas are shown on the Proposals Map in Bradford West. These are:

BW/CF6.1 MANNINGHAM/GIRLINGTON

An extensive 19th Century housing area north west of the city centre with a population of 24,620, 35% of whom are children compared to the district average of 21% and with 65% of the population from ethnic minorities, primarily Pakistan. Within the area, 13.2% of households suffer from overcrowding (11,639 people)(1991 Census).

Existing community facilities include at least one purpose built mosque, various other religious facilities in converted buildings and a number of community centres. Also Bradford's City Farm is on the edge of the area off Hollins Road. There are a number of recreation open spaces within the area and a large Victorian park to the north of the area. The Council has declared a Housing Renewal Area covering a large part of this area. It focuses investment on the housing stock through actions such as group repair schemes. See also proposals under UR7.4 Manningham Village.

BW/CF6.2 HORTON GRANGE (PART IN BRADFORD SOUTH)

An area of 19th Century housing west of the city centre with a population of 10,011, 32% of whom are children compared to the district average of 21% and with 73% of the population from ethnic minorities, predominantly South Asian. Overcrowding is suffered by 16.4% of the households (3,320 people). (1991 Census).

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

BW/CF6.3 WEST BOWLING (PART IN BRADFORD SOUTH)

A 19th Century housing area south of the city centre with a population of 9,492 of whom 30% are children compared to the district average of 21% and with 42% of the population from ethnic minorities predominantly of Pakistani origin.

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

BW/CF6.4 EAST BOWLING

Part of this CPA falls in Bradford West. As the majority falls within Bradford North, it is fully described in that Proposals Report.

Higher Education Campus Zone

The higher education establishments of Bradford University and Bradford College lie adjacent to each other on a large site adjoining Bradford City Centre. Over a period of time these institutions have expanded to take in surrounding land and buildings, and require the flexibility to expand or reorganise in the future to enable them to create a more secure and integrated campus which would enhance the attractiveness of the institutions for students and those who work there.

To ensure that both institutions are able to expand and contribute to the regeneration of Bradford City Centre, it is proposed that the range of future land uses in the area surrounding the main campuses should be compatible with the predominantly educational uses within the zone.

Therefore:

Policy BW/CF8

APPLICATIONS FOR PLANNING PERMISSION FOR DEVELOPMENT WITHIN THE AREA SHOWN ON THE PROPOSALS MAP AS A HIGHER EDUCATION CAMPUS ZONE SHOULD ~~[delete:NORMALLY]~~ RELATE TO THE REQUIREMENTS OF THE EDUCATIONAL INSTITUTIONS WITHIN THE AREA WITH REFERENCE TO THE FOLLOWING:

- (1) EDUCATIONAL USES**
- (2) HOUSING AND OTHER RESIDENTIAL PROVISION FOR STUDENTS**
- (3) BUSINESS USES, LEISURE AND RECREATIONAL FACILITIES**
- (4) CAR PARKING WHICH IS ANCILLARY TO THE PRIMARY EDUCATIONAL USES**

There are some existing land uses within the campus area which do not meet the policy criteria. It is not the intention of the Council to prejudice the future of these uses or their operational needs.

12.0 OPEN LAND IN SETTLEMENTS

Policy OS1 Urban Greenspaces

The following Areas are defined on the Proposals Map;

BW/OS1.1 HORTON PARK

Carried forward from the adopted Plan. Major inner city open space centred around Horton Park, and separating Great Horton and Little Horton.

BW/OS1.2 LISTER PARK, HEATON

Amended boundary from the adopted UDP, altered to take account of the ongoing development of the Challenge School and changes at Bradford Grammar School. Remaining part includes Lister Park and Heaton Reservoir, an important, wooded area which separates the suburb of Frizinghall and inner city Manningham.

BW/OS1.3 FAIRWEATHER GREEN/ALLERTON

Carried forward from the adopted UDP although amended slightly. The area is open comprising mostly school and private playing fields and the formal area of Ladyhill Park.

BW/OS1.4 CHELLOW DENE BECK

Carried forward from the adopted UDP. Narrow steep sided valley of the Chellow Dene Beck which forms an important informal recreational open space.

BW/OS1.5 SCHOLEMOOR/LEAVENTHORPE

Amended boundary from the adopted UDP. This area comprises a large area of open countryside on the edge of the Green Belt, woodland and the Scholemoor Cemetery and allotments area which falls within the Bradford South Constituency area.

BW/OS1.6 LITTLE HORTON GREEN

Significantly reduced area from the adopted Plan. Now comprising a piece of rough grazing land, which is important in providing a setting for the listed buildings at Little Horton Green.

BW/OS1.7 ALLERTON RIDGEWAY

New proposal. This area covers the prominent hillside, which cuts through the middle of the Allerton estate and playing fields at St Matthew's Primary school. The land is visible over long distances. Its allocation is also in recognition of the approval by the Countryside Commission of a grant to the Allerton community to create a Millennium Green here.

Policy OS4 New Open Space Provision

Existing Recreation Open Spaces and Playing Fields (0.40 hectares and above) are protected under Policies OS2 and OS3. New sites for Recreation Open Space over 0.40 hectares are identified on the Proposals Map and are as follows;

BW/OS4.1 ALLERTON RIDGEWAY

Area comprising the proposed Millennium Green together with land identified as open space north of Weymouth Avenue as identified in the Allerton Planning Framework. The site and a wider area to the east is also protected under Policy OS1.

BW/OS4.2 AVENEL ROAD, ALLERTON

Land set aside from regeneration programme as informal recreation open space and maintained by local community group.

