



Baildon Town Council Neighbourhood Development Plan

Consultation Report April 2026

Introduction

1. Baildon Town Council (BTC), as a qualifying body, believes neighbourhood planning is an important tool to empower local people to shape their neighbourhood. Baildon Town Council decided to prepare an Neighbourhood Plan (NP) for the area and in 2014 applied to the City of Bradford Metropolitan District Council (CBMDC) for the town council area to be designated as a 'Neighbourhood Area' (NA). The application for designation was approved by CBMDC in June 2015. However, Baildon Town Council at that time decided not to progress the NP but focus instead on updating the Baildon Plan.
2. In 2021 Baildon Town Council reassessed the situation, as many neighbouring local councils had, by then, adopted their own plans. A Working Group was established, and work has continued since then on developing the Baildon NP. This has included help from external consultants, funded through government grants, to assist the NP process.

Structure of the Consultation Report

3. The first part of this report details **engagement undertaken prior to publication of the Regulation 14** Draft Neighbourhood Plan. Several appendices provide further information.
4. The second part of the consultation report provides details of the **consultation arrangements provided for the Regulation 14 consultations**.
5. The final part of the consultation report provides an assessment of consultation responses including clarifications to address comments, references to plan amendments to address comments, and other points in response to comments.

Consultation and Engagement Activities Prior to Regulation 14 Draft Plan Consultation

Following the establishment of the Working Group to oversee the development of the NP, a number of engagement activities were undertaken. Full details of the arrangement for and results of these activities are set out below.

Baildon Plan Update Autumn 2019

- 3.1 In the autumn of 2018, 459 Baildon residents completed a questionnaire about the issues which they considered the most important for Baildon. The results were incorporated into Baildon Town Council's updated "Baildon Plan 2019". The Baildon Plan is not a planning policy document but identifies non-planning actions that if undertaken would complement the planning policies in the Baildon NP. The Baildon Plan also demonstrates the Town Council's continued commitment to community engagement and involvement.
- 3.2 The overall results of the survey confirm that the issues which Baildon Town Council and partner agencies have been focusing on in recent years are in line with the issues and concerns of residents that took part in the survey.

3.3 The top 4 issues that came out of the survey are:

1. Promoting crime prevention and community cohesion
2. Tackling litter and fly-tipping.
3. Protecting and enhancing public and green spaces.
4. Supporting local businesses and job creation.

Some of these issues are properly dealt with through the Neighbourhood Development Plan as they relate to spatial planning and the protection of land and facilities. Other issues such as litter, fly-tipping and crime prevention are matters that are addressed in the Supporting Actions and activities of Baildon Town Council, Bradford Council and other agencies more generally. Neighbourhood development planning is focused on spatial (land) planning matters, but Baildon Town Council has also included reference to important Supporting Actions arising from the various Policies in the NP.

Baildon NP Community Consultation Spring 2022

3.4 In every consultation, Baildon residents confirm that they believe Baildon is a special place with a distinct topography. In the Spring 2022 community consultation discussion with residents was undertaken on a Draft Vision Statement. This started by recognising that Baildon is a special place with a distinct and sometimes challenging physical setting.

3.5 The Spring 2022 community consultation was supportive of the Draft Vision, and several key issues were raised, and these have been used in the development of draft Policies:

- a) The need to protect the area's key environmental assets e.g. Baildon Moor.
- b) The value and need to protect and enhance community hubs and other key community facilities.
- c) Concern about the level of bus and train services in the area.
- d) The need to make Baildon local centre more of a destination with a wider variety of shops and other attractions.
- e) Accessibility within the area, particularly for pedestrians and cyclists.
- f) Protection of local green spaces.
- g) How many jobs are provided for Baildon residents by the Otley Road Corridor and how can these be accessed?
- h) Extend the Station Road Conservation Area.
- i) Protection for the area's non-designated heritage assets.
- j) Baildon should have a local Design Code.

3.6 The NP development process, discussions with the NP WG and advice and input from a (Locality funded) planning consultant have also raised further related issues which have been developed into six objectives.

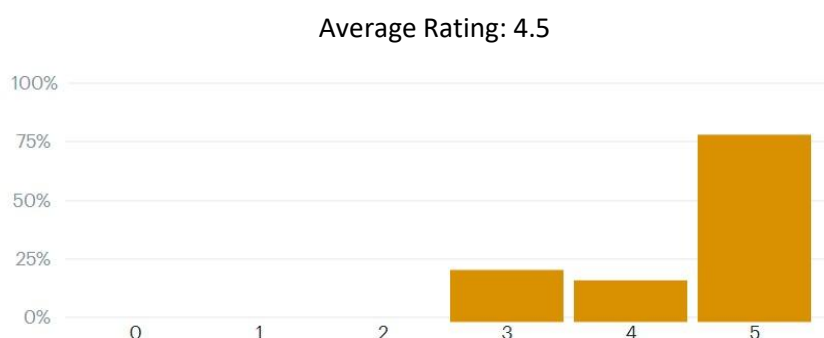
Baildon NP Community Consultation March/April 2025

3.7 Baildon Town Council had a good response to a consultation on the draft Baildon Neighbourhood Development Plan via responses to an Online Survey, comments noted from attendance at 3 consultation events and comments via the dedicated email address. Two exhibitions (afternoon and evening) were held at different venues in Baildon, a drop in at the Library, online comments were open for 6 weeks and paper

questionnaires were available. See Appendix I for a breakdown of comments.

- 3.8 In summary there was strong public support for our Policies – especially on Green Belt, Heritage, Footpaths, protecting non-designated heritage assets, protecting and enhance local community services, sports and recreation and on Baildon Village Centre usage and public realm.
- 3.9 It was noted that many comments focused on protecting sites from inappropriate housing development.
- 3.10 There were many comments about improving Otley Road for cycling, pedestrians and cars.
- 3.11 There were also comments related to improving public transport services (timetables) and preventing inappropriate development in the retail centre of Baildon. Whilst they are very important to the success of the Baildon community they are not ‘land use planning’ matters and so cannot be included as Policies in a NDP but are included, where possible in ‘Town Council Supporting Actions’
- 3.12 Feedback on selected Policy areas within the consultation process is summarised as follows:

Policy on Protecting Green Belt from Development
Do you agree with this Policy (0 don't agree, and 5 strongly agree)?

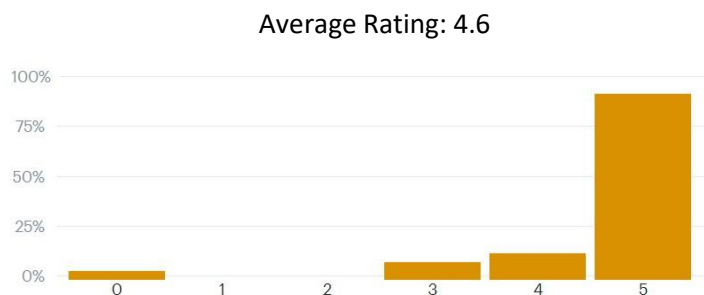


Residents Commented

- "Where planning has been granted for smaller developments like those on West Lane and Lucy Hall/Lodge Hill I am happy for those to be expedited to relieve the pressure on greenbelt land."
- "Green corridors are important for mental health & wildlife if managed well. Their value could be monetarised."
- "Absolutely we must protect the greenbelt and not let Baildon be overrun with housing. The green belt gives character, space, enjoyment and beauty to the area. It is protected as Green Belt for a reason - to stop urban sprawl."
- "certainly should avoid building in the open countryside. Not sure that the green corridor within Baildon should actually be green belt?"
- "Not all green belt sites are equal: a blanket refusal to build on any might be less convincing than an acknowledgement that some are fit for appropriately scaled housing."

Policy on Footpaths

Do you agree with this Policy (0 don't agree, and 5 strongly agree)?

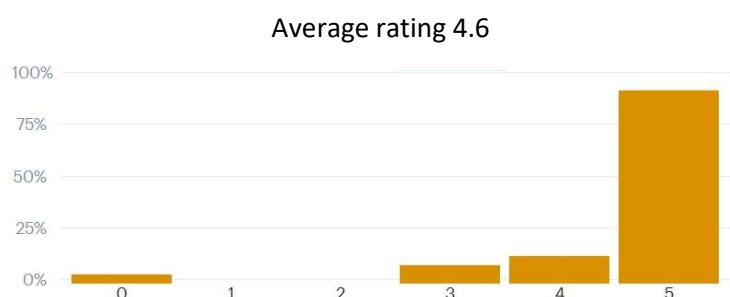


Residents Commented

- "Handrails for the many steps encountered on ginnels would aid older and disabled pedestrians"
- "Footpaths are well used at all times of the year."
- "Footpaths are essential. There is a footpath to Titus Salt school but it could be much better"
- "I have walked almost all the foot paths in Baildon in the last 40 years. They are one of our glories and need constant maintenance"

Policy on Protecting and enhancing community facilities and public houses

Do you agree with this Policy (0 don't agree, and 5 strongly agree)?

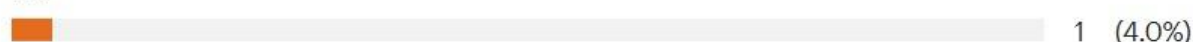


Do you support the list of 32 facilities suggested for protection?

YES



NO



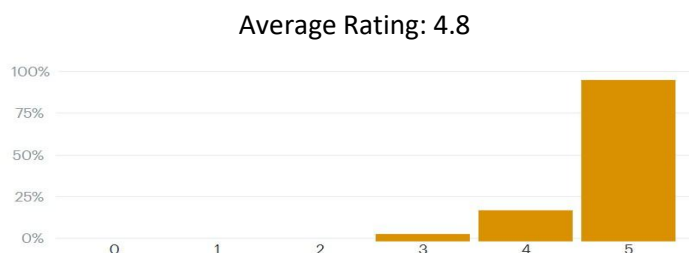
Residents Commented

- "Bradford Council does not appear to be committed to Baildon - loss of the library and Baildon Recreation Centre! There are no publicly owned meeting spaces."

- "Community Garden should be protected. It is well used by local people, visitors & walking groups. People meet to socialise & various functions are held there. It takes part in Baildon at Christmas & the Scarecrow Festival"

Policy on Protecting and enhancing Sport and Recreation facilities

Do you agree with this Policy (0 don't agree, and 5 strongly agree)?



Residents Commented

- "What will happen to the Barracks? There is inadequate provision for young people , other than school facilities."
- "We need more local areas of play"

Informal consultation with Bradford Council Officers

6. Bradford Council provided a detailed informal officer review of the draft NP prior to Regulation 14 Consultation and through this provided detailed comments on a pre-Regulation 14 draft of the NP. The comments received were addressed prior to Regulation 14 Consultation and reflected in the draft issued for consultation. A further response was received from Bradford Council at Regulation 14. It should be noted that Policy numbers changed slightly between Regulation 14 and the next stage due to public feedback.

Regulation 14 Consultation Arrangements and Results

7. The Regulation 14 consultation was undertaken between 10th November 2025 – 4th January 2026, a period of 7 weeks and 6 days, which satisfied the statutory requirement to run the consultation for at least six weeks. The following methods of consultation were undertaken:
 - a) The draft NP and supporting documents were published on the Baildon Town Council website.
 - b) Paper copies of the NP were available to view at Baildon Library and Baildon Town Council offices
 - c) An online NP Survey was live throughout the consultation period via the Baildon Town Council website.
 - d) The survey was also available in paper-form from Baildon Town Council to allow

completion a paper copy of the NP Survey.

e) Five **drop-in events** over 3 days were held:

- 3rd November at St Johns Church (11am – 1pm) and St James Church (6pm – 8pm)
- 18th November at St Hughs Community Centre (11am – 1pm & 6pm – 8pm)
- 21st November at Bracken Hall Countryside Centre (all day).

This allowed visitors to inspect the draft Neighbourhood Plan, ask questions and seek any necessary clarifications.

Social Media and Online

8. Baildon Town Council used its social media accounts to promote awareness of the NP Consultation. The NP Survey was available online and in paper form throughout the consultation period. This attracted 36 responses. A copy of the survey questionnaire is included at **Appendix A**.

Assessment of Regulation 14 Consultation Comments

9. This part of the Consultation Report summarises the responses made to the NP where these raise a compliment, a criticism and/or request a change to the NP or its supporting documents. There are three sections; the first is the Table of Bradford Council comments, the second Table of Statutory Consultee comments and thirdly there are comments from the public via the four main methods that comments were received ie comments made at the drop-in consultation events, on handwritten on feedback forms, emailed to the dedicated email address and submitted on the tailored online survey. These latter are in NP Policy order. Comments have been given 'Resident numbers' simply so that they can remain anonymous in the report but allowing Baildon Town Council to respond individually if desired.

Response from Bradford Metropolitan District Council

10. A detailed response was received from Bradford Council and this is set out in the following table as it was received (in full) along with a response to the comments made.

	Chapter/ Section	Page No.	Policy or Paragraph No.	Comments From	Comment	BTC Response
1	General (Presentation)	-	-	Local Plans	Any documents that are produced as part of the neighbourhood plan and will be published on a public sector website (i.e. the town council and CBMDC websites) need to be “accessible” to make sure they can be used by as many people as possible, including those with impairments or disabilities. For example, they need to be suitable for a read out loud function. It is a requirement of the Public Sector Bodies (Websites and Mobile Applications) (No. 2) Accessibility Regulations 2018. When preparing and publishing documents, neighbourhood planning groups should bear this in mind. This may also have a bearing when considering what format to publish the plan in. For example, whether to use a desktop publishing package such as In Design and converting the document to PDF format, or to develop it in MS Word and convert to a PDF. There are several useful guides available to assist: • AbilityNet – Creating Accessible Documents Fact Sheet • GOV.UK – Publishing Accessible Documents • Welsh Government – How to Create Accessible PDF Documents • Microsoft – Create Accessible PDFs As the neighbourhood plan and its supporting documents develop, it will eventually have to be published on the CBMDC website to allow the Regulation 16 formal consultation to take. CBMDC’s IT department require all documents that we publish to be accessible. Contact will be required with AECOM in respect of the Design Code and Masterplan documents in order ensure that they can be made accessible. As previously discussed, there is a need for discussion over editorial rights.	Noted - consider actions required to ensure documents are accessible.
2	General (Presentation)	-	-	Local Plans	Any maps shown within the plan should correctly display the relevant copyright licence.	Noted

3	General (Presentation)	-	-	Development Management	It is noted that throughout the Baildon is referred to as both a “village” and a “town”. The former seems incongruous given the size of the settlement, the degree of local facilities/services available and as it has a “Town Council”. Subsequent editions of the plan should use consistent terminology when describing Baildon.	BTC explains this in section 2.4 and 2.5 on page 9. Is any further clarification required?
4	General (Presentation)	-	-	Local Plans	Ahead of drawing up the next version of the NDP, the policy wording should be reviewed to ensure that as clear and unambiguous as possible. This will provide clarity for officers and elected members in applying them in making decisions on planning applications as well as for applicants in understand the policy requirements that their proposals will have to meet. In addition, it will be important to make sure that they cover land use planning matters/development that will/could require planning permission and does not fall into those issues that are covered by different regulatory regimes. Accordingly, it may therefore be appropriate to review them against Locality’s guidance on the matter – Writing Planning Policies . In relation to the presentation of the policies in the NDP it is noted several of them use the wording “ <i>The following measures will be supported..</i> ” before setting various criteria against which proposals for development can be assessed. Consideration should be given to whether or not the use of this wording is appropriate or needed. Also, it is considered that there is no need to use “BPX/X” to identify the various criteria within the policies. For example, the policies could number or letters e.g. 1, 2, 3; A, B, C etc.	Thank you for the suggestion about notation changes.
5	General	-	-	Transport Planning	From a sustainable transport perspective, the draft provides a constructive starting point. It recognises the need for modal shift, supports walking and cycling, and identifies the role of public transport improvements, including the importance of links to the canal towpath and the River Aire crossings. However, several refinements would make the Plan more effective at promoting sustainable travel and more consistent with Bradford’s wider design and transport ambitions.	Noted

6	Introduction from the Chair	4	Third Paragraph	Local Plans	It is suggested that the first sentence of this paragraph is amended to read “ <i>Once completed the Baildon Neighbourhood Development Plan (NDP) will form an important element of the overall development framework for the District which is used to inform decisions on planning applications in our locality over this period – from major schemes through to small changes to residential properties.</i> ” This will provide greater clarity on the role and status of the NDP, once made.	Noted/ Actioned
7	Chapter 1 Introduction	5	1.1	Local Plans	It is suggested that the second and third sentences of this paragraph are amended as follows for ease of reading and to greater clarity in relation to how planning applications are determined: “ <i>Through this NDP, local people in Baildon can now help shape future development in the area. This is because through planning law applications for planning permission are determined in accordance with the Development Plan (local and neighbourhood plans) unless material considerations indicate otherwise.</i> ”	Noted/ Actioned
8	Chapter 1 Background	5	1.2	Local Plans	This section should be retitled “ Local Planning Policy Context ” or “ Strategic Planning Policy Context ” to more accurately reflect the information being set out these paragraphs. The second paragraph relating to the emerging Local Plan should be given a paragraph number.	Noted/ Actioned
9	Chapter 1 Background	6	1.2	Local Plans	Reference should also be made to the “saved” policies of the Bradford Replacement Unitary Development Plan (RUDP), adopted in May 2005 as being part of the current planning policy framework for Bradford District. Not all RUDP policies were replaced upon the adoption of the Core Strategy DPD, Waste Management DPD and Area Actions Plans. Details of the “saved” policies are set out the Schedule of Saved and Deleted RUDP Policies (dated June 2020) .	Noted/ Actioned
10	Chapter 2 Baildon Neighbourhood Area	10	2.2 Baildon – A Spatial Portrait	Local Plans	Getting Around – the NDP states that the bus and rail services are limited in Baildon. It may be appropriate to include additional details within this section and/or elsewhere in the document about these service levels.	The assessment that service levels are poor has come through public consultation.

11	Chapter 2 Baildon Neighbourhood Area	13	2.7 Housing	Local Plans	It may be helpful to set out how Baildon compares to the District as whole, in terms household composition and housing tenure.	Noted
12	Chapter 2 Baildon Neighbourhood Area	11	Paragraph 2.11	Flooding & Drainage (Local Lead Flood Authority [LLFA])	The LLFA does not have any comments as such, but it might be worth noting that within Council's Local Flood Risk Management Strategy, there is a proposed Flood Alleviation Scheme at Low Springs. This scheme is planned to be carried out within the next five years, subject to funding. It is also worth adding that the LLFA would encourage the provision of Natural Flood Management measures on Baildon Moor to help reduce flood risk within the wider catchment, but the LLFA is not aware of any planned works, except at Low Springs, at the present time (November 2025).	Noted
13	Chapter 3 What Baildon Told Us	14 to 17	3.1 to 3.13	Local Plans	Consideration should be given adding the details set out in this chapter of the NDP into the Consultation Statement which must be produced to accompany the next version of the plan that will be submitted to CBMDC. This will allow greater exploration of the consultation/engagement undertaken as part of preparing the NDP including the results of the current consultation exercise. If the Town Council wish to retain reference to the consultation process within the NDP document, it may be more appropriate to include a broad summary of the process and timeline for it, with readers referred to the Consultation Statement for more details.	Noted
14	Chapter 4 Vision & Objectives for Baildon by 2040	18	Paragraph 4.1	Local Plans	It is suggested the opening paragraph of the vision could more positively drafted.	Noted
15	Chapter 4 Vision & Objectives for	19	Paragraph 4.2 Baildon NDP Objectives	Transport Planning	The Objective 2 Transport wording currently lists modes without establishing a clear priority. To strengthen decision-making and scheme prioritisation, the Plan would benefit from an explicit transport hierarchy that prioritises walking and wheeling, cycling, and public transport ahead of private car use, while still acknowledging	Noted

	Baildon by 2040		Objective 2		Baildon's challenging topography and the accessibility needs of residents. This would also help align the policy approach with the principle in Bradford's design guidance that streets should be planned around a hierarchy based on the vulnerability of users and that neighbourhoods should provide direct, safe links to public transport.	
16	Chapter 4 Vision & Objectives for Baildon by 2040	19	Paragraph 4.2 Baildon NDP Objectives Objective 3	Transport Planning	Objective 3 already commits to protecting and enhancing countryside, local green spaces and the natural environment. To reflect the importance of health and inclusion, this objective should explicitly include improving access for all to local green space and the natural environment, linked to safe, attractive and inclusive walking and cycling routes, while continuing to manage impacts on sensitive landscapes.	Noted
17	Chapter 5 Planning Policy Context	20	Paragraphs 5.1 to 5.3	Local Plans	The Town Council should be aware that the Government has launched a formal consultation on an update version of the National Planning Policy Framework , which runs to 15 th March 2026. This consultation forms part of the Government's wider planning reforms to support housing and economic growth. Depending on the timescales for its finalisation/adoption and those for the NDP, the changes may have an effect on the NDP.	Noted
18	Chapter 5 Planning Policy Context	20	5.4	Local Plans	The final sentence of the paragraph refers to the " <i>Bradford Town Centre Area Action Plan</i> ". This should be amended to " <i>Bradford City Centre Area Action Plan</i> ".	Noted/ Actioned
19	Chapter 5 Planning Policy Context	20	5.5	Local Plans	It is suggested that this paragraph is split into two separate paragraphs. The first would provide the broader background to the Core Strategy and its approach to the Airedale sub-area, whilst the second would provide greater detail in respect of Baildon (see below): 5.5 Part B of <u>Core Strategy</u> Policy AD1 (https://www.bradford.gov.uk/Documents/planningStrategy/10/Adopted%20core%20strategy/Section%204.2%20-%20Airedale.pdf) outlines how development including housing provision will be delivered in the Airedale sub-area. 5.6 For Baildon, it states: "<i>Baildon will see the creation of 350 new homes during the Plan period including from sites within the urban area together with some local green belt changes in sustainable locations and associated community</i>	Noted/ Actioned

					<i>facilities". The relevant parts of Bradford's Core Strategy as they relate to Baildon are quoted directly over the following pages. These comprise extracts from the existing planning policy framework for the District, within which the Baildon Neighbourhood Development Plan must sit".</i>	
20	Chapter 5 Planning Policy Context	21	Core Strategy Extracts	Local Plans	It should be noted that the plan period for the Core Strategy is 2013 to 2030, not 2017 to 2038. This should be amended.	Noted/ Actioned
21	Chapter 5 Planning Policy Context	21	Core Strategy Extracts	Transport Planning	The Plan includes commentary suggesting that because Baildon is a "local service centre" investment in infrastructure projects is a lower priority. Settlement hierarchy (established by Core Strategy Policy SC4) influences the scale and distribution of growth across the District including Baildon. Infrastructure priorities are determined by need, safety, inclusion, carbon reduction, deliverability and funding opportunities. Including this narrative may seek to discourage sustainable transport investment and partnership working.	Noted
22	Chapter 6 Objective 1	28	Background & Justification	Local Plans	It is recommended that the sub-heading for this section of the draft NDP is amended to read: " <i>Background and justification – Housing Development in Baildon</i> ". As drafted this sub-heading would imply that the NDP is including or will include housing site allocations. See also comments on Paragraph 6.15.	Noted/ Actioned
23	Chapter 6 Objective 1 – Housing	27	Policy 1 Housing Needs	Local Plans	It is noted that most of the proposed changes to the wording suggest previously have been incorporated within the draft policy. The wording " <i>The following measures will be supported</i> " is not required and should be deleted from the draft policy.	Noted
24	Chapter 6 Objective 1 – Housing	28	Sub-Heading – Background and justification – new housing sites for development	Local Plans	See also the comments made in relation to Paragraph 6.15 and Policy 2, as they partly relate to it. It is recommended that this sub-heading is renamed " <i>Background and Justification – Housing Development in Baildon</i> ". As drafted it would suggest the NDP will be identifying sites for residential development, which is not proposed in the current version (see comments in relation to Paragraph 6.15 on the need for clarity on this matter).	Noted/ Actioned
25	Chapter 6	28	Paragraph 6.7	Local Plans	It is considered that this paragraph should be reworded for clarity to better set out the strategic planning policy background against new development in the Baildon	Noted/ Actioned

	Objective 1 - Housing				Neighbourhood Area will take place. The following amended wording is suggested: <u>"The strategic planning policy context within which the NDP is being prepared is in the process of changing. Although the adopted Core Strategy (2017) remains in place and sets out the current housing target for Baildon (350 dwellings over the period 2013 to 2030), a new Local Plan for Bradford District is being prepared by City of Bradford Metropolitan District Council. This will, in time, replace the Core Strategy and other adopted DPDs. The most recent draft of this new Local Plan – the Preferred Options version – published in early 2021 for consultation, proposed a reduced housing requirement for Baildon of a minimum of 250 new homes between 2020 to 2038. This was not an adopted figure but was only a draft at the time of publication. A further figure will be identified in the next version of the emerging Local Plan.</u> National planning policy guidance sets out that the draft Baildon NDP must be in general conformity with the strategic policies of the development plan (the Core Strategy requirement). The draft NDP is not tested against the policies in Bradford's emerging Local Plan, but the reasoning and evidence informing the emerging Local Plan is likely to be relevant to the consideration of the basic conditions against which the Baildon NDP is tested, <u>depending on the timescales for both Plans</u>".	
26	Chapter 6 Objective 1 - Housing	28	Paragraph 6.8	Local Plans	The final sentence should be amended to correct the plan period for the adopted Core Strategy. This period is 2013 to 2030 not 2011 to 2030.	Noted/ Actioned
27	Chapter 6 Objective 1 - Housing	28	Paragraph 6.9	Local Plans	Please see the comments in relation to Paragraphs 6.7 and 6.10.	Noted
28	Chapter 6 Objective 1	28	Paragraph 6.10	Local Plans	This paragraph states that the NDP will use the proposed housing figure of 250 dwellings set out in the Regulation 18 (Preferred Options) version of the emerging Bradford District Local Plan published in early 2021 as its target for meeting Objective 1. This figure is not finalised or adopted and could be subject to change as work progresses on the next version (Regulation 19: Publication/Submission) of the emerging Local Plan. As such it should not be used as a target to be met within the	Noted

					NDP. The current housing figure for Baildon is 350 dwellings as set out the adopted Core Strategy, which is part of the strategic planning context that the NDP should be in general conformity with. It is noted that several other paragraphs within this section of draft NDP refer to the figure from the emerging Local Plan as draft or not adopted. Paragraph 6.10 is therefore inconsistent with these. The paragraph should be deleted from the draft NDP ahead of the next version.	
29	Chapter 6 Objective 1 – Housing	29	Paragraph 6.15	Local Plans	This first sentence of this paragraph states that <i>“Although Baildon Town Council is not currently proposing sites for housing, the Town Council would follow the policies below in consideration of housing development proposals”</i>. This wording would imply that the Town Council may at some point seek to include housing site allocations within the NDP. Therefore, ahead of the next version of the NDP, it needs to be clarified whether a decision has been made on this matter. If the NDP were to include housing site allocations, further work would need to be undertaken in terms of identifying and assessing potentially suitable sites and conducting additional community and stakeholder consultation/engagement as well as potentially a Strategic Environmental Assessment (SEA) and/or Habitat Regulations Assessment (HRA). Should the option not include housing site allocations within the NDP be chosen. It is recommended that this paragraph be amended to read: <i>“The NDP does not include proposed housing site allocations. This will be done as part of the emerging Bradford District Local Plan. However, the NDP would support the reuse of derelict and previously developed land within the existing built up to deliver Baildon’s housing requirement”</i>. It is noted that the draft NDP advocates the provision of housing development within the mixed employment and housing area in parts of the Otley Road corridor. Adopted planning policy (saved RUDP Policy E6) identifies the Otley Road corridor as an employment zone (Ref: S/E6.3: Shipley). The emerging Local Plan Policy ED2C (and within the Local Area Plan for Shipley) identifies this area as being part of a wider Business Development Zone (BDZ) compassing the site of the former Tax Office and the employment area between Otley Road and the River Aire. In addition, there may a potential conflict with the provisions draft NDP Policy 21.	Noted/ Actioned In the BDZ area document it states ‘mixed use’ is supported ie some development (not all) could be housing, our NDP supports that. We don’t believe there would be a conflict with Policy 21. There are already at least 50 households in this BDZ area.

30	Chapter 6 Objective 1 – Housing	29	Paragraph 6.16	Local Plans	It is suggested that this paragraph is included under a separate sub-heading “Baildon and the Green Belt” together with Policy 3. The paragraph wording could be enhanced to provide a more detailed description of the Green Belt in the neighbourhood area. See also comments, below, in relation to Policy 3 regarding the adopted and emerging Local Plans relating to the Green Belt.	Noted/ Actioned
31	Chapter 6 Objective 1 – Housing	30	Policy 2 New Housing Sites for Development	Local Plans	Please see also the comment on made Paragraph 6.15, as this comment partly relates to it. The policy is entitled “ <i>New Housing Sites for Development</i> ”. It is assumed that this policy is expected to apply to all new housing development proposals within the existing Baildon built-up area including any sites that may be allocated within the emerging Bradford District Local Plan and/or in the emerging Neighbourhood Plan (if that option is selected) (see need for clarity outlined in the comment made on Paragraph 6.15), as well as those that come forward as windfall development. As drafted it would suggest the NDP will be identifying sites for residential development, which is not proposed in the current version. Accordingly, it is suggested that the policy is re-titled as “ <i>Housing Development in Baildon</i> ”.	Noted
32	Chapter 6 Objective 1 – Housing	30	Policy 3 Protecting the Green Belt from Development	Local Plans	The extent of the Green Belt within Bradford District is currently defined in the Bradford Replacement Unitary Development Plan (RUDP) (adopted 2005). It is being reviewed as part of the ongoing work to develop the new Bradford District Local Plan. Current adopted policy in the Core Strategy (Policy SC7) sets out the strategic role for the Green Belt and indicates that exceptional circumstances exist that require the release for such land in sustainable locations for development to meet the longer-term housing and jobs growth in the District, this includes in Baildon. This policy, however, does not provide any specific guidance as to where such releases will take place. This was to have been addressed in an Allocations DPD (although in practice this will now be the emerging Local Plan). Similarly, the emerging Bradford District Local Plan, identifies that there may be a requirement for Green Belt release in future. Any releases of land from the Green Belt will be identified within the new Local Plan. Initial proposals were consulted upon the Preferred Options (Regulation 18) of the emerging Local Plan during early 2021. Detailed Green Belt site assessments were also undertaken as part of identifying those options.	Noted and this explanation inserted as background

					Work is now ongoing to prepare the next version of the emerging of the Local Plan including reviewing potential site allocations and updating the evidence base. Any work also must take on board the changes made to national planning policy in relation to Green Belt and grey belt. As proposed, the draft policy appears to pre-empt the outcome of the emerging Local Plan process rather than something that any development proposals can be determined against. Accordingly, it is suggested that this becomes a “Community Action” for the Town Council in terms of setting out their views on the future direction for the emerging Local Plan. Any proposals for the development within the Green Belt within the Baildon Neighbourhood Area would be assessed existing national and local planning policy.	
33	Chapter 7 Objective 2 – Transport	32	Paragraph 7.1	Transport Planning	The introduction to Objective 2 references the West Yorkshire Combined Authority net zero target but does not reference Bradford Council’s own climate commitments. The Plan should include Bradford’s target and policy context, so that the rationale for demand reduction, mode shift, and high-quality active travel provision is clearly anchored in both local and regional commitments.	Noted actioned
34	Chapter 7 Objective 2 - Transport	32	Paragraph 7.2	Local Plans	It is noted that there is a particular focus on the importance of paths to school children. The wording of this paragraph may wish to focus on use by all sections of the community in terms of providing access to local facilities and services as well as to gain health and wellbeing benefits.	Noted. Health and wellbeing benefits emphasized.
35	Chapter 7 Objective 2 – Transport	32	Paragraph 7.6	Local Plans	This paragraph should refer to the Public Rights of Way network rather than just footpaths and provide greater detail on the network that the policy seeks to protect and/or enhance. It is also noted that reference is made to the historic paths being described in Appendix G – from examining this appendix no reference to them can be found, although they listed in Appendix C. It should clarification whether they are proposed as Non-Designated Heritage Assets. Accordingly, the following wording is proposed: <i>“Baildon has an extensive Public Rights of Way network that connect different parts of the existing built-up area to one another and lead out into open countryside within the wider neighbourhood area. These provide routes for local people to access local services and facilities as well as opportunities to access the countryside for leisure and recreation purposes.</i>	Noted/ wording changes actioned

					Several routes in Baildon are historic, linking paths e.g. Low Fold, Nidderdale Way, Tong Park and Dixon Mill Lane which remain a chosen way to get around. There are also historic paths that follow the line of 17th century bridleways. These include Dixon Mill Lane, Pack Horse Trod/Ladderbanks Lane and The Colliers Track (see Appendix C). Many of these historic routes form part the area's existing PROW network".	
36	Chapter 7 Objective 2 – Transport	32	-	Local Plans	Based on the comments set out, below, in relation to Policy 4, Paragraph 7.6 and Appendix C, regarding the status of heritage trails and walks listed in Appendix C.	
37	Chapter 7 Objective 2 – Transport	32	Paragraph 7.7	Local Plans	It is suggested that the first sentence of this paragraph is amended. As drafted it reads as more of a bullet point. Accordingly, the following wording is proposed: <i>"The area is served by Baildon, Saltaire and Shipley railway stations, all of which have direct services Bradford, and in the case of the latter two – Keighley and Leeds. However, there is a need to improve active travel opportunities (walking, cycling and wheeling) to reach them. As part of reaching Saltaire station, the footbridge over the River Aire at Roberts Park forms a key link for the area"</i> . If is further suggested that the second sentence becomes a separate paragraph.	Noted/ wording change suggestions actioned
38	Chapter 7 Objective 2 – Transport Policies Map Appendix C	33	Policy 4 Footpaths Policies Map Appendix C	Local Plans	Overall, the broad policy focus has moved towards the protection as well as the enhancement and/or expansion of the neighbourhood area's footpath network, however there are several areas where changes need to be considered. An important point to note is that matters relating to public rights of way are often covered by separate legislation. It is suggested that the first sentence of the draft policy is removed and included within the introductory text to it as part of explaining the type and nature of the different paths found within the neighbourhood area. The wording of Criteria BP4/1 could be viewed as being inflexible. As part of proposed developments, it may be necessary to divert existing public rights of way and/or footpaths on a permanent or temporary basis. These are covered via separate legal/regulatory processes/regimes. It is also suggested that the policy be re-order to have the protection/preservation elements first. Furthermore, the PROW network and the bridges referred to should	Could Bradford provide us with a suitably formatted map of the PROW in Baildon parish please?

					be shown on a separate map as part of the supporting text for the policy as well as on the Policies Map. The historic paths (and their routes) referred to Paragraph 9.15 and Appendix C should also be identified on the Policies Maps. Further discussions can take place in terms of providing this information. Based on the above, the following amended policy wording is proposed: <u>"Baildon Policy 4: Public Rights of Way (Footpaths & Bridleways)"</u> <i>Proposed development should protect the existing Public Rights of Way network within the neighbourhood area (as shown on Figure X and the Policies Map) including the historic paths listed in Paragraph 9.15 and not detract from their character or the experience of their use. Where PROWs are routed or realigned through new development, they should be designed, where possible, to be part of the landscaped corridors/areas rather than along footpaths that are part of the highway network.</i> <i>The following footbridge across the River Aire, connecting Baildon to neighbouring communities, should be protected and preserved:</i> <i>Buck Lane</i> <i>Dockfield</i> <i>Roberts Park</i> <i>Provision for new or enhanced walking routes in new development that are direct, safe, convenient to use, well-designed and accessible to all will be supported. Proposals should consider how links can be established to the existing footpath and Public Rights of Way network to provide access to local services and facilities as well as access to the surrounding countryside for recreational opportunities.</i> <i>New or enhanced walking routes should reflect the requirements set out in Design Code D as well as the Homes and Neighbourhoods Design Guide SPD."</i> In relation to Appendix C: Footpaths, it would appear the much of the routes referred to within this document are walks or heritage trails that have been identified by local groups/organisations and for which information has been prepared to assist visitors to Baildon in navigating them. It should be noted many are likely to use existing	
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					footways (pavements) along the highway network and may or may not use the existing PROW network. It is recommended that Appendix C is amended to focus on the historic footpaths and the PROW network as a supporting evidence document, with reference to the heritage trails and walks are removed. If the Town Council is minded to retain reference to these trails/walks within the NDP, it may be more appropriate to add additional wording to Paragraph 7.6 (or insert an additional paragraph) with link to relevant websites. Accordingly, the following is suggested: <i>“A number of heritage trails (16) and walks (24) have been identified in the neighbourhood area by the Baildon Local History Society and Baildon Walkers Are Welcome that seek to encourage walkers to visit the area. Many of these routes also involve the use of the existing PROW network. Details can be found on the Baildon Walkers Are Welcome website”</i>.	
39	Chapter 7 Objective 2 – Transport	33	Policy 4 Footpaths	Transport Planning	On walking, wheeling and rights of way, Policy 4 and Policy 5 are helpful, particularly the emphasis on maintaining River Aire crossings and improving access to green spaces. The evidence in Appendix C on the wider network, including bridleways, reinforces the importance of protecting routes for a range of users. To strengthen this further, BP4/3 should explicitly reference Inclusive Mobility standards, so that “accessible to all” is clearly interpreted to include gradients, surfaces, rest points, crossing design, lighting and wayfinding, and barrier free routes for wheelchair users, mobility scooter users and people with buggies. The Plan should also clarify the status and future intention for any currently unavailable River Aire footbridge links, given their significance to everyday walking routes and connectivity.	Noted. Footbridges highlighted.
40	Chapter 7 Objective 2 – Transport	33	Policy 4 Footpaths	Transport Planning	A small but important drafting issue is that BP4/4 should be explicit about which Bradford document is being referenced, since it relies on cross referencing to the relevant local design guidance as well as the Baildon Design Code.	Noted/ Actioned
41	Chapter 7 Objective 2 – Transport	34	Paragraphs 7.9 to 7.14	Transport Planning	On cycling, the draft rightly identifies the opportunity for cycling and e-bikes to address Baildon’s topography, but it includes a claim about a 21-fold increase in cycling that does not appear to be supported by an adopted evidence base. The Plan	Noted

					should avoid quoting targets unless they can be clearly sourced and should instead reference adopted strategies and current programmes. It would also be beneficial to add clearer policy hooks to the emerging walking and cycling evidence base, including the West Yorkshire LCWIP and local network planning, noting that Bradford's design guidance explicitly references the Bradford Map of Paths and LCWIP in the context of delivering walkable neighbourhoods.	
42	Chapter 7 Objective 2 – Transport	34	Paragraph 7.11	Transport Planning	The Plan should also explicitly recognise equestrians within the transport objective and policy framework. While bridleways and horse riding are referenced in the supporting text, including a statement that cycling measures benefit horse riders is not accurate and should be amended. A more appropriate approach would be to commit to protecting and improving the bridleway network and to assess equestrian needs separately when designing crossings or changes to rights of way.	Noted
43	Chapter 7 Objective 2 – Transport	34	Paragraph 7.14	Local Plans	This paragraph contains a typographic error and should be amended to read: <i>"The Town Council seeks to work with Baildon Walkers Are Welcome and CBMDC's Countryside and Rights of Way service"</i> .	Noted
44	Chapter 7 Objective 2 – Transport	34	Policy 5 Walking & Cycling	Transport Planning	On walking, wheeling and rights of way, Policy 4 and Policy 5 are helpful, particularly the emphasis on maintaining River Aire crossings and improving access to green spaces. The evidence in Appendix C on the wider network, including bridleways, reinforces the importance of protecting routes for a range of users. To strengthen this further, BP4/3 should explicitly reference Inclusive Mobility standards, so that "accessible to all" is clearly interpreted to include gradients, surfaces, rest points, crossing design, lighting and wayfinding, and barrier free routes for wheelchair users, mobility scooter users and people with buggies. The Plan should also clarify the status and future intention for any currently unavailable River Aire footbridge links, given their significance to everyday walking routes and connectivity.	Noted
45	Chapter 7 Objective 2 – Transport	34	Policy 5 Walking & Cycling	Local Plans	It is considered that the policy could be made more focussed to provide clear policy guidance for decisions makers and potential applicants. For example, it is queried what is meant by "safe" modes of transport" and what is a "reasonable distance of community facilities and services". Within BP5/5, clarification may be required on what would constitute "appropriate measures" to improve pedestrian and cycle	Noted

					safety on the highway network. This could potentially be explained within the supported text for the policy, which can be used to set out how the policy is intended to be implemented. Based on the above, the following wording is proposed: <u>“Baildon Policy 5 – Walking & Cycling</u> <i>Development proposals will be supported where it can be demonstrated they would promote safe and sustainable modes transport including through the provision of new or enhanced walking and cycling provision such as footpaths, pavements, cycle paths and cycle storage that allows access to community facilities and services.</i> <i>The following measures to enhance the cycling and walking network and connectivity within the neighbourhood area will be supported, where appropriate:</i> <i>The creation of safer walking and cycling routes along the Otley Road corridor</i> <i>Creating new or enhanced links to major cycling routes including the National Cycle Network</i> <i>Improved walking and cycling routes to the Leeds-Liverpool Canal towpath and maintain crossing points on the River Aire to increase access to green spaces within the Aire Valley</i> <i>Appropriate measures to improve pedestrian safety on footpaths and cycle safety on roads”.</i>	
46	Chapter 7 Objective 2 – Transport	34 to 38	Paragraphs 7.15 to 7.30 Policy 6: Improve Access to and Use of Train Travel to and from Baildon	Transport Planning	Public transport sections identify suppressed demand and access issues at the railway station, including steep routes, poor connections and limited bus penetration. The policies would be stronger if they translated these issues into clearer development expectations, for example safeguarding improved pedestrian routes to the station, supporting step free and legible access, and requiring new development to demonstrate good access to bus stops and rail within reasonable walking distances. This would be consistent with Bradford’s design guidance which sets clear expectations on proximity to public transport and the need for direct routes to hubs.	Noted

					The Plan may also wish to consider whether an e-bike share or other shared mobility offer could play a role, particularly given the acknowledged topography and the intent to reduce car dependence.	
47	Chapter 7 Objective 2 – Transport		Policy 6: Improve Access to and Use of Train Travel to and from Baildon	Local Plans	Policy Title: It is suggested that the policy title is made more succinct, for example: “<i>Baildon Policy 6 – Rail Travel</i>”. Another potential option could be to combine Policies 6 and 7 to cover “Public Transport”. Policy Content - This is not an appropriate planning policy as it refers to matters outside the remits of the NDP and planning and under the jurisdiction of other powers/service providers/procedures. These include signage and access improvements to the railway station. Conservation of the railway station building is likely to covered by policies at both the local and Bradford levels relating to heritage assets. Additional Guidance/Information: It is strongly recommended that the Locality Guidance on Neighbourhood Planning & Transport is reviewed as part of developing any transport related policies within the next draft version of the NDP. Guidance has also been produced on transport matters by Cornwall Council and Wiltshire Council. South Oxfordshire District Council has also prepared document that provide links to policy examples across a range of topic areas including transport matters. These may assist the Town Council.	Noted
48	Chapter 7 Objective 2 – Transport	34 to 38	Paragraphs 7.15 to 7.30 Policy 7: Improve and Increase Bus Travel	Transport Planning	Public transport sections identify suppressed demand and access issues at the railway station, including steep routes, poor connections and limited bus penetration. The policies would be stronger if they translated these issues into clearer development expectations, for example safeguarding improved pedestrian routes to the station, supporting step free and legible access, and requiring new development to demonstrate good access to bus stops and rail within reasonable walking distances. This would be consistent with Bradford’s design guidance which sets clear expectations on proximity to public transport and the need for direct routes to hubs. The Plan may also wish to consider whether an e-bike share or other shared mobility offer could play a role, particularly given the acknowledged topography and the intent to reduce car dependence.	Noted

49	Chapter 7 Objective 2 – Transport		Policy 7: Improve and Increase Bus Travel	Local Plans	Policy Title: It is suggested that the policy title is made more succinct, for example: “<i>Baildon Policy 7 – Bus Travel</i>”. Another potential option could be to combine Policies 6 and 7 to cover “Public Transport”. Policy Content: The measures proposed are likely fall outside the scope of the land use planning system. Changes to traffic management on existing networks are usually a matter for the highways authority to deal with. Therefore, changes to signage, traffic circulation, crossing and other traffic management devises usually fall outside the scope of the planning system. Additional Guidance/Information: It is strongly recommended that the Locality Guidance on Neighbourhood Planning & Transport is reviewed as part of developing any transport related policies within the next draft version of the NDP. Guidance has also been produced on transport matters by Cornwall Council and Wiltshire Council. South Oxfordshire District Council has also prepared document that provide links to policy examples across a range of topic areas including transport matters. These may assist the Town Council.	Noted
50	Chapter 7 Objective 2 – Transport	38	Paragraph 7.31	Local Plans	It is recommended that this paragraph is split into two separate paragraphs. The first should contain the first, second and third sentences, which provides a description of the highway network within the neighbourhood area, whilst the second should contain the fourth and fifth sentences, which describes the issues in relation to highways/traffic arising in the neighbourhood area. The latter should also include the un-numbered paragraph that commences “<i>Inadequate road infrastructure and public transport services....</i>” In terms of describing the issues experienced, it would be useful if the NDP could point to any evidence to support this such as surveys or other available information for CBMDC. Also, it is recommended that the language used is reviewed for clarity, for example, it should be made clear what is meant by “<i>inadequate road infrastructure and public transport services</i>” or what is considered to be “<i>severe traffic congestion</i>”. This is important as this could viewed as being subjective.	Noted
51	Chapter 7 Objective 2 – Transport	39	Policy 8 Sustainable Cars and	Local Plans	Policy Title – It recommended that the policy title (and the section sub-heading) be amended to “<i>Highways & Traffic</i>” or “<i>Managing the Impact of Development on the Highway Network</i>” or something similar.	Noted will review

			Safer, More Effective Roads	Policy Wording – Several of the criteria listed within the draft NDP policy are beyond the remit of the Development Management process. For the example the installation of traffic calming/slowing measures or the establishment of 20mph zones generally do not require planning permission but would rather require legal authorisation via Traffic Regulations Orders (TROs) or similar highway orders. The only point where the two may interact is through design/layout of new developments (for example, where estate roads can be designed with a layout that is self-regulating to naturally keep speeds low) or through developer contributions (as part of planning permission, where appropriate, the Council may require a developer to fund the costs through implementing such measures via s.278 agreement under the Highways Act. The TRO process would still have to be followed in any case. Parish & Town Councils can play a proactive role in seeking or promoting traffic calming measures within their area by working within the Highway Authority. Therefore, it may be more appropriate for the measures set out in BP8/1 & BP8/3 to be listed as a supporting action. As such, it may be more to orientate the policy towards ensuring that new development within the neighbourhood area (where appropriate), avoids adverse impacts on the safe and efficient operation of the highway network and road safety. Part B of the draft NDP policy seeks to support the provision of additional road crossing