



City of
BRADFORD
METROPOLITAN DISTRICT COUNCIL

**Green Belt Selective Review
Part One
Methodology Paper:
Green Belt Parcels and Purposes**

June 2019

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1. Introduction and Policy Overview

- 1.1 Green Belt land is located in specifically designated areas around many, but not all, cities and towns in England. Under Para 135 of the NPPF, it is noted that the 'general extent of Green Belts across the country is already established'.

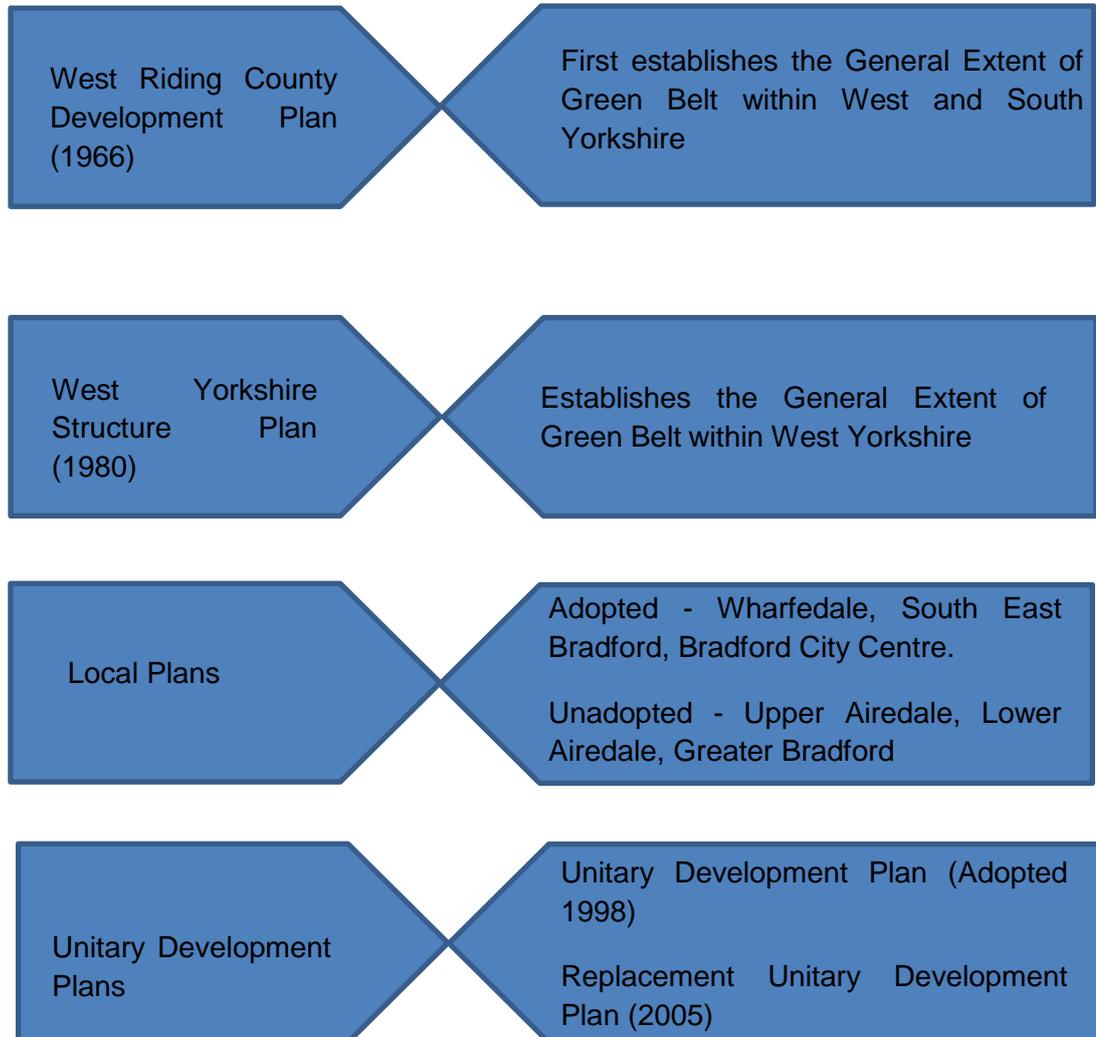
Evolution of Green Belt Designations

- 1.2 The origins of the Green Belt date back to 1935, when the Greater London Planning Committee's proposals were translated into the Green Belt London and Home Counties Act 1938. This proposed a 'Green Belt Ring' around London which was subsequently implemented through the 1944 Greater London Plan. The 1947 Town and Country Planning Act made provisions for local authorities to incorporate Green Belt into their development plans, with the first Green Belt subsequently designated around London.
- 1.3 The idea was extended beyond London following ministerial advice that granted special development control policies relating to Green Belts in Circular 42/55. This circular established the basic philosophy behind Green Belts, namely:
- Check the unrestricted sprawl of built-up areas;
 - Prevent neighbouring towns from merging into one another; or
 - Preserve the special character of a town.
- 1.4 It is also fundamentally important to note that Circular 42/55 instructed Local Planning Authorities to establish Green Belts several miles wide 'wherever practicable'. Building on this, Circular 14/84 'Green Belts' widened the aims of Green Belt policy to include the need to:
- Safeguard the surrounding countryside from further encroachment;
 - Assist in urban regeneration.
- 1.5 Together the provisions contained within Circular 42/55 and 14/84 largely remain as Green Belt policy today. A key point of note is the requirement arising from Circular 42/55 for Green Belts to be established that are several miles wide. In the case of the West Yorkshire Green Belt which wraps around several major settlements such as Bradford, Leeds, Halifax, Huddersfield and Wakefield, this boundary stretches some considerable distance, helping to safeguard the countryside from further encroachment and assisting in urban regeneration (Circular 14/84) in each respective major West Yorkshire settlement. The definition of a boundary that is several miles wide however encompasses settlements that lie well beyond those major settlements, which can mean that for some Local Authorities, the restrictive policy influences growth but has a relatively limited connection to place.

Historic Changes to the West Yorkshire Green Belt

1.6 The historic changes to the West Yorkshire Green Belt are articulated within the various Regional Policies and Local Plans within the last 50 years. Figure 2.1 sets out the progressive history of change to the designation.

Figure 2.1: Historic context for changes to Bradford District's Green Belt



West Riding Development Plan

1.7 Green Belt was established for the first time through the West Riding County Development Plan First Review (1966) and associated Town Maps. The Green Belt descriptions related to Bradford District are:

- The area is bounded to the north by the County Boroughs of Halifax, Bradford and Leeds and on the south by those of Huddersfield, Dewsbury and Wakefield. Within the area, there are numerous towns and settlements, but they are so loosely arranged to permit the definition of several areas of green belt between them.
- In relation to Addingham and Silsden, the belt extends eastwards from Silsden to the northern outskirts of Knottingley with inset maps provided for Addingham and Steeton. Green Belt is designed to limit further expansion northwards of urban

areas which abut to the south, to preserve the open character of land between towns and settlements, and to prevent communities from merging into one another.

- Inset maps are provided for Cullingworth, Harden, Wilsden and Denholme. These towns and villages with Green Belt designed to limit the further encroachment of development into the undeveloped countryside to the north of the area, to present the open character of land between towns and settlements, and to prevent communities from merging into one another.
- In relation to Laycock, Keighley westward development of the Riding's urbanised Central Area is restricted by the presence of the high moors and steep-sided valleys, but in order to avoid sporadic development from taking place, preserve the open character of land between settlements and prevent communities from merging into one another. Inset maps are provided for Laycock and Keighley.

1.8 Within the Interim Statement for the Second Review of the County Development Plan, otherwise known as the 'Growth Policy for the North', the purpose of the Green Belt is considered to be 'to check the further growth of, and linking of the urban areas, to preserve the special character of towns and to prevent the spoliation of these urban fringe areas'. Indeed, the Interim Statement furthers that 'to preserve the break between the urban and rural areas, and in order that the General Public may enjoy the pleasant and unspoiled land, it is necessary that positive as opposed to restrictive measures be taken'.

1.9 With regard to alterations to the Green Belt boundary, the Interim Statement indicates that 'it will be necessary to pick out and concentrate development in selected areas, thus minimising the provision of scattered dwellings, services and employment... In some cases this may involve departures from the Green Belt, but this will be part of a policy to restrict expansion in other areas within the Green Belt'. In addition, the Statement suggests that 'elsewhere around urban areas where the Green Belt has no defined edge in terms of visual appreciation, or the edge is blurred by a mixed landscape, the policy will be directed to the sharpening of the contrast between urban and rural facets of the environment, and consideration may be given to limited development at selected points'

West Yorkshire Structure Plan (1980)

1.10 The West Yorkshire Structure Plan was approved by the Secretary of State in July 1980 and came into force in August 1980. This showed the general extent of Green Belt within West Yorkshire, and incorporated the original Green Belt areas from the earlier plans of the West Riding County Council and Councils of the Boroughs of Bradford and Keighley, and the Urban Districts of Bingley, Baildon, Cullingworth, Silsden, Shipley, Denholme, Ilkley, Queensbury, Shelf and Skipton Rural District; thus covering the newly (1974) created City of Bradford Metropolitan District. Detailed Green Belt boundaries around settlements were then expected to be set out in Local Plans undertaken by Local Planning Authorities.

1.11 The West Yorkshire Structure Plan states the following regarding Bradford Green Belt.

Policy N9: Composition of the Green Belt

The West Yorkshire Green Belt will comprise three main elements:

- wedges between each of the priority urban areas.
- A continuous band of varying width through the middle of the conurbation on an E-W axis comprising the general open land defined under policy N15 as the conurbation core.
- A belt of varying width around the conurbation.

The green belt broadly comprises:

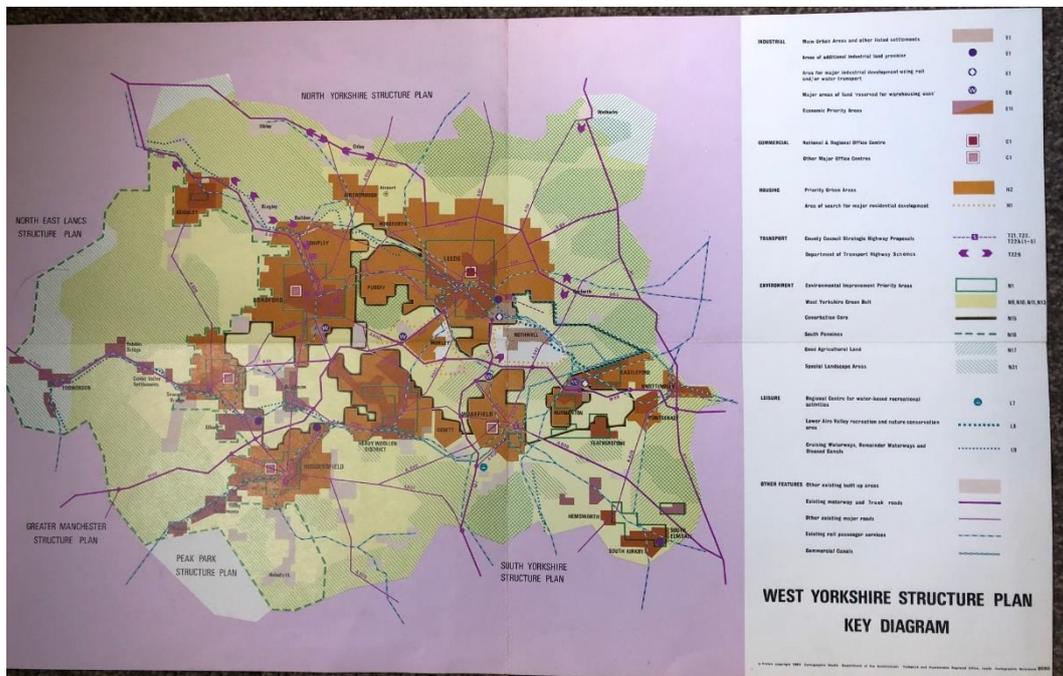
- Approximately those areas previously approved by the secretary of state;
- Additional areas around Bradford, Dewsbury, Halifax and Wakefield.

Policy N10: Definition of Green Belt boundaries

In defining the precise boundaries of the Green Belt, account will be taken of:

- The need to regulate the size and shape of urban areas in order to prevent uncontrolled growth
- The need to prevent the coalescence of existing settlements
- The need to preserve areas of open and extending into the urban area from the countryside which have an existing or potential recreational or amenity value
- The need to preserve easy access to open country and outdoor recreation in pleasant surroundings

The image below shows the West Yorkshire Structure Key Diagram.



- 1.12 The starting point for any review of Green Belt is a national Green Belt policy. The National Planning Policy Framework (NPPF) states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open and that the essential characteristics of Green Belts are their openness and their permanence. Green Belts can shape patterns of urban development and help to ensure that development occurs in locations allocated in development plans. They help to protect the countryside, be it in agricultural, forestry or other use and can assist in moving towards more sustainable patterns of urban development.
- 1.13 The government's current policy for Green Belt is expressed in the National Planning Policy Framework (NPPF), the fundamental aim being 'to prevent urban sprawl by keeping land permanently open' (para 133). The NPPF (para 134) sets out that Green Belt serves five purposes:
- to check the unrestricted sprawl of large built-up areas;
 - to prevent neighbouring towns merging into one another;
 - to assist in safeguarding the countryside from encroachment;
 - to preserve the setting and special character of historic towns; and
 - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 1.14 The NPPF requires that local planning authorities when reviewing Green Belt boundaries, take account of the need to promote sustainable patterns of development. When defining boundaries, the NPPF (para. 139) requires that local planning authorities should:
- ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development;
 - not include land which it is unnecessary to keep permanently open;
 - where necessary, identify areas of safeguarded land between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;
 - make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following an update to a plan which proposes the development;
 - demonstrate that Green Belt boundaries will not need to be altered at the end of the development plan period, and
 - define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.

- 1.15 Green Belt boundaries defined in adopted local plans or earlier approved development plans should be altered only where exceptional circumstances are fully evidenced and through preparation or review of the local plan. Strategic policies should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period. Where a need for change to Green Belt boundaries has been established through strategic policies, detailed amendments to those boundaries may be made through non-strategic policies, including neighbourhood plans.
- 1.16 Under the NPPF para 137, before concluding that exceptional circumstances exist the local planning authority should be able to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development. This will be assessed through the examination of its strategic policies, and whether the plan:
- makes as much use as possible of suitable brownfield sites and underutilised land;
 - optimises the density of development, including whether policies promote a significant uplift in minimum density standards in town and city centres and other locations well served by public transport; and
 - has been informed by discussions with neighbouring authorities about whether they could accommodate some of the identified need for development, as demonstrated through the statement of common ground.

Local Planning Policy

- 1.17 The development plan for Bradford comprises the recently adopted Core Strategy (adopted July 2017), adopted Waste Management DPD (adopted October 2017) and the saved policies from the Replacement Unitary Development Plan (adopted October 2005). The Council has adopted two Area Action Plans covering Bradford City Centre and Shipley and Canal Road Corridor (December 2017). The Council is in the process of producing the Allocations DPD, which (upon adoption) will form the final piece of the Local Plan, replacing the saved policies within Replacement Unitary Development Plan. The Council is also supporting the production of a number of Neighbourhood Plans across the District, which will form part of the Local Plan.
- 1.18 Strategic Core Policy 5 (SC5): Location of Development: The policy provides a framework and sequential approach for the allocation of development sites which prioritises the use of deliverable previously developed land, focuses as much development as is practicable and viable within the existing urban area and therefore minimises the amount of dispersal of development to edge of settlement locations and the need for changes to Green Belt.
- 1.19 Strategic Core Policy 7 (SC7): Green Belt: sets out the Council's current approach to the Green Belt, reaffirming its role and confirming that exceptional circumstances exist, which require the release of land from the Green Belt in order to deliver in full the required housing and jobs growth in the District. The Core Strategy plans for development and Green Belt change across the District in line with the settlement hierarchy and confirms any changes to Green Belt will be delivered by a selective review of Green Belt boundaries in locations that would not undermine the strategic

function of Green Belt land. The council is currently undertaking a partial review of the adopted Core Strategy due to changes in national planning policy and local policy issues. This will include reviewing the justification of exceptional circumstances as set out in Core Strategy Policy SC7.

- 1.20 The aim of the 'Green Belt Review' will be to undertake an objective, evidence-based assessment to strategically assess the performance of Green Belt parcels against the five purposes of Green Belt. It is important to stress that the 'Green Belt Review' will not in itself recommend which areas of land should be allocated for development, as it will concentrate purely on how land parcels perform against the five purposes of the Green Belts. Decisions on which sites would be the most appropriate to allocate will be based on a wide range of criteria and evidence, the approach for which has been set out in the Council's site assessment methodology paper.
- 1.21 Decisions to make specific alterations to the Green Belt boundary and release land from the designation will need to demonstrate that 'exceptional circumstances' exist for altering those Green Belt boundaries (NPPF par. 136). Only when 'exceptional circumstances' exist should the council consider changes to Green Belt boundaries by having regard to their intended permanence in the long term and ensuring that boundaries are capable of enduring beyond the plan period.

Exceptional Circumstances – Core Strategy

- 1.22 In 2017 the Bradford Core Strategy was found sound (subject to a number of modifications being applied) and approved by the council following an independent Examination in Public.
- 1.23 Policy SC7 together with the Council's evidence submitted as part of the Core Strategy Examination indicated that there were exceptional circumstances which justified releasing Green Belt land to meet the objectively assessed needs for new homes in the District. It is also noted that the land supply evidence indicated that change may be required to Green Belt in most settlements in the District. Core Strategy Policy HO7 seeks to ensure that through the Allocations DPD site selection process the use of Green Belt land is minimised.
- 1.24 The Core Strategy establishes that the land supply in non-Green Belt locations is not available to meet the District's full housing and employment needs. The Council also undertook a District Wide Growth Assessment, that confirmed that there are potentially sustainable locations within the Green Belt for growth and that there are areas where the Green Belt can be changed without leading to the undermining of the role of the Green Belt either locally or strategically.

Core Strategy Partial Review

- 1.25 The Council has committed to a selective review of the District's Green Belt as part of its Local Plan process. This is because in order to deliver current Core Strategy housing and economic growth targets in full some releases of Green Belt land will be required, as set out in the adopted Core Strategy (2017). There is no set national

guidance on how Green Belts should be reviewed. This report sets out the Council's proposed approach for reviewing the District's Green Belt.

- 1.26 Following changes to the NPPF in 2018, the Council has begun work on preparing a partial review of the adopted Core Strategy¹. The review has been stimulated following recent updates to national planning policy, particularly in relation to calculating housing requirements and Green Belt protection, plus local policy changes.

Green Belt Selective Review

- 1.27 The Council considers that there are a series of distinct stages to the Green Belt Selective Review:
- Part One - development of a comprehensive methodology;
 - Part Two - formal establishment and evaluation of a set of Green Belt parcels.
- 1.28 In some instances, Green Belt reviews also include additional elements, including an assessment of the potential impact of allocations on the Green Belt (Part Three) and the finalisation of Green Belt boundaries and areas for enhancement (Part Four).
- 1.29 This paper will set out a methodology to define the Green Belt parcels and how the Green Belt parcels will be assessed against the main purposes in national policy, to determine how they are currently contributing to those purposes. It is important to note that this report will not identify land for release or development. It will only assess how different areas of Green Belt land currently perform in relation to the five purposes of the Green Belt. The findings from the selective review will be used along with a range of other evidence in considering the allocation of sites in the Local Plan.

Consultation and Engagement

- 1.30 This methodology paper has been shaped by early, proportionate and effective engagement. In December 2017, the Council consulted upon the Draft Green Belt Review Methodology. The Council received 97 representations during the six-week consultation period, from a variety of sources including local residents, landowners and planning consultants. The representations raised a number of comments with regards to the proposed draft methodology.
- 1.31 As part of the engagement on the proposed approach, the Council also commissioned an independent 'peer review' of the draft methodology. Ove Arup and Partners Ltd were appointed to undertake the peer review, consisting of the following stages:
1. carry out an independent review of the Draft Green Belt Review Methodology;
 2. review comments received during public consultation on the methodology paper;
 3. review changes made to the methodology resulting from comments received, and

¹ Core Strategy Partial Review Scoping Report – January to February 2019

4. review a sample of results from the draft Green Belt Review to test the appropriate and consistent application of the established methodology and ensure robust conclusions have been reached.
- 1.32 Following completion of the peer review and review of the comments raised during the public consultation, a number of amendments were made to the Green Belt review methodology. Appendix A explains this process in more detail.
- 1.33 This final edition of the methodology has also been sense checked against recent Green Belt studies which have been or will be subject to public examination, to ensure that the methodology is as up to date as possible.

2. Summary of Approach

- 2.1 Any proposed changes to the Green Belt boundaries will be subject to several stages of consultation as part of the Local Plan Allocations Development Plan Document (DPD) process. Specifically, this paper represents the methodology for undertaking a review of parcels of Green Belt land against the five purposes of Green Belt, and is split into two key stages:
 - **Stage 1 – Parcel Identification:** This step will identify Green Belt parcels with clearly defined boundaries using readily recognised features.
 - **Stage 2 – Parcel Assessment:** How the parcel is performing against the five main purposes of Green Belt:
 - Purpose 1: To check the unrestricted sprawl of large built-up areas;
 - Purpose 2: To prevent neighbouring towns from merging into one another;
 - Purpose 3: To assist in safeguarding the countryside from encroachment;
 - Purpose 4: To preserve the setting and special character of historic towns; and,
 - Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 2.2 The Green Belt boundaries of all settlements within the Core Strategy Settlement hierarchy will be assessed objectively and consistently against the local interpretation of the 5 purposes of Green Belt set out in this methodology paper, to determine the extent to which parcels are considered to be currently fulfilling the role of the Green Belt.
- 2.3 This report proposes a graded assessment ranking (low, moderate and major) as a means of establishing the relative extent to which each parcel performs against the five assessed purposes of the Green Belt. Previous editions of this methodology have split parcels into either 'weaker' or 'strongly' performing parcels, depending upon the extent to which parcels scored either weakly or strongly against 3 or more purposes.

- 2.4 The final results of the 'Green Belt Selective Review' will be integrated into the Site Allocations DPD site assessment process, (as set out in the Council's site assessment methodology document).

3. Methodology

Parcel Identification

- 3.1 The first step of stage 1 of the 'Green Belt Review' will be to identify Green Belt parcels with defined boundaries. Table 3.2 in this report sets out an initial definition and understanding of defensible and indefensible boundaries.
- 3.2 Due to the fact this is a selective review of the Green Belt, as stipulated within the Core Strategy, parcels will only be identified surrounding the main city, towns and villages as set out within Strategic Core Policy 4 (SC4): Hierarchy of Settlements. The approach was considered robust and sound by the Inspector following the Core Strategy Examination in Public:
- 'Some participants argued that a full review of the Green Belt is needed; indeed, some suggested a wider review of the sub-regional Green Belt undertaken in collaboration with neighbouring authorities. However, given the underlying strategy of the BCS, with its focus on specific areas, and in view of the different stages that adjoining local plans are at, this is neither practicable nor necessary. CBMDC and the LCR authorities accept that a strategic review of the wider Green Belt may be needed in the future, but there is currently no commitment to such a review, and neighbouring authorities are content with CBMDC's approach.'* (Bradford Core Strategy Inspector's Report, 2017).
- 3.3 Parcel identification will be primarily desktop based using aerial photography and Ordnance Survey (OS) digital mapping data to establish parcels, supplemented by site surveys where required.
- 3.4 Each study parcel will be assigned a unique identifier and will be mapped using the Council's Geographic Information System (GIS).
- 3.5 Green Belt land located outside the identified parcels will not be examined in detail using the assessment methodology. This approach is considered consistent with NPPF (para. 138.) that "when reviewing Green Belt boundaries, the need to promote sustainable patterns of development should be taken into account." and Core Strategy Policy SC7 which sets the context for a 'selective' review of the Green Belt.
- 3.6 Some defined Green Belt parcels may extend across local authority administrative boundaries and the final definition of these parcels will be managed through discussions with neighbouring authorities.

3.7 A three stage approach is proposed:

Stage 1: Parcel Defining Boundaries

3.8 The following clear and defensible boundaries have been used to define parcels:

- Inner Green Belt boundary;
- Outer Green Belt Boundary;
- Main Rivers (Aire and Wharfe);
- Leeds and Liverpool Canal;
- Motorways;
- A Roads and Primary Roads;
- B Roads; and
- Minor Roads.

3.9 When defining parcels, defensible boundaries have been used to define the parcel boundary even if this results in a small parcel.

3.10 The following recognisable features are identified as less defensible boundaries and have been used to define parcels where defensible boundaries are either not present or located a significant distance from the settlement edge:

- Strongly defined Footpaths and Tracks;
- Streams and becks; and
- Woodland, trees and hedgerows where these represent a continuous boundary.

3.11 Where the use of these boundaries results in small parcels, sensitivity testing has been carried out in order to merge with neighbouring larger parcels by prioritising the use of defensible boundaries. The logic and approach for merging parcels are set out in Appendix B.

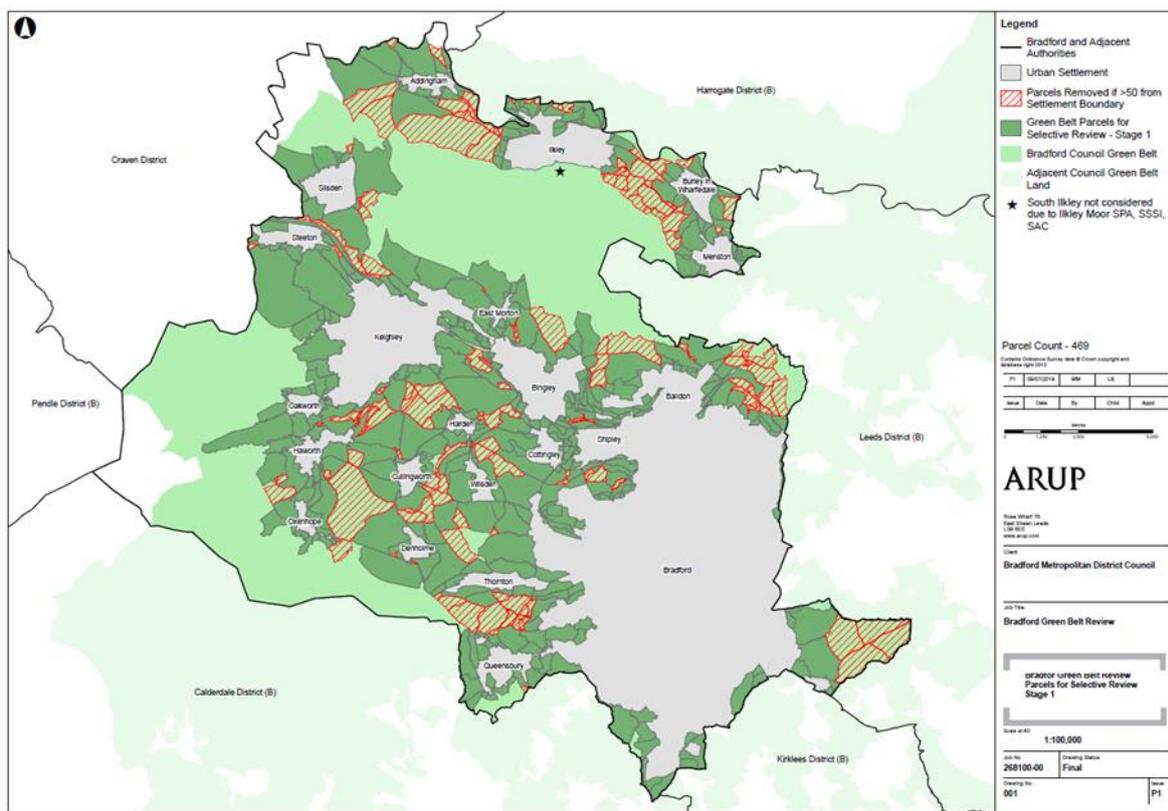
3.12 We intend to conduct a boundary check on site to ensure the most defensible boundary has been used to define the Green Belt parcel.

3.13 Where possible parcels have been defined using defensible boundaries. Further details are set out in Table 3.2 (see Purpose 1 below). Table 3.2 now includes a less defensible boundary definition to take account of boundaries used for parcel definition as described above. This also provides greater clarity when completing the Purpose 1 assessment.

Stage 2: Removal of Parcels that do not touch a settlement inset from the Green Belt

- 3.14 We have drawn parcels around every settlement inset into the Green Belt. Any parcels which do not touch an inset settlement have been excluded from the selective Green Belt Review as these parcels are more likely to form part of the wider Green Belt and have a weaker relationship with the adjacent settlement.
- 3.15 The rationale for not including these parcels can be justified by the Core Strategy Inspector's Report, which noted a selective Green Belt Review should be carried out and paragraph 138 of the National Planning Policy Framework (NPPF), which states that 'When drawing up or reviewing Green Belt boundaries, the need to promote sustainable patterns of development should be taken into account. Strategic policymaking authorities should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary'.
- 3.16 Following the use of the above the Green Belt parcels are as shown below:

Figure 3.1: Parcel identification



Stage 3: Initial Sift Criteria

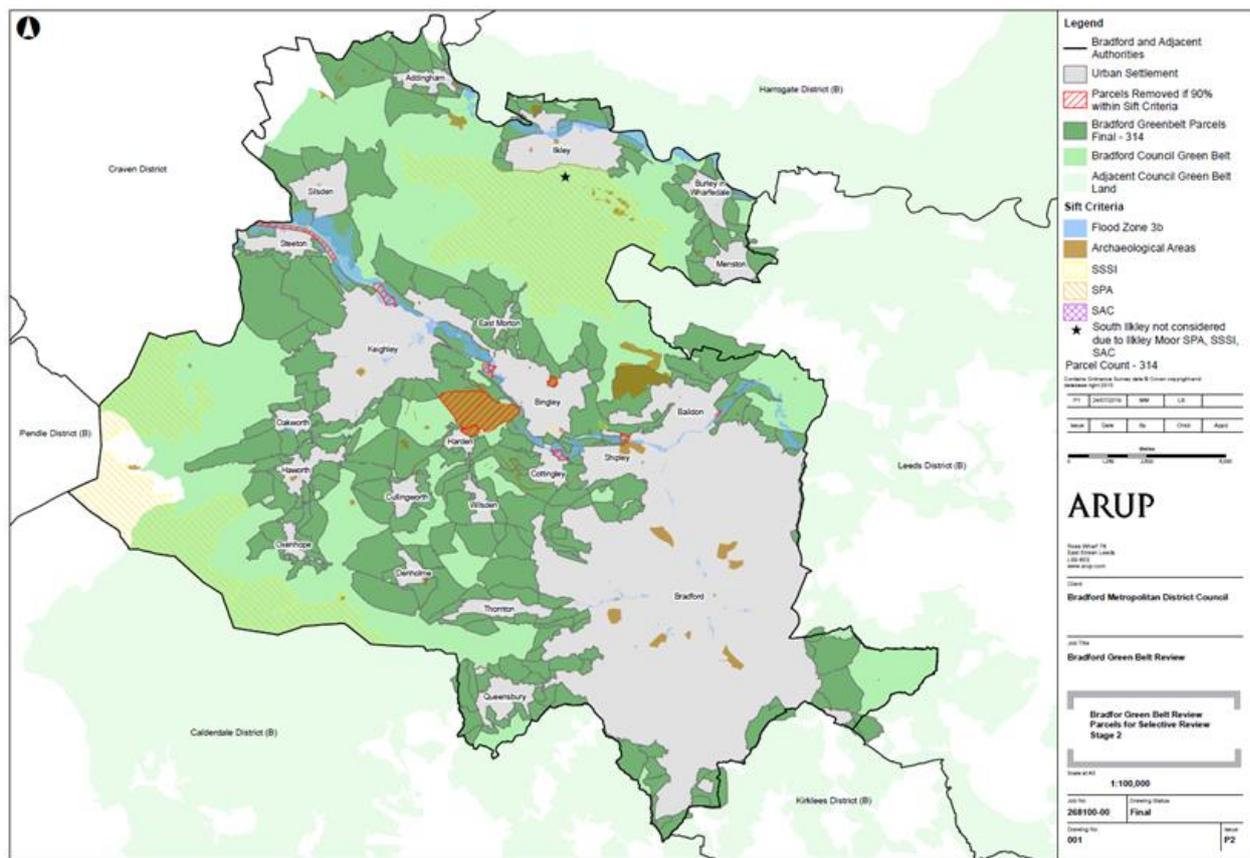
3.17 Following the parcel identification, the following steps occur:

The initial sift criteria² in the SHLAA are used to remove show-stopping constraints including:

- Sites of Special Scientific Interest (SSSI);
- Special Areas of Conservation (SAC);
- Special Protected Areas (SPA);
- Flood Risk Zone 3b; and
- Archaeological Areas (Class 1 & 2).

3.18 Any parcels where 90% of the parcel is located within these areas of constraint have been sifted and removed from the selective Green Belt Review as shown in the map below.

Figure 3.2: Stage 2 Initial Sift



² Hazardous Installations has not been used as an initial sift – as the exclusion of these areas is dependent on land use and agreement with HSE.

Parcel Assessment

- 3.19 Following the identification of Green Belt parcels surrounding each settlement within the settlement hierarchy, the next step of the 'Green Belt Review' is to assess how the parcel is performing against the five main purposes of Green Belt:
- To check the unrestricted sprawl of large built-up areas;
 - To prevent neighbouring towns from merging into one another;
 - To assist in safeguarding the countryside from encroachment;
 - To preserve the setting and special character of historic towns; and,
 - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 3.20 In order to assess the Green Belt land against the five NPPF purposes, a set of local assessment criteria for each purpose has been developed. The justification for the criteria used are set out below and will be included in the survey pro-forma for each parcel to record the findings of the assessments.
- 3.21 The completion of the pro-forma will be undertaken in a consistent and structured manner through desk-based analysis using GIS and reviewing the relevant evidence studies as well as site visits. Each completed pro-forma will be cross-checked to ensure results are being consistently recorded. The assessment against these local criteria will enable an overall conclusion as to how the parcel performs against that particular Green Belt purpose.
- 3.22 This report proposes a graded assessment ranking (low, moderate and major) as a means of establishing the relative extent to which each parcel performs against the five assessed purposes of the Green Belt. Previous editions of this methodology have split parcels into either 'weaker' or 'strongly' performing parcels, depending upon the extent to which parcels scored either weakly or strongly against 3 or more purposes. A graded approach provides a high degree of sophistication in the analysis.
- 3.23 As each purpose of the Green Belt is considered to be equal (the NPPF does not give greater importance to one purpose over another), no weighting between any of the purposes will be applied.
- 3.24 The results of the assessment will be recorded in a pro-forma³ and mapped using GIS mapping software. This approach to assessing the Green Belt purposes allows the Council to demonstrate a clear and transparent evaluation that sets out the information needed to judge the overall contribution of each identified parcel. The assessment of each purpose will be supported with commentary, which will explain how the sensitivity classification has been arrived at. The comments recorded in the parcel pro-forma will also provide transparent justification for the decision arrived at for each criterion assessed.

³ See Appendix C for an example of the Parcel Assessment Proforma

3.25 National Planning Policy and Guidance provides relatively limited detail for interpretation of the five purposes of the Green Belt. The following section sets out the proposed local criteria to be used for the assessment of parcels against each of the five Green Belt purposes and the justification for the chosen criteria. These have been based on national policy and good practice and adapted to take account of local circumstances. During the production of this methodology paper, consideration has been given to the Green Belt review approaches of other Local Planning Authorities within the Leeds City Region and consideration of the main issues raised through consultation on the draft methodology and independent peer review of the proposed approach.

Purpose 1: To check the unrestricted sprawl of large built-up areas

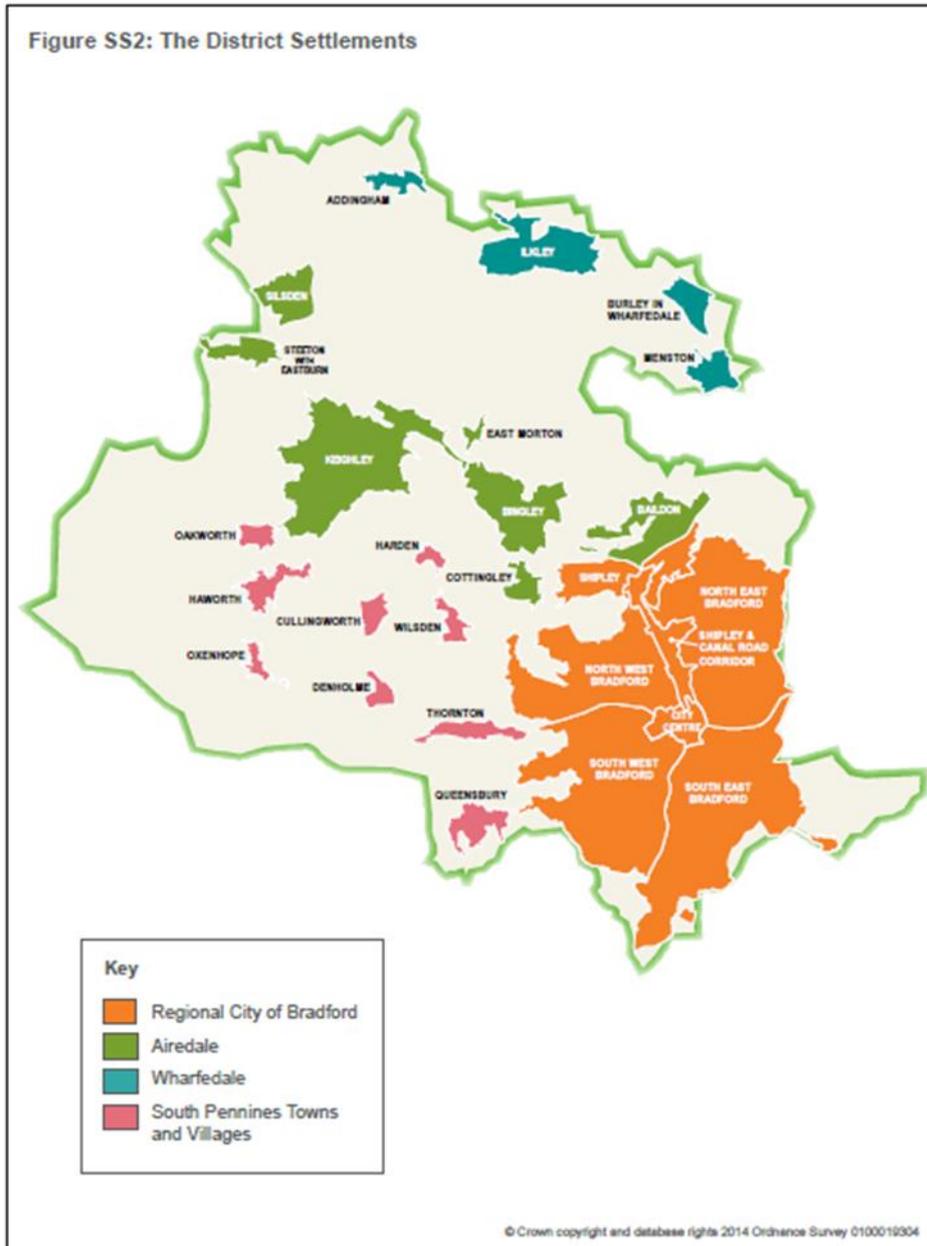
Applying the Purpose

3.26 The approach for Purpose 1 seeks to assess the strength of the existing Green Belt boundary to determine the extent to which it is able to restrict 'sprawl' of large built-up areas in the Bradford District. Sprawl has been defined as the 'spreading out of built form over a large area in an untidy or irregular way' (Oxford English Dictionary). Purpose 1 of the Green Belt also refers to 'large built-up areas' and it is, therefore, necessary to determine what constitutes a large built-up area specifically for the Bradford District.

Definition of Large Built-up Areas

3.27 The Bradford Core Strategy (2017) identifies the Regional City of Bradford as the primary-tier settlement within the Settlement Hierarchy. Within the Core Strategy, the Regional City of Bradford includes the City Centre, Shipley and Canal Road, and Lower Baildon. Baildon is not included within the City of Bradford (see figure SS2 extracted from the Core Strategy). The boundary between the City of Bradford and Baildon is defined by the A6038 (to the northeast) and the River Aire (to the northwest).

Figure SS2: The District Settlements



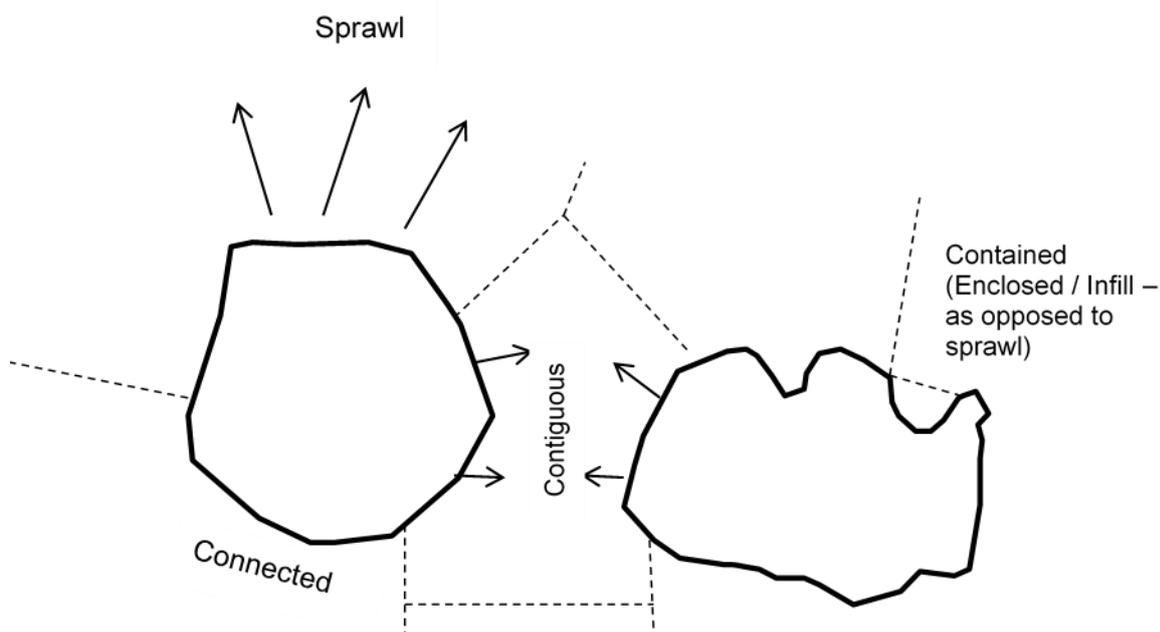
3.28 The Core Strategy identifies three further tiers within its settlement hierarchy as follows:

- **Principal Towns** – Ilkley, Keighley and Bingley
- **Local Growth Centres** – Burley-in-Wharfedale, Menston, Queensbury, Steeton, Silsden and Thornton
- **Local Service Centres** – Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Hardden, Haworth, Oakworth, Oxenhope and Wilsden

3.29 The use of a settlement hierarchy in guiding and controlling the distribution of growth and development is a tool which plays a major role in establishing a sustainable pattern of growth and development across the District.

- 3.30 For the purposes of the Green Belt Selective Review large built-up areas are defined as the Regional City of Bradford and the Principle Towns of Ilkley, Keighley and Bingley. The approach takes account of the Core Strategy settlement hierarchy and settlement scale. It aligns with the approach taken by neighbouring authorities and takes account of the historic purpose and function of these settlements as defined in previous Structure and Development Plans.
- 3.31 In order to understand the risk of sprawl of large built-up areas, Figure 3.3 below sets out three different concepts to describe the relationship between the Green Belt parcel and the large built-up area. Parcels are either considered to be:
- Contained and could form infill development;
 - Connected to the wider Green Belt where development of the parcel may result in un-restricted sprawl into the Green Belt; and
 - Contiguous with the risk of unrestricted sprawl from the large built-up area towards adjacent settlements.
- 3.32 Figure 3.3 below sets out the relationship of parcels to the major built-up areas and helps illustrate the concepts of 'contiguous', 'connected' and 'contained'.

Figure 3.3: Contiguous, connected and contained parcels.



- 3.33 Having defined large built up areas and connected parcels, Table 3.1 below summarises the criteria that will be used to assess parcels against Purpose 1 with the associated text providing more detail as to how each criterion will be applied.

Table 3.1 Purpose 1 Assessment Criteria

Criteria	Assessment
<p>Criteria 1: Is the parcel on the edge of one or more large built up areas</p>	<p>Yes or no</p> <p>If yes, proceed to criteria 2.</p> <p>If no, parcel does not meet Purpose 1.</p>
<p>Criteria 2: Does the inner parcel boundary prevent the outward, irregular spread of the large built up area and serves as a barrier at the edge of the large built-up area in the absence of another defensible boundary?</p>	<p>Major: The existing Green Belt parcel boundary supports a strongly defined and defensible existing boundary feature and has a role in protecting land which is considered to be open.</p> <p>Moderate: The existing Green Belt parcel boundary consists of a mix of defensible and less defensible features and Green Belt has a role in protecting land which is considered to be open.</p> <p>Low: The existing Green Belt parcel boundary is predominantly lacking in durability, or the Green Belt designation is not considered to be protecting land which is open.</p>
<p>Criteria 3: Connection to large built up area?</p>	<p>Major: The parcel is connected to the built up area along one boundary. The parcel has a contiguous connection with the risk of unrestricted sprawl towards adjacent settlements.</p> <p>Moderate: The parcel is connected to the built up area along two boundaries and while there is some potential for development to constitute rounding off there is some risk of sprawl.</p> <p>Low: The parcel is contained within the built up area along three boundaries and development would constitute infill or rounding off therefore there is limited risk of sprawl.</p>
<p>Overall assessment for purpose 1</p>	<p>Major / Moderate / Low</p> <p>See overall assessment approach below.</p>

Considering Boundaries

- 3.34 To clarify the definition of boundaries used to define Green Belt parcels and referred to in Table 3.1 criterion 2, further details are set out in Table 3.2 below:

Table 3.2 – Boundaries

Defensible Boundary Durable/ 'Recognisable and likely to be Permanent' features	Infrastructure: Motorway; public and private (made) roads; railway line. Natural: River (Aire and Wharf) or Leeds and Liverpool canal.
Less Defensible Boundary 'Recognisable and less durable' features.	Infrastructure: strongly defined footpath/track. Natural: Stream, beck or other watercourse, contiguous woodland, hedgerow or treeline.
Boundaries lacking in durability Features lacking in durability/ Not readily recognisable or unlikely to be permanent	Infrastructure: private/ unmade roads; power lines; development with weak, irregular, inconsistent or intermediate boundaries. Natural: Field Boundary including dry stone walls, fencing etc; broken tree lines / hedgerows.

Purpose 2: To prevent neighbouring towns from merging into one another

Applying the Purpose

- 3.35 Under the second purpose, Green Belt performs a role in protecting gaps between settlements in order to prevent coalescence. The proposed approach for Purpose 2 seeks to assess the strength of the existing Green Belt boundary in preventing development which would result in the merging of gaps between neighbouring towns.

Definition of 'Neighbouring Towns'

- 3.36 Purpose 2 makes reference to merging of neighbouring 'towns'. To adequately undertake the 'Green Belt Review' it is necessary to determine what constitutes a 'town' within the local context of the Bradford District.
- 3.37 The Core Strategy establishes the settlement hierarchy for the Bradford District, consisting of the Regional City, Principal Towns, Local Growth Centres and Local Centres. For Purpose 2 of the 'Green Belt Review', the settlements listed within the hierarchy in combination with other villages 'washed over' by Green Belt within the District will be used to assess the merging of towns. While it is recognised that most of the settlements in the settlement hierarchy would not normally be defined as 'towns', it is considered justified to use a broader interpretation under this purpose, given the particular nature and extent of potential Green Belt change proposed in the District. A complete list of settlements is shown in Table 3.3 below.

Table 3.3 – Neighbouring Towns

Regional City	Principal Towns	Local Growth Centre	Local Centres	Inset Green Belt Settlements or washed over settlements will be referenced only where there is an opportunity to merge with other ‘towns’ defined in purpose 2.
City of Bradford	Keighley Ilkley Bingley	Burley-in-Wharfedale Menston Queensbury Steeton Silsden Thornton	Addingham Baildon Cottingley Cullingworth Denholme East Morton Harden Haworth (& Cross Roads) Oakworth Oxenhope Wilsden	Stanbury Oldfield Riddlesden West Morton Burley Woodhead Laycock Brunthwaite, Keelham Denholme Gate Laycock Esholt Micklethwaite Goose Eye Hainworth Tong Harecroft

Definition of Merging

- 3.38 It is difficult to define a minimum distance which should be determined between settlements, as applicable gaps between settlements will differ on a case by case basis. Therefore, the important consideration is to assess this purpose in a pragmatic way and to judge the extent to which development of a parcel would result in settlements merging (both physically and perceptually) with each other.

Neighbouring Authorities and Duty to Cooperate

- 3.39 In addition, there are instances where a ‘town’ or a settlement of a similar scale within a neighbouring Local Authority borders or adjoins a settlement within Bradford District. It is therefore, appropriate to tailor the interpretation of Purpose 2 to capture all settlements within 5km of the Bradford Green Belt / administrative boundary. The 5km radius is drawn from the edge of the ‘inset’ CBMDC Green Belt boundary and the assessment considers the closest settlements in all directions up to 5km. The

local authorities within the Leeds City Region have acknowledged the need for a wider strategic review of the Green Belt across the region, but as there is currently no commitment to such a review, the Bradford Green Belt Review will incorporate strategically important matters. The Council, therefore, consider the assessment of settlements within neighbouring authorities as a key aspect of the strategic approach to reviewing the Green Belt and a vital element of the duty to cooperate.

- 3.40 The following table sets out the list of towns in neighbouring authorities located within 5km of the Bradford Green Belt / administrative boundary:

Table 3.4: Towns in Neighbouring Authorities Identified for Purpose 2 Review

	Defined as 'Towns' in this purpose	
Leeds ⁴	Leeds City Centre and main urban areas of the city (including Pudsey) Major Settlements: Garforth Guiseley / Yeadon / Rawdon Morley Otley	Smaller Settlements: Caverley Drighlington
Kirklees ⁵	Cleckheaton Birkenshaw Oakenshaw Scholes	
Calderdale ⁶	Halifax Hebden Bridge Brighouse Mytholmroyd,	
Pendle ⁷	Colne	Trawden
Harrogate ⁸		Askwith (Secondary service village)
Craven ⁹	Skipton (Principal Town Service Centre) Glusburn and Crosshills (Local Service Centre)	Cowling Sutton in Craven Low Bradley Bolton Abbey Farnhill and Kildwick (villages)

⁴ Hierarchy in Bradford Core Strategy (2019)

⁵ Kirklees Green Belt Review (2017) and Local Plan (2019)

⁶ Based on definition in the Submission Draft Green Belt Review Background Paper February 2017 Settlement

⁷ Pendle Green Belt Review (2017)

⁸ Emerging Harrogate Local Plan (2018)

⁹ Emerging Craven Local Plan (2018)

Table 3.5: Purpose 2 Assessment Criteria

Criteria	Assessment
<p>Criteria 1: is the parcel on the edge of a defined town?</p>	<p>Yes or no</p> <p>If yes, proceed to criteria 2.</p> <p>If no, the parcel makes no contribution to purpose 2.</p>
<p>Criteria 2: To what extent would development of the parcel create a weaker defensible outer boundary to that of the existing (inner) Green Belt boundary and increase the likelihood of neighbouring towns merging?</p>	<p>Major: The existing (inner) Green Belt boundary supports a strongly defined and defensible existing boundary feature, preventing settlements from merging. A more durable boundary could not be formed within the parcel (on the outer boundary).</p> <p>Moderate: The existing (inner) Green Belt boundary consists of a mix of defensible and less defensible features and Green Belt has a role in preventing settlements from merging. A new (outer) Green Belt boundary would have a similar / comparable durability.</p> <p>Low: The existing (inner) Green Belt boundary is predominantly lacking in durability, or the Green Belt designation is not considered to be preventing settlements from merging. A more defensible Green Belt boundary could be formed within the parcel (on the outer boundary).</p>
<p>Criteria 3: Does the Green Belt parcel form a significant part of a gap where development would lead to a substantial reduction in the distance between, or the physical or perceptual connection of neighbouring towns, with consideration of inter visibility (including areas beyond the District boundaries)?</p>	<p>Major: An Essential gap, where development would significantly perceptually, visually or physically reduce the distance between defined towns and has a role in protecting land which is considered to be open.</p> <p>Moderate: A 'Largely Essential' or 'Wide Gap' between two or more settlements. The overall openness and scale of the gap is important to restrict merging between settlements or protect gaps involving other 'inset' Green Belt Settlements, however limited development may be possible.</p> <p>Low: A less Essential Gap, which is of a sufficient scale and character that</p>

Criteria	Assessment
	<p>development is unlikely to cause merging between settlements.</p> <p>Definitions as follows:</p> <p>Essential Gaps: A land gap between two or more settlements where development would significantly reduce the perceived or actual distance between settlements;</p> <p>Largely Essential or Wide Gap: A land gap between two or more settlements. The overall openness and scale of the gap is important to restrict merging of settlements or protect other gaps involving Green Belt Settlements, however limited development may be possible;</p> <p>Less Essential Gaps: A land gap between settlements where development may be possible without significant risk of merging of settlements.</p>
Criteria 4: Is the Green Belt parcel potentially susceptible to ribbon development?	<p>Major: The existing Green Belt boundary has resisted ribbon development towards a neighbouring town.</p> <p>Moderate: The existing Green Belt boundary has resisted ribbon development towards a neighbouring town in part, with evidence of limited built form which post-dates the designation of the Green Belt.</p> <p>Low: The existing Green Belt boundary has permitted unrestricted ribbon development towards a neighbouring town, with evidence of built form which post-dates the designation of the Green Belt.</p> <p>No Contribution: There are no opportunities for ribbon development towards a neighbouring town.</p>
Overall assessment for purpose 2	<p>Major / Moderate / Low</p> <p>See overall assessment approach below.</p>

Criteria 2: To what extent would development of the parcel create a weaker defensible outer boundary to that of the existing Green Belt boundary and increase the likelihood of neighbouring towns merging?

Formation of new boundaries

- 3.41 This criterion seeks to assess the strength of existing Green Belt boundaries separating towns. A very strong defensible boundary between towns is likely to play an important role in preventing these settlements from merging. Development of a parcel that has a weaker boundary beyond an existing strong defensible boundary would increase the likelihood of settlements merging. Parcels will, therefore, be assessed as strongly performing against this criterion where this is the case.

Criteria 3: Does the Green Belt parcel form a significant part of a gap where development would lead to a substantial reduction in the distance between, or the physical or perceptual connection of neighbouring towns with consideration of inter visibility (including areas beyond the District boundaries)?

Neighbouring Towns and Inter-visibility

- 3.42 Parcels will be assessed to examine whether they are safeguarding inter-visibility between settlements, and thus performing the Green Belt function of avoiding neighbouring towns merging. Consideration will be given to the potential for merging of neighbouring settlement edges as well as distinct settlement areas which might be defined as towns.
- 3.43 The interpretation of 'merging', in terms of geographic distances, differs according to the relevant settlement. Whilst a review of neighbouring towns might need to account for distances over several miles, settlements at a smaller scale may have inter-visibility that spans a considerably shorter distance. Topography will also be a key consideration in the assessment of this criterion, as this will affect relative inter-visibility between settlements. Development along transport corridors will also have a significant impact upon inter-visibility, as this will likely erode the sense of leaving one town and entering another when travelling between settlements. Some of this assessment may also be perceptual.
- 3.44 The extent to which the parcel fits with the existing settlement is a determinant of whether or not there is potential for increasing the likelihood of the future coalescence with the next nearest settlement edge. One of the tests of inter-visibility will be to determine whether, if the land was removed and developed, there would be potential views of the next nearest settlement edge, which would reduce the perceived or physical gaps between settlements.

Essential Gaps

- 3.45 This criterion focuses upon the extent to which a parcel of Green Belt protects a gap between settlements and any loss of the parcel would significantly reduce the perceived or actual gap between settlements. Parcels assessed as performing an

essential gap function are likely to be assessed as more 'strongly performing' for Green Belt purposes.

- **Essential Gaps** – A land gap between two or more settlements where development would significantly reduce the perceived or actual distance between settlements;
- **Largely Essential or Wide Gap** – A land gap between two or more settlements. The overall openness and scale of the gap is important to restrict merging or protect other gaps involving Green Belt Settlements, however limited development may be possible;
- **Less Essential Gaps** – A land gap between settlements where development may be possible without significant risk of merging of settlements.

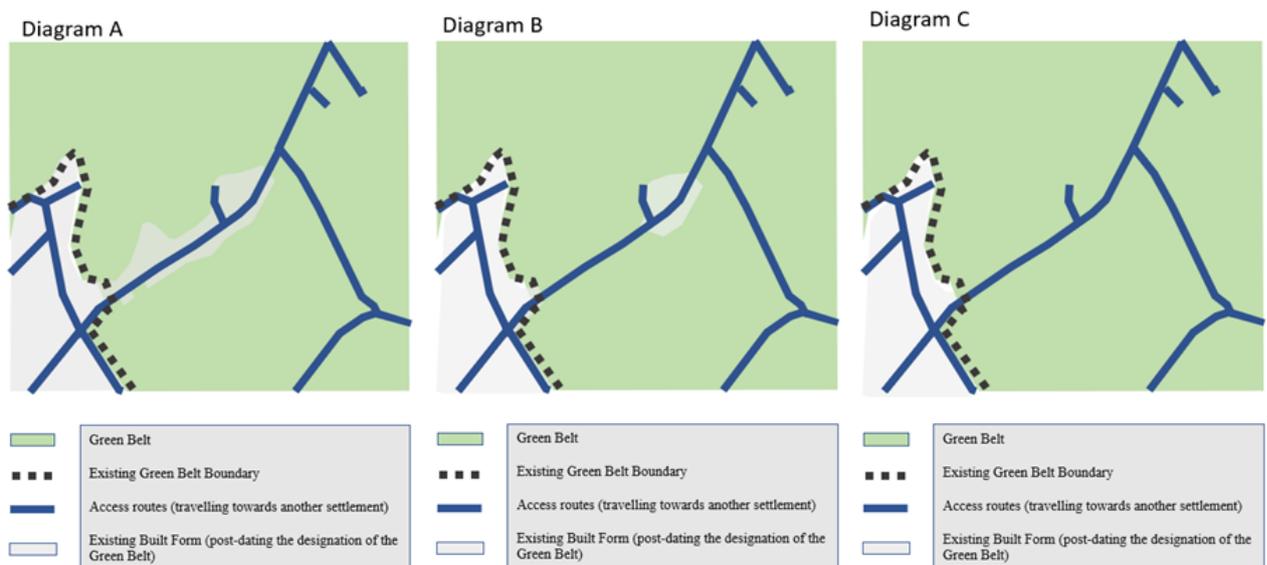
Criteria 4: Is the Green Belt parcel potentially susceptible to ribbon development?

Ribbon Development

- 3.46 Ribbon development is identified as the building of houses along a main road, especially one leading out of a town or village (Oxford Dictionary Online). Generally, the dispersed nature of settlements within the Bradford Green Belt means that the effects of ribbon development are fairly limited.
- 3.47 Nevertheless, it is important to retain the pattern of settlements by restricting further ribbon development. 'Ribbon Development' is therefore defined as built form along roads leading away from a settlement, and towards another settlement'.
- 3.48 Parcels will be assessed against whether the current Green Belt boundary restricts 'Ribbon' development, which constitutes a continuous but shallow band of development form along roads leading away from a settlement and towards another settlement. Using this methodology, Green Belt boundaries will be assessed for their role in preventing linear development along roads and thus preventing unrestricted sprawl. Parcels assessed as restricting ribbon development are likely to be assessed as strongly performing against this criterion as development of the parcel would be more likely to result in unrestricted sprawl.
- 3.49 The assessment takes account of ribbon development which occurred prior to the Bradford Green Belt designation and does not factor this into the assessment. If ribbon development has occurred since Green Belt designation, then the Green Belt parcel is more susceptible and performs a low function in relation to criteria 4 as described in table 3.5 above.
- 3.50 Figure 3.4 provides further details of the relationship between the Green Belt and ribbon development:

- Diagram A: This shows the Green Belt has a low role in preventing ribbon development from occurring after the Green Belt was designated;
- Diagram B: This shows pockets of ribbon development have started to occur after the Green Belt was designated and the Green Belt has a moderate role in preventing ribbon development; and
- Diagram C: This shows the Green Belt plays a major role in resisting ribbon development.

Figure 3.4: Ribbon Development Examples



Purpose 3: To assist in safeguarding the countryside from encroachment

Applying Purpose 3

3.51 This purpose assesses the extent to which the Green Belt safeguards the countryside. It is generally accepted that the countryside is enjoyed for its openness and the ability to appreciate rural characteristics. The assessment will consider the extent to which Green Belt constitutes 'open countryside' by assessing countryside characteristics. Therefore:

- **Countryside:** Open land characterised by an absence of built form and urbanising influences, which is generally enjoyed for its openness and ability to appreciate rural characteristics.
- **Openness:** Refers to the extent to which Green Belt land could be considered open from an absence of built form and urbanising influences, rather than from a landscape character sense.
- **Encroachment:** A gradual advance beyond usual or acceptable limits' (Oxford Dictionary Online).

- 3.52 The NPPF (para. 141.) lists examples of beneficial uses of the Green Belt, such as opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity. The assessment will therefore, consider how the Green Belt parcels are already fulfilling and safeguarding these beneficial uses from encroachment. Following the definition of key terms, the local interpretation of Purpose 3 is detailed below in Table 3.6.
- 3.53 The assessment will be based on OS Mastermapping built form data and will form the presiding tool for assessment. Once this analysis is undertaken the assessment criteria below can be substantiated, qualified by a discursive summary of predominantly rural or urban land uses.

Table 3.6: Purpose 3 Assessment Criteria

Criteria	Assessment
Criteria 1: To what extent does the Green Belt parcel protect the essential open countryside character?	<p>Major: The parcel forms part of the countryside as characterised by rural land uses.</p> <p>Moderate: The parcel is made up of a mixture of countryside and non-rural characteristics.</p> <p>Low: There are limited countryside characteristics within the parcel.</p>
Criteria 2: To what extent does the Green Belt parcel safeguard the countryside from encroachment?	<p>Major: The parcel has less than 4.95% built form and / or the built form has rural uses.</p> <p>Moderate: The parcel has between 4.95% and 10.99% built form which is a mix of rural and non-rural uses.</p> <p>Low: The parcel is characterised by non-rural land uses with over 11% built form.</p>
Overall assessment for purpose 3	<p>Major / Moderate / Low</p> <p>See overall assessment approach below.</p>

Rural Uses

- 3.54 The use of a percentage of built-form will be qualified during the assessment. As there may be a number of Green Belt uses which strongly impact on the openness of the parcel but are acceptable rural uses. Where there is a conflict between the levels of the built form and rural nature of these uses, the score will be re-calibrated by one category (for example to represent a moderate rather than major contribution if uses are rural in nature).

- 3.55 The exact percentages would be based on an average of the Green Belt parcels. These will be updated in the method once the built form assessment using OS Master mapping has been concluded.

Rural uses will be defined using paragraph 146 of NPPF 2019:

Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are

- a) mineral extraction;
- b) engineering operations;
- c) local transport infrastructure which can demonstrate a requirement for a Green Belt location;
- d) the re-use of buildings provided that the buildings are of permanent and substantial construction;
- e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and
- f) development brought forward under a Community Right to Build Order or Neighbourhood Development Order.

Purpose 4: Preserving the Setting and Special Character of Historic Towns

Applying Purpose 4

- 3.56 The local application of Purpose 4 requires a review of the historic nature of settlements within the District, alongside an assessment of the settlement hierarchy to determine which settlements could be considered to represent a locally-defined 'historic town'.
- 3.57 The Council has reviewed the historically important features within locally defined 'towns' or settlements, such as conservation areas and listed buildings as a measure to assess the role of Green Belt parcels in preserving the setting and specific character of 'historic towns'.
- 3.58 The majority of settlements within the settlement hierarchy contain Conservation Areas and Listed Buildings, which are appraised in detail within Conservation Area Appraisals and Listed Building Statements. These documents will be the primary source of information when assessing Purpose 4 at this stage of the review. The outcome of this assessment is a focused analysis of those heritage assets where the Green Belt performs some role in preserving the setting and special character of the settlement.

Defining Historic Towns

- 3.59 For the purposes of the Selective Green Belt Review, the Council considers historic towns as those which contain a conservation area. These are designated using Historic England assessment criteria which include ‘conserving a place with special character’. The Historic England assessment criteria align with the Purpose 4 assessment to ‘preserve the setting and special character of historic towns’. The Council has also considered the West Yorkshire Historic Landscape Characterisation Assessment, listed buildings and historic parks and gardens as contextual evidence alongside the conservation area designations.
- 3.60 The following settlements include a conservation area and are defined as historic towns:

Addingham;	Menston;
Baildon;	Oakworth;
Bingley;	Oxenhope;
Burley-in-Wharfedale;	Queensbury;
City of Bradford;	Shipley (and Saltaire);
Cullingworth;	Silsden;
East Morton;	Steeton;
Harden;	Thornton; and
Haworth;	Wilsden.
Ilkley;	
Keighley;	

- 3.61 The approach for assessing this purpose will be based on a review of evidence base documents (e.g. conservation appraisals, listed building statements) associated with historic assets and through desk-based research to assess the contribution Green Belt parcels make to these ‘historic settlements’.
- 3.62 Table 3.7 below sets out the assessment criteria and detail for Purpose 4. The existing settlement hierarchy (regional city, principal towns, local growth centres and local centres) is used as the spatial context for the evaluation, with historically important features added to facilitate the evaluation.

Table 3.7 – Purpose 4 Assessment Criteria

Criteria	Assessment
Criteria 1: Is the parcel attached or in close proximity to a defined Historic Town?	<p>Yes or no</p> <p>If yes, proceed to criteria 2.</p> <p>If no, the parcel makes no contribution to this purpose.</p>

Criteria	Assessment
Criteria 2: Green Belt parcel has a role in supporting the character of the Historic Town or Place within the District.	<p>Major: Historic Core is within or adjacent to the Green Belt boundary.</p> <p>Moderate: Historic Core is separated from Green Belt by tree belt or other natural boundary or pre-WWII development.</p> <p>Low: Historic Core is separated from Green Belt by post WWII development or modern infrastructure boundary.</p>
Criteria 3: Green Belt has a role in supporting the views into and out of the historic core.	<p>Major: Views into historic core of the settlement from the Green Belt; or out from the historic core of the settlement towards the Green Belt are sweeping, expansive and unspoilt. There are limited or no visual detractors.</p> <p>Moderate: Views to the historic core of the settlement from the Green Belt; or out from the historic core of the settlement towards the Green Belt are dispersed and enclosed. There are detractors or nearby built form.</p> <p>Low: There are no views to the historic core of the settlement from the Green Belt or towards the Green Belt from the historic core.</p>
Overall assessment for purpose 4	<p>Major / Moderate / Low</p> <p>See overall assessment approach below.</p>

Purpose 5: Approach to defining the extent to which Green Belt assists in urban regeneration, by encouraging the recycling of derelict and other urban land

Applying Purpose 5

3.63 Table 3.8 summarises the proposed approach for assessing the role of the Green Belt in assisting regeneration. It is considered that Green Belt land can support urban regeneration of settlements beyond the West Yorkshire Green Belt and it is not deemed appropriate to classify that some parts of the Green Belt perform this to a stronger or weaker degree. All parcels are therefore considered to score moderately against purpose 5.

Table 3.8: Purpose 5 Assessment Criteria

Criteria	Assessment
Criteria 1: Green Belt parcel assists in urban regeneration	All Green Belt land in the Bradford District is considered to perform moderately against this purpose.

Summary of Results

3.64 Table 3.9 below provides an example of how the final assessment of individual Green Belt purposes can be used to establish an overall or combined parcel assessment evaluation. As a guide only, the overall final evaluation is informed by the following range of values:

- **Low:** with an individual parcel providing up to 2 moderate and no major assessments.
- **Moderate:** with an individual parcel providing more than 2 moderate and / or 1 major assessment.
- **Major:** with an individual parcel providing 2 or more major assessments.

Table 3.9: Summary Assessment

	Low	Moderate	Major	Overall
Check unrestricted sprawl of large built up areas				
To prevent neighbouring towns from merging				
To safeguard the Countryside from Encroachment				
To preserve the setting and special character of historic towns				
Assist in urban regeneration, by encouraging the recycling of derelict and other urban land				
Overall				Moderate

Table 3.10: Summary of the Assessment Criteria

Purpose	Assessment Criterion
Purpose 1: To check the unrestricted sprawl of large built-up areas	
Criteria 1: Is the parcel on the edge of one or more large built up areas	<p>Yes or no</p> <p>If yes, proceed to criteria 2. If no, parcel does not meet Purpose 1.</p>
Criteria 2: Does the inner parcel boundary prevent the outward, irregular spread of the large built up area and serves as a barrier at the edge of the large built-up area in the absence of another defensible boundary?	<p>Major: The existing Green Belt parcel boundary supports a strongly defined and defensible existing boundary feature and has a role in protecting land which is considered to be open.</p> <p>Moderate: The existing Green Belt parcel boundary consists of a mix of defensible and less defensible features and Green Belt has a role in protecting land which is considered to be open.</p> <p>Low: The existing Green Belt parcel boundary is predominantly lacking in durability, or the Green Belt designation is not considered to be protecting land which is open.</p>
Criteria 3: Connection to large built up area?	<p>Major: The parcel is connected to the built-up area along one boundary. The parcel has a contiguous connection with the risk of unrestricted sprawl towards adjacent settlements.</p> <p>Moderate: The parcel is connected to the built-up area along two boundaries and while there is some potential for development to constitute rounding off there is some risk of sprawl.</p> <p>Low: The parcel is contained within the built-up area along three boundaries and development would constitute infill or rounding off therefore there is limited risk of sprawl.</p>
Overall assessment for purpose 1	<p>Major / Moderate / Low</p> <p>See overall assessment approach.</p>
Purpose 2: To prevent neighbouring towns from merging into one another	
Criteria 1: is the parcel on the edge of a defined town?	<p>Yes or no</p> <p>If yes, proceed to criteria 2.</p>

Purpose	Assessment Criterion
<p>Criteria 2: To what extent would development of the parcel create a weaker defensible outer boundary to that of the existing (inner) Green Belt boundary and increase the likelihood of neighbouring towns merging?</p>	<p>If no, the parcel makes no contribution to purpose 2.</p> <p>Major: The existing (inner) Green Belt boundary supports a strongly defined and defensible existing boundary feature, preventing settlements from merging. A more durable boundary could not be formed within the parcel (on the outer boundary).</p> <p>Moderate: The existing (inner) Green Belt boundary consists of a mix of defensible and less defensible features and Green Belt has a role in preventing settlements from merging. A new (outer) Green Belt boundary would have a similar / comparable durability.</p> <p>Low: The existing (inner) Green Belt boundary is predominantly lacking in durability, or the Green Belt designation is not considered to be preventing settlements from merging. A more defensible Green Belt boundary could be formed within the parcel (on the outer boundary).</p>
<p>Criteria 3: Does the Green Belt parcel form a significant part of a gap where development would lead to a substantial reduction in the distance between, or the physical or perceptual connection of neighbouring towns, with consideration of inter visibility (including areas beyond the District boundaries)?</p>	<p>Major: An Essential gap, where development would significantly perceptually, visually or physically reduce the distance between defined towns and has a role in protecting land which is considered to be open.</p> <p>Moderate: A 'Largely Essential' or 'Wide Gap' between two or more settlements. The overall openness and scale of the gap is important to restrict merging between settlements or protect gaps involving other 'inset' Green Belt Settlements, however limited development may be possible.</p> <p>Low: A less Essential Gap, which is of a sufficient scale and character that development is unlikely to cause merging between settlements.</p> <p>Definitions as follows:</p> <p>Essential Gaps: A land gap between two or more settlements where development would significantly reduce the perceived or actual distance between settlements;</p> <p>Largely Essential or Wide Gap: A land gap between two or more settlements. The overall openness and scale of the gap is important to restrict merging of settlements or protect other gaps involving Green Belt Settlements, however limited development may be possible;</p>

Purpose	Assessment Criterion
	<p>Less Essential Gaps: A land gap between settlements where development may be possible without significant risk of merging of settlements.</p>
<p>Criteria 4: Is the Green Belt parcel potentially susceptible to ribbon development?</p>	<p>Major: The existing Green Belt boundary has resisted ribbon development towards a neighbouring town.</p> <p>Moderate: The existing Green Belt boundary has resisted ribbon development towards a neighbouring town in part, with evidence of limited built form which post-dates the designation of the Green Belt.</p> <p>Low: The existing Green Belt boundary has permitted unrestricted ribbon development towards a neighbouring town, with evidence of built form which post-dates the designation of the Green Belt.</p> <p>No Contribution: There are no opportunities for ribbon development towards a neighbouring town.</p>
<p>Overall assessment for purpose 2</p>	<p>Major / Moderate / Low</p> <p>See overall assessment approach.</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p>	
<p>Criteria 1: To what extent does the Green Belt parcel protect the essential open countryside character?</p>	<p>Major: The parcel forms part of the countryside as characterised by rural land uses.</p> <p>Moderate: The parcel is made up of a mixture of countryside and non-rural characteristics.</p> <p>Low: There are limited countryside characteristics within the parcel.</p>
<p>Criteria 2: To what extent does the Green Belt parcel safeguard the countryside from encroachment?</p>	<p>Major: The parcel has less than 4.95% built form and / or the built form has rural uses.</p> <p>Moderate: The parcel has between 4.95% and 10.99% built form which is a mix of rural and non-rural uses.</p> <p>Low: The parcel is characterised by non-rural land uses with over 11% built form</p>
<p>Overall assessment for purpose 3</p>	<p>Major / Moderate / Low</p> <p>See overall assessment approach.</p>

Purpose	Assessment Criterion
Purpose 4: Preserving the Setting and Special Character of Historic Towns	
Criteria 1: Is the parcel attached or in close proximity to a defined Historic Town	<p>Yes or no</p> <p>If yes, proceed to criteria 2.</p> <p>If no, the parcel makes no contribution to this purpose.</p>
Criteria 2: Green Belt parcel has a role in supporting the character of the Historic Town or Place within the District.	<p>Major: Historic Core is within or adjacent to the Green Belt boundary.</p> <p>Moderate: Historic Core is separated from Green Belt by tree belt or other natural boundary or pre-WWII development.</p> <p>Low: Historic Core is separated from Green Belt by post WWII development or modern infrastructure boundary.</p>
Criteria 3: Green Belt has a role in supporting the views into and out of the historic core.	<p>Major: Views into historic core of the settlement from the Green Belt; or out from the historic core of the settlement towards the Green Belt are sweeping, expansive and unspoilt. There are limited or no visual detractors.</p> <p>Moderate: Views to the historic core of the settlement from the Green Belt; or out from the historic core of the settlement towards the Green Belt are dispersed and enclosed. There are detractors or nearby built form.</p> <p>Low: There are no views to the historic core of the settlement from the Green Belt or towards the Green Belt from the historic core.</p>
Overall assessment for purpose 4	<p>Major / Moderate / Low</p> <p>See overall assessment approach.</p>
Purpose 5: Approach to defining the extent to which Green Belt assists in urban regeneration, by encouraging the recycling of derelict and other urban land	
Criteria 1: Assists in urban regeneration	All Green Belt land in the Bradford District is considered to perform moderately against this purpose.

Appendix A: Method amendments following consultation

The original methodology for the Green Belt selective review was subject to a public consultation which took place between December 2017 and January 2018. Nearly 100 responses were received to the consultation and these have been considered as part of the review of the methodology.

The methodology was also subject to a peer review by ARUP in summer 2018. They took account of the consultation responses as part of their review and made a series of recommendations.

However, the scope of the Green Belt selective review has now been reconsidered and as a result substantial changes have been made to the methodology. Therefore responses to individual comments provided on the previous methodology have not been included in this report as many of them cannot be related to the new method.

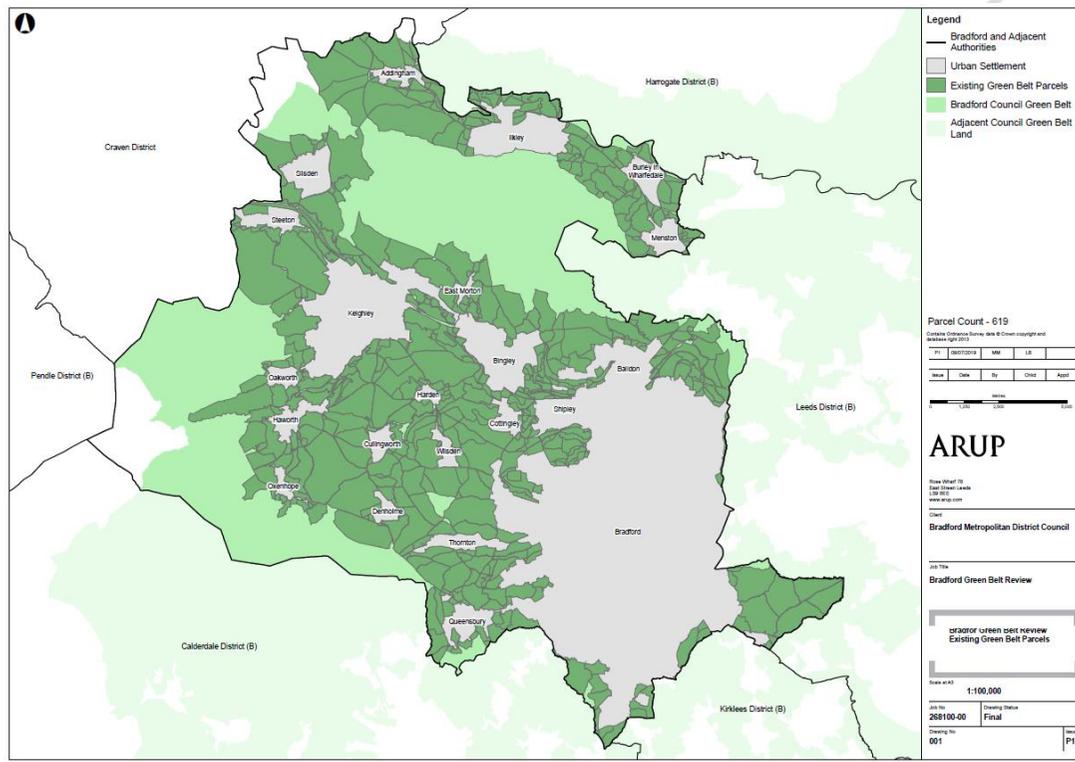
Appendix B: Parcel Identification

Appendix B provides justification for the progression of parcels throughout the study and reasoning behind any alterations which have been made. This Appendix is intended to be read as a narrative for the implementation of the methodology in the identification of parcels which have been assessed within the process of the Green Belt Selective Review.

The parcels data was supplied, in GIS format, from the Council. The data included all land within the City of Bradford Metropolitan District Council (CBMDC) designated as Green Belt.

The map showing all of the parcels, prior to any removal, can be viewed in Figure B1 below. This equated to 619 identified parcels.

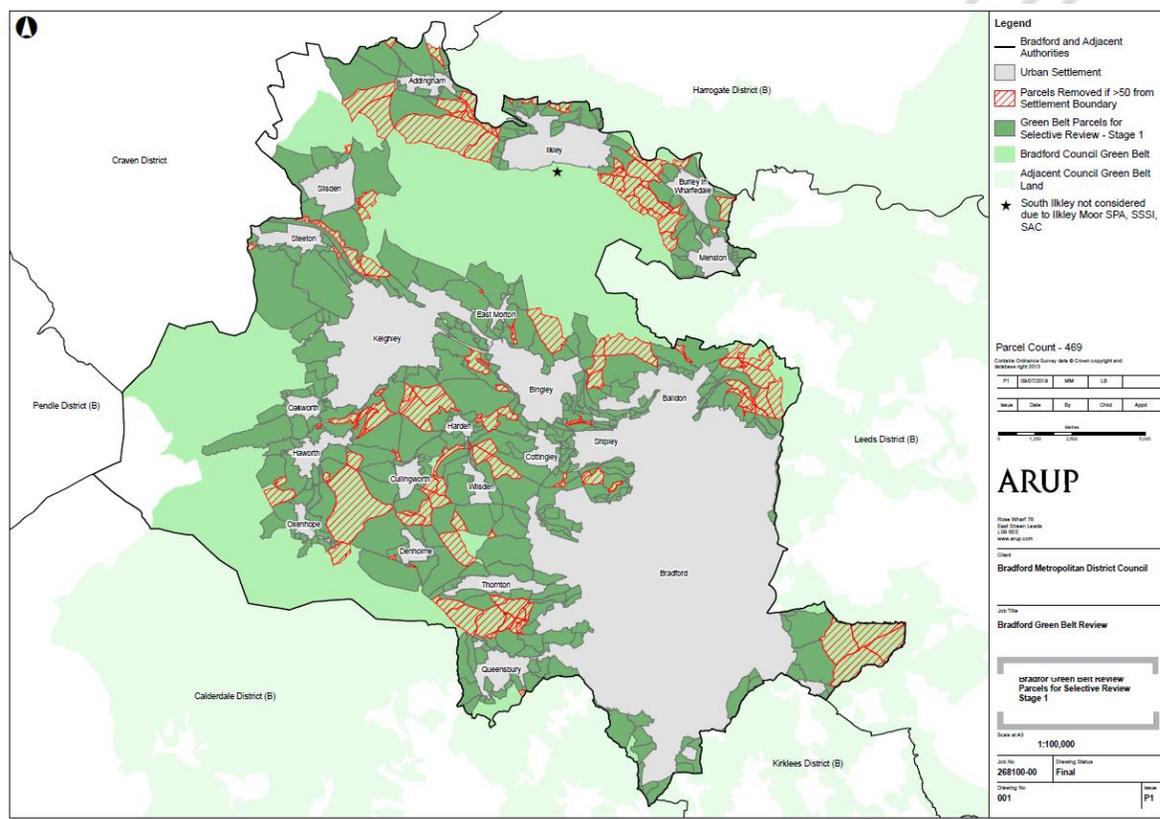
Figure B1: Map showing all parcels prior to stage 1 (provided by CBMDC)



As the study is a selective review, it was determined at Stage 1 that those parcels which did not touch a settlement, would be removed and subsequently discontinued from the study. As the Council is required to assess Green Belt designated land around existing settlements to determine the performance of the Green Belt, land which is not connected to settlements was not appropriate to be taken forward through the study. The rationale for this is set out in the methodology.

The map showing parcels which had been carried forward into the study prior to merging can be viewed in Figure B2 below. This equates to 469 identified parcels:

Figure B2: Map showing parcels to be removed in stage 1

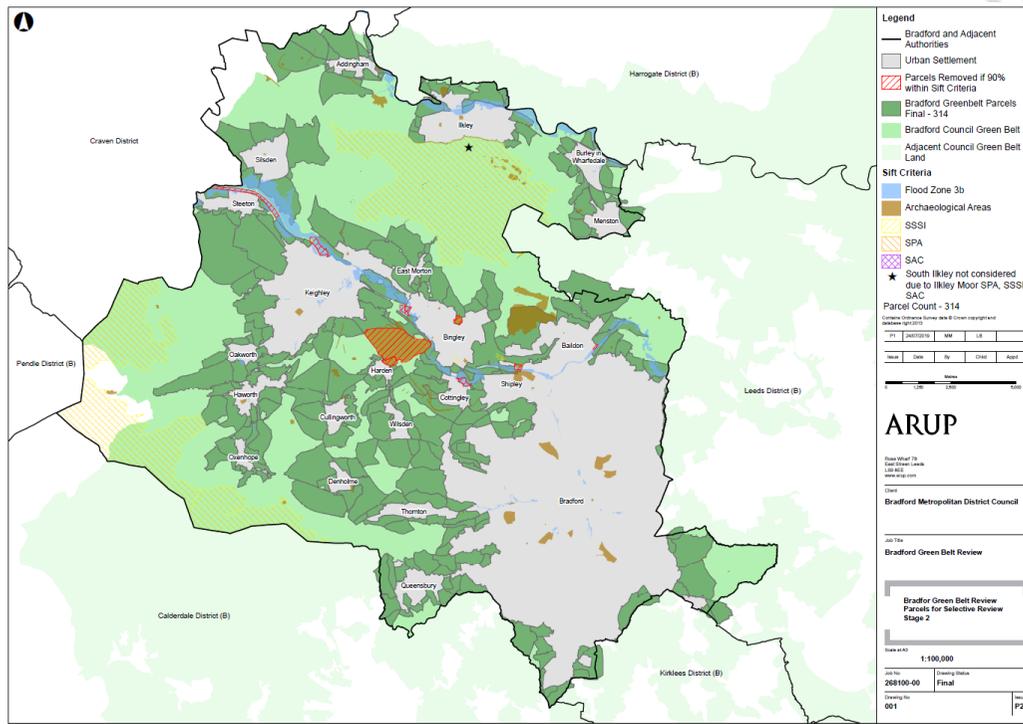


Following the removal of parcels which were not connected to the inset settlements, parcels which have over 90% of their area designated under an environmental consideration (Flood Zone 3b, Archaeological Areas, SSSI, SPA and SAC) were also removed from the study. This approach was taken as environmental designations will not be considered for development (as set out in the SHLAA methodology).

In addition, parcel boundaries were reviewed using boundary information in Table 3.2. Using the boundary hierarchy, changes have been made where either a more defensible boundary can be created through merging, or, a boundary of equivalent defence but which allows the parcels to merge. Where possible defensible boundaries were selected in the first instance and less defensible boundaries were used in other cases. This approach was used to ensure a consistent approach to boundary selection.

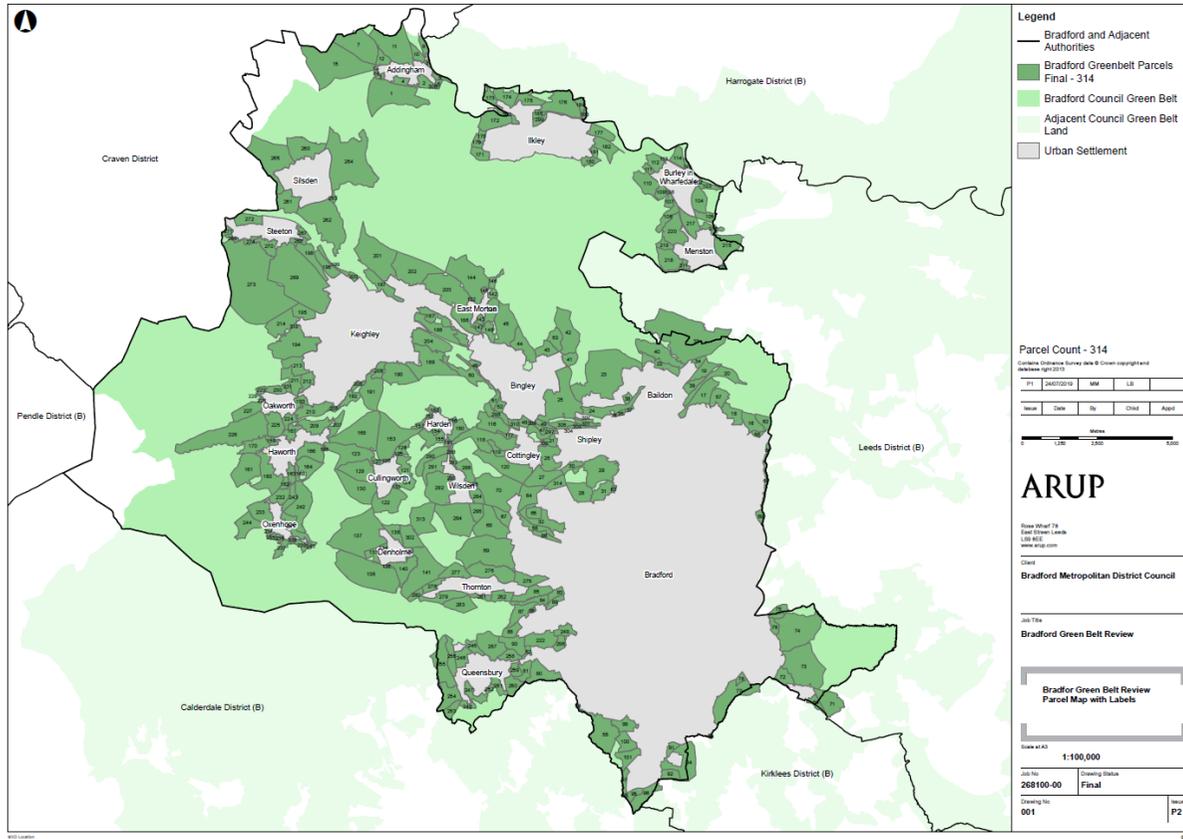
The remaining parcels following the environmental sift and alteration of boundaries continued to stage 3. The map showing parcels which have been taken forward into Stage 3 can be viewed in Figure B3 below:

Figure B3: Stage 2 Map showing parcel to be removed under environmental designations and boundary alterations



The remaining parcels have each been considered against the five purposes of the Green Belt with individual pro-formas to be read in conjunction with the maps. The outcome of the process can be viewed in Figure B4 below. This equates to 314 identified parcels.

Figure B4: Map showing final parcels that have been reviewed against the five purposes of the Green Belt.



The table below has been prepared to provide justification for the alterations made to parcels within the assessment. Parcel numbers reflect the final 'altered' parcel:

Parcel Location	Description of changes to parcels	Rationale: Prioritisation of strong defensible boundaries.
East Baildon		
Parcel 16 - Land north of Apperley Road - (Merge)	Removal of separating boundaries (unmade road connecting onto Apperley Road).	The unmade road did not form strong defensible boundaries. By their removal the sites were merged into a larger parcel with new boundaries. The new boundary consists of a railway line the north, the River Aire to the east, Apperley Road to the south and the Leeds Liverpool Canal to the west. The merged areas are formed of similar characteristics (agricultural fields) and playing fields.
Parcel 18 - Land between Leeds and Liverpool Canal and railway line - (Merge)	Removal of separating boundaries (field boundary).	The field boundary did not form strong defensible boundaries and did not represent a defensible barrier. By their removal the sites were merged into a larger parcel with new boundaries. The new boundary is formed by, to the south and west is the existing settlement edge (Bradford), to the east the Leeds Liverpool Canal and North the railway line. The merged area is formed of similar characteristics (agricultural fields).
Parcel 17 - Land west of Ainsbury Avenue - (Merge)	Removal of separating boundaries (public lane, Buck Mill Lane).	The public lane did not form a strong defensible barrier. By removing the lane and merging the parcels the new boundary is formed by, to the west and north the Leeds Liverpool Canal, the south is bounded by the existing settlement edge (Bradford) and the east by the road Ainsbury Avenue.
Parcel 19 - Land east of the A6038 – (Merge)	Removal of separating boundaries (Gill Beck and treeline).	The public lane did not form a strong defensible barrier. By removing the lane and merging the parcels the new boundary is formed by, to the west and north the Leeds Liverpool Canal, the south and east is bounded by the existing settlement edge (Bradford) and the south west by a number of agricultural fields.
Parcel 20 - Land between the River Aire and Leeds and Liverpool Canal - (Reduced)	New boundary has been located to reduce the overall size of the parcel.	The parcel no longer encompasses the waste works in the northeast section of the site. The new boundary is now formed by, to the north is the tree line, west is the River Aire, east is the Leeds Liverpool Canal and south is the tree line.
North Baildon		
Parcel 22 - Land east of Hawksworth Road -	Removal of separating	The merged sites follow a similar characteristic and are separated by a road (Moorside). Road removed to merge parcels. The new boundary is now formed by, to the north is the tree line,

(Merge)	boundaries (Moorside).	east and south is the existing settlement edge (Bradford) and west is Hawksworth Road.
West Baildon		
Parcel 23 - Land south of Bingley Road - (Merge)	Removal of separating boundaries (unmade roads, fences and treeline).	The unmade roads, fences and treeline did not form strong defensible boundaries. By their removal the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west by Glen Road, to the south by the existing settlement edge (Baildon), north by Bingley Road and east by Hawksworth Road and settlement edge Baildon.
Parcel 25 - Land west of Glen Road and the River Aire - (Merge)	Removal of separating boundaries (unmade roads, fences and treeline).	The unmade roads, fences and treeline did not form strong defensible boundaries. By their removal the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west by roads (Primrose Lane, Gilstead Lane and Sheriff Lane) to the north by the existing settlement edge (Bingley), east by Glen Road and South by the River Aire.
Parcel 24 - Land West of Glen Road - (Merge)	Removal of separating boundaries (treeline).	The treeline did not form strong defensible boundaries. By its removal the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west by public lane, to the north by the existing treeline, east by Glen Road and South by the existing settlement edge (Shipley).
West Shipley		
Parcel 21 - Land east of the A650 - (Merge)	Removal of separating boundaries (treeline).	The treeline did not form strong defensible boundaries. By its removal the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west by the A650, to the north by the River Aire, east by the existing settlement edge (Shipley) and South by Bradford Road.
Parcel 26 - Land east of the B6269 (Cottingley New Road) - (Merge)	Removal of separating boundaries (hedgerows).	The hedgerow did not form strong defensible boundaries. By its removal the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west by the B6269 (Cottingley New Road), to the north by Bradford Road, east by the existing settlement edge (Shipley) and South by the B6269 and Nab Wood Drive.
Parcel 27 - Land south of the B6269 (Cottingley Cliffe Road) - (Merge)	Removal of separating boundaries (hedgerows).	The hedgerow did not form strong defensible boundaries. By removal of the hedgerows boundary the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west by the B6146 (Cottingley Moor Road), to the north by the B6269 (Cottingley Cliffe Road), east by Stoney Ridge Avenue and South by N Bank Road.
South Shipley		
Parcel 30 - Land north of High Bank Lane -	Removal of separating	The treeline did not form strong defensible boundaries. By its removal the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west by

(Merge)	boundaries (treeline).	the B6269, to the north by the existing settlement edge (Shiplely), and east by High Bank Lane.
Parcel 29 - Land east of Shay Lane - (Merge)	Removal of separating boundaries (treeline and hedgerow).	The treeline and hedgerow did not form strong defensible boundaries. By their removal the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west by treeline, PRow and Shay Lane, to the north by the existing settlement edge (Shiplely), east by the existing settlement edge (Bradford) and South by treeline and fences.
Parcel 31 - Land east of Shay Lane - (Merge)	Removal of separating boundaries (treeline and hedgerow).	The treeline and hedgerow did not form strong defensible boundaries. By their removal the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west by Shay Lane, to the north and east treeline and South by the existing settlement edge (Bradford).
Parcel 28 - Land east of the B6269 (Bingley Road) - (Merge)	Removal of separating boundaries (treeline, hedgerows and public lane).	The treeline, hedgerow and public lane did not form strong defensible boundaries. By their removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west by the B6269 (Bingley Road), to the north is Long Lane, to the east is Shay Lane and South by the existing settlement edge (Bradford).
Northwest Bradford		
Parcel 32 - Land south of the B6144 (Haworth Road) - (Merge)	Removal of separating boundaries (hedgerow).	The hedgerow did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west by strong woodland, to the north is the road B6144 (Haworth Road) and hedgerow, south by the dense woodlands and east by the existing settlement edge (Bradford).
Parcel 56 - Land west of Bradford - (Merge)	Removal of separating boundaries (hedgerow).	The hedgerow did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west by the existing settlement edge (Bradford), to the north by hedgerow, south by the dense woodlands and east by the existing settlement edge (Bradford).
South West Bradford		
Parcel 249 - Land east of Thornton View Road - (Merge)	Removal of separating boundaries (hedgerow).	The hedgerow did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west by Thornton View Road, to the north by the existing settlement edge boundary (Bradford), south by the dense woodlands and east by the existing settlement edge (Bradford).
Parcel 222 – Land west of Thornton View Road	Removal of separating boundaries (field boundary).	The field boundary did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west by Baldwin Lane, to the north by the existing settlement edge boundary (Bradford), south by the dense woodlands and existing settlement edge (Bradford) and by Thornton View Road.

South Bradford		
Parcel 55 - Land north of High Fernley Road - (Merge)	Removal of separating boundaries (treeline).	The treeline did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west by treeline and road (Riding Hill), to the north by the existing settlement edge boundary (Bradford), south by the High Fernley Road and east by a public bridleway.
Southeast Bradford		
Parcel 77 - Land east of Greenfield lane - (Merge)	Removal of separating boundaries (field boundary).	The field boundary did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west by the existing settlement boundary (Bradford), to the north by the A650 and south and east by field/authority boundaries.
Parcel 54 – Land north of Hodgson Lane – (Merge)	Removal of separating boundaries (field boundary).	The field boundary did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west and north by the existing settlement boundary (Bradford), to the south by Hodgson Lane and east by the A650.
East Menston		
Parcel 215 - Land east of the A65 (Otley Road) - (Merge)	Removal of separating boundaries (Treeline and field boundary).	The treeline and field boundary did not form strong defensible boundaries. By their removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west by the A65 (Otley Road), to the north by dense woodland and field boundaries, to the south by Buckle Lane and east by Buckle Lane and W Chevin Road.
Parcel 216 - Land east of the A65 (Burley Road) - (Merge)	Removal of separating boundaries (Treeline and field boundary).	The treeline and field boundary did not form strong defensible boundaries. By their removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west by the A65 (Burley Road), to the north by dense woodlands, to the south by existing settlement edge (Menston) and east by the A6038 (Bradford Road).
Northwest Menston		
Parcel 217 - Land north of Buckle Lane - (Merge)	Removal of separating boundaries (Treeline, field boundary and rural road).	The treeline, field boundaries and rural roads did not form strong defensible boundaries. By their removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west by the railway line, to the north by dense woodlands and field boundaries, to the south by the existing settlement edge (Menston) and east by Burley Road.

Southwest Menston		
Parcel 218 - Land west of Derry Hill - (Merge)	Removal of separating boundaries (Field boundary).	The field boundaries did not form strong defensible boundaries. By their removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed by, to the west by Hillings Lane, to the north by Moor Lane, to the south by Bingley Road and east by Derry Hill.
West Ilkley		
Parcel 172 - Land north of the A65 (Skipton Road) -(Merge)	Removal of separating boundaries (Field boundary).	The field boundaries did not form strong defensible boundaries. By their removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by a unmade road, to the north by Dales Way, to the south by the A65 (Skipton Road) and east by Stourton Road.
Parcel 171 - Land south of Heber's Ghyll Drive - (Merge)	Removal of separating boundaries (Treeline).	The treeline boundaries did not form strong defensible boundaries. By their removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by field boundaries, to the north by Heber's Ghyll Drive, to the south by Ilkley Moor and east by the existing settlement edge (Ilkley).
North Ilkley		
Parcel 173 - Land south of Owler Park Road - (Merge)	Removal of separating boundaries (Treeline).	The treeline boundaries did not form strong defensible boundaries. By their removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by field boundaries, to the north by Owler Park Road, to the south by treeline and east by the existing settlement edge (Ilkley).
Parcel 174 - Land west of Langbar Road - (Merge)	Removal of separating boundaries (Treeline).	The treeline boundaries did not form strong defensible boundaries. By their removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by Owler Park Road, to the north by a public bridleway, to the south by the existing settlement edge (Ilkley) and east by Langbar Road.
Parcel 175 - Land east of Langbar Road - (Merge)	Removal of separating boundaries (Treeline).	The treeline boundaries did not form strong defensible boundaries. By their removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by Langbar Road, to the north by roads (Hardings Lane and Slates Lane), to the south by the existing settlement edge (Ilkley) and east by Curly Hill.
Parcel 176 - Land east of Curly Hill - (Merge)	Removal of separating boundaries (Treeline and field boundary).	The treeline and field boundary did not form strong defensible boundaries. By their removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by Curly Hill, to the north and by Carter's Lane and to the south by Denton Road.

East Ilkley		
Parcel 177 - Land east of the B6382 (Wheatley Lane) - (Merge)	Removal of separating boundaries (unmade road).	The unmade road boundary did not form strong defensible boundaries. By their removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by the B6382 (Wheatley Lane), to the north by the A65 (Coutances Way/Leeds Road), to the south by railway line and east by field boundary.
South Addingham		
Parcel 1 - Land west of the A65 (Addingham Wharfedale Road) - (Merge)	Removal of separating boundaries (Treeline).	The treeline boundary did not form strong defensible boundaries. By their removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by Turner Lane, to the north and east by the A65 (Addingham Wharfedale Road) and to the south by Cocking Lane.
East Addingham		
Parcel 2 - Land north of the A65 (Addingham Wharfedale Road) - (Merge)	Removal of separating boundaries (Treeline).	The treeline boundary did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by Stockinger Lane and field boundary, to the north and east by Main Street and to the south by the A65 (Addingham Wharfedale Road).
Northwest Bingley		
Parcel 148 - Land south of Beck Road - (Merge)	Removal of separating boundaries (field boundary).	The field boundary did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by Morton Beck, to the north by Beck Road, to the east by Micklethwaite Lane and to the south by field boundaries.
East [East] Morton		
Parcel 142 - Land south of Botany Drive - (Reduced)	Movement of separating boundaries (field boundary)	The field boundary formed an unnecessary parcel, the boundary was moved to alternative field boundary further west to reduce the overall parcel size. The new boundary is formed, to the west by tree line, to the north by Botany Drive, to the east by field boundary and to the south Otley Road.
Parcel 149 – Land east of East Morton (Merge)	Removal of separating boundaries (field boundary).	The field boundary did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by treeline and existing settlement edge (East Morton), to the north by Otley Road, to the east by Carr Lane and to the south by field boundaries and Beck Road.
West [East] Morton		
Parcel - 186 Land west	Removal of	The field boundary did not form a strong defensible boundary. By its removal, the sites were

of Morton Lane - (Merge)	separating boundaries (field boundary).	merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by Swine Lane, to the north by Carr Lane, to the east by Morton Lane and to the south by the Leeds and Liverpool Canal.
North Keighley		
Parcel 187 - Land west of the B6265 (Bradford Road) - (Merge)	Removal of separating boundaries (treeline).	The field boundary did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by the existing settlement edge (Keighley), to the north and east by the B6265 (Bradford Road) and to the south by the River Aire.
Parcel 188 - Land north of the A650 (Airevalley Road) - (Merge)	Removal of separating boundaries (treeline).	The field boundary did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by the existing settlement edge (Keighley), to the north and east by the River Aire, and to the south by the A650 (Airevalley Road).
Parcel 197 - Land north of the River Aire	Removal of separating boundaries (field boundary).	The field boundary did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by the River Aire and treeline, to the north by the existing settlement edge (Keighley), to the south by the River Aire and to the east by the B6265 (Bradford Road).
East Keighley		
Parcel 189 - Land north of Harden Road and Altar Lane - (Merge)	Removal of separating boundaries (unmade roads).	The unmade roads did not form strong defensible boundaries. By their removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by the existing settlement edge (Keighley), to the north by treeline, to the east by dense woodland and to the south by the Harden Road and Altar Lane.
Parcel 190 - Land north of Back Shaw Lane - (Merge)	Removal of separating boundaries (field boundary).	The field boundary did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by Glen Lee Lane, to the north by Harden Road and Keighley Road, to the east by field boundary and to the south by the Back Shaw Lane and unmade road.
Parcel 191 – Land south of Woodhouse Road	Removal of separating boundaries (public footpath).	The public footpath did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by Hainworth Road, to the north by Woodhouse Road, to the east by Shaw Lane and to the south by Hainworth Lane and Goff Well Lane.
South Keighley		
Parcel 192 - Land east of A629 (Halifax Road) - (Merge)	Removal of separating boundaries (rural	The rural roads did not form strong defensible boundaries. By their removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by the A629 (Halifax Road), to the north by Hainworth Lane, to the east and south by field

	road).	boundaries and Sykes Lane.
Parcel 193 - Land south of Goose Cote Lane - (Merge)	Removal of separating boundaries (field boundary).	The field boundary did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by the existing settlement edge (Oakworth), to the north by Keighley Road, to the east Goose Cote Lane and to the south by Station Road.
West Keighley		
Parcel 195 - Land east of Braithwaite Edge Rad - (Merge)	Removal of separating boundaries (field boundary).	The field boundary did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by Braithwaite Edge Road, to the north by Tarn Lane and Black Hill Lane and to the east and south by existing settlement edge Keighley.
Parcel 196 - Land east and north of the B6265 (Skipton Road) - (Merge)	Removal of separating boundaries (field boundary).	The field boundary did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west and south by the B6265 (Skipton Road), to the north by railway line and to the east by St John's Road.
North Oakworth		
Parcel 223 - Land south of Slack Lane - (Merge)	Removal of separating boundaries (field boundary).	The field boundary did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by Wide Lane, to the north by Slack Lane, to the south and east by Cure Hill.
East Haworth		
Parcel 169 - Land east of the A6033 (Hebden Road) - (Merge)	Removal of separating boundaries (field boundary).	The field boundary did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by the A6033 (Hebden Road), to the north by Brow Top Road, to the south by field boundary and east by Black Moor Road.
West Haworth		
Parcel 170 - Land west of Lord Lane - (Merge)	Removal of separating boundaries (rural road).	The rural roads did not form strong defensible boundaries. By their removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by the Sladen Beck, to the north by the River Worth, to the south by the existing settlement edge (Haworth) and West Lane, to the east by Lord Lane.
South Oxenhope		
Parcel 238 - Land	Movement of	The field boundary did not represent an appropriate field boundary. Southern boundary, public

south of the B6141 (Denholme Road) - (Reduced)	separating boundaries (public footpath)	foot path replaced by Leeming Water. The new boundary is formed, to the west by the existing settlement edge (Oxenhope) and Back Leeming, to the north by the B6141 (Denholme Road), to the south Leeming Water and to the east by Isle Lane.
Parcel 237 - Land south of Leeming water - (Merge)	Removal of separating boundaries (public footpath).	The public footpath did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by tree line, to the north by Leeming Water, to the south by tree line and to the east by tree line and Isle Lane.
North Cullingworth		
Parcel 126 - Land east and south of the B6429 (Bingley Road and Hill End Lane) - (Reduced)	Movement of separating boundaries (rural road)	The rural road did not represent an appropriate parcel boundary. Eastern boundary, rural road replaced by field boundary. The new boundary is formed, to the west and north by the B6429 (Bingley Road and Hill End Lane), to the south by Cow House Beck and to the east by dense woodland and Hallas beck.
West Cullingworth		
Parcel 123- Land east of the A629 (Halifax Road) - (Merge)	Removal of separating boundaries (public footpath).	The public footpath did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by the A629 (Halifax Road), to the north by unmade road and public footpath, to the south by unmade roads and field boundaries and to the east by unmade roads.
East Cullingworth		
Parcel 121 - Land south of Cow House Beck - (Merge)	Removal of separating boundaries (unmade road).	The unmade road did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by the existing settlement edge (Cullingworth), to the north by dense woodland and Cow House Beck, to the south by unmade road and east by dense woodland and Hallas Beck.
Parcel 124 - Land north of the B6144 - (Merge)	Removal of separating boundaries (field boundary).	The field boundary did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west and north by Hallas Lane, to the south by the B6144 (Cullingworth Road) and east by dense woodland and Hewenden Beck.
South Cullingworth		
Parcel 122 – Land east of Manywells Brow (Merge)	Removal of separating boundaries (PRoW).	The PRoW did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by Manywells Brow, to the north PRoW and existing settlement edge (Cullingworth), to the south field boundary and dense woodland and to the east by PRoW (Hewden Viaduct).

East Harden		
Parcel 150 - Land south of the B6429 (Harden Road) - (Merge)	Removal of separating boundaries (treeline).	The treeline did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by the existing settlement edge (Harden), to the north by the B6429 (Harden Road), to the south by dense woodland and Myholme Beck and east by treeline and Harden Beck.
North Harden		
Parcel 157 - Land north of Midgram Beck - (Reduced)	Movement of separating boundaries (field boundary)	The field boundaries did not represent an appropriate parcel boundary. Western boundary, field boundary moved closer to existing settlement (Harden). The new boundary is formed, to the west by field boundary, to the north by unmade road, to the south by Midgram Beck and to the east by the existing settlement edge (Harden).
West Harden		
Parcel 153 – Land south of Ryecroft Road (Merge)	Removal of separating boundaries (field boundary).	The field boundary did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by Keighley Road, to the north by Ryecroft Road, to the south by field boundary and to the east by the B6429 (Bingley Road and Hill End Road).
South Harden		
Parcel 151 – Land west of Harden Lane (Merge)	Removal of separating boundaries (rural road).	The lane (Mill Hill Top) did not form strong defensible boundaries. The new boundary is formed, to the west by dense woodland, to the north by Goit Stock Lane and Harden Lane and existing settlement edge (Harden), to the east by Harden Lane and to the south by field boundary.
West Denholme		
Parcel 133 - Land north of the B6141 (Long Causeway) - (Merge)	Removal of separating boundaries (field boundary).	The field boundary did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by field boundary, to the north by Pit Lane, to the south by the B6141 (Long Causeway) and east by existing settlement edge Denholme.
North Queensbury		
Parcel 245 - Land east of the A644 (Brighouse and Denholme Lane) – (Merge)	Removal of separating boundaries (rural road).	The rural road did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by the A644 (Brighouse and Denholme Road) to the north by Low Lane, to the south by the existing settlement edge (Queensbury) and east by Carter Lane and Thornton Lane.
Parcel 246 - Land east	Removal of	The field boundary did not form a strong defensible boundary. By its removal, the sites were

of Old Guy Lane - (Merge)	separating boundaries (field boundary).	merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by Old Guy Road, to the north by Glazier road and Reservoir Place, to the south by the existing settlement edge (Queensbury) and the A644 (Brighthouse and Denholme Road) and east by Fleet Lane.
East Queensbury		
Parcel 248 - Land south of Brewery Lane and Shibben Brook - (Merge)	Removal of separating boundaries (treeline).	The treeline did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by Halifax Road, to the north by Brewery Lane and Shibben Brook, to the south by the field boundary and east by dense woodland.
South Queensbury		
Parcel 247 – Land west of Hill End Lane (Merge)	Removal of separating boundaries (field boundary).	The field boundary did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by existing settlement edge (Queensbury), to the north and east by Hill End Lane and field boundary and south by dense woodland.
North Silsden		
Parcel 260 – Land east of Bradley Road (Merge)	Removal of separating boundaries (treeline).	The treeline did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by Bradley Road, to the north by Hayhills Lane and field boundary, to the south by existing settlement edge (Silsden) and to the east by the A6034 (Bolton Road).
West Steeton		
Parcel 266 – Land south of Sutton Lane (Merge)	Removal of separating boundaries (field boundary).	The field boundary did not form a strong defensible boundary. By its removal, the sites were merged into a larger parcel with identifiable boundaries. The new boundary is formed, to the west by dense woodland and Knott Lane, to the north by Sutton Lane, to the south by Moor Lane and east by existing settlement edge Steeton.

Appendix C: Example of the Parcel Assessment Pro-forma

<p>Parcel number: 4</p>	<p>Boundary of Green Belt parcel</p>
<p>Parcel size:</p>	
<p>Location of parcel and relationship with settlement: The parcel is located on the southern edge of the built-up area of Addingham, north of the A65 (Addingham Wharfedale Road) in the northeast of the district.</p>	
<p>Appraisal of parcel against the 5 NPPF Green Belt Purposes</p>	
<p>Purpose 1: To check the un-restricted sprawl of large built-up areas.</p> <p><u>Level of Contribution:</u> Major, Moderate, Low, No Contribution</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another.</p> <p><u>Level of Contribution:</u> Major, Moderate, Low, No Contribution</p>	

Purpose 3: To assist in safeguarding the countryside from encroachment.

Level of Contribution: Major, Moderate, Low, No Contribution

Purpose 4: Preserving the setting and special character of historic towns.

Level of Contribution: Major, Moderate, Low, No Contribution

Purpose 5: Green Belt assists in urban regeneration by encouraging the recycling of derelict and other urban land.

Level of Contribution: Moderate

Overall Parcel Score: Major, Moderate, Low