BW/OS4.3 SOUTHFIELD ROAD LITTLE HORTON

Carried forward from the adopted UDP.

Policy OS6 Allotments

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

BW/OS6.1 BULL ROYD LANE, FOUR LANE ENDS, GIRLINGTON

Former Housing site in the adopted UDP now retained for allotments use .

BW/OS6.2 CHAPEL LANE, ALLERTON

Former Housing site in the adopted UDP now retained for allotments use.

Policy OS7 Village Greenspace

Areas of land protected as Village Greenspace are identified on the Proposals Map and listed below;

BW/OS7.1 THORNTON CEMETERY/BRONTE WAY, THORNTON

Carried forward from the adopted UDP. Large operational Cemetery situated to the south of Hill Top Road and north of Thornton Road, extending further east toward the core of the village between safeguarded land and a phase 2 Housing site. The Cemetery forms an important wooded area to the west of Thornton and the open area of the Bronte Way provides an important backdrop which will soften the impact of newer urban development on this historical village.

BW/OS7.2 SAPGATE LANE/HAVELOCK SQUARE

Larger area than identified in the adopted Plan, to account for small area of open space at Havelock Square important to the setting of the conservation area.

13.0 GREEN BELT**Policy GB1 Green Belt**

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

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

Major Deletions from the Green Belt (0.40 hectares and above)

None

Major Additions to the Green Belt (0.40 hectares and above)

BW/GB1.1 PITY BECK VALLEY, ALLERTON

Addition to the adopted Green Belt south of employment site BW/E1.8. This land has been added following the creation of a clearly identifiable boundary on the ground and tree planting undertaken as part of the Pity Beck valley improvement programme.

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

Policy GB3 Infill Villages

The boundary of the following infill village is defined on the proposals map:

BW/GB3.1 KEELHAM

Policy GB6A Major Developed Sites

The following major developed site is defined on the Proposals Map;

BW/GB6A.1 CHELLOW HEIGHTS WATER TREATMENT WORKS

14.0 THE NATURAL ENVIRONMENT AND COUNTRYSIDE

Policy NE3 Landscape Character Areas

The following Character Areas fall within this constituency

1. THORNTON/QUEENSBURY

General Description:

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

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

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

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

Key Landscape Elements:

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

2. 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

Policy NE7 Sites of International Importance

There are no sites designated in this constituency.

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

There are no sites designated in this constituency.

Policy NE9 Sites of Ecological or Geological Importance (SEGI's)

BW/NE9.1 Wall of Chellow Dean Reservoir 400 metres

Too small to show on the proposals map

BW/NE9.2 Nailor Rough, Noon Nick 4.6 hectares

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 Bradford West 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:

Deep Lane Quarry

Lower Bottomley Hole Quarry.

Policy NR5 Areas of Search

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

Policy **[delete: NR16] NR15A** Washlands

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

16.0 POLLUTION HAZARDS AND WASTE

Policy P2 Pollution Hazards and Waste

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

BW/P2.1 Cytex Industries UK Ltd, Bowling Park Drive, Bradford
(Map ref: S169315E)

BW/P2.2 Yorkshire Water Services, Chellow Heights Water Treatment Works, Haworth Road, Bradford **(Map ref: SE116353)**

*(Sites as of **[Delete: May 2001] April 2002**)

S/NR5.1 Denholme Gate
(The majority falls within the Shipley constituency).

BS/NR5.2 Mountain, Queensbury
(The majority falls within the Bradford South constituency).

PARLIAMENTARY CONSTITUENCY MAP LEGEND CHANGES

GREEN BELT

GB1	Green Belt
GB3	Infill Settlement
GB6A	Major Developed Site

CENTRES

CL1	City, Town and District Centre Boundaries
CT1, CR1, CR2, CR8, CR9, CL2	City & Town Centre Defined Expansion Areas
BW/CR1 & K/CR7	Expansion – Convenience
K/CT1, CR2, CR9, CL2	Expansion – phase 2 Keighley
CT5	Primary Shopping Area
CR3	District Centres
CR1, CR2, CR8, CR9	Central Shopping Areas
BN/CR11	Valley Road Retail Area
CT1	City Centre Redevelopment Sites. Sites are numbered 1.1 – 6.4 and are listed in the Bradford West Proposal Report.
CR4	Local Centres

TRANSPORT & MOVEMENT

TM4	New Railway Stations.
TM5	Disused Railway Lines.
TM6	Bus Priority Network
TM7	Park & Ride Sites.
TM14	Public Car Parks.

TM20	Highway Improvements.
TM20	Cycleway Improvements.
TM21	Rail Freight Accessible Sites.
BW/TM24 & K/TM24	Helicopter Landing Site.

BUILT HERITAGE

BH7	Conservation Areas
S/BH14	[delete: Nominated] World Heritage Site Buffer Zone
S/BH14	[delete: Nominated] World Heritage Site.
BS/BH15	Historic Battlefield.
BH16	Historic Parks & Gardens

NATURAL RESOURCES

NR5	Minerals Area of Search.
[Delete NR16] NR15A	Washlands.
BN/NR4 & S/NR4	Bolton Woods Quarry Buffer Zone.

POLLUTION, HAZARDS & WASTE

P14	Biodegradable Waste Landfill Site.
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SUPPLEMENTARY MAP LEGEND CHANGES

Areas of Flood Risk

(Source: Environment Agency Indicative Flood Plain Maps 2000) **(NB: The Indicative Flood Plain Areas are revised annually. For the most up to date flood risk information developers should contact the Environment Agency).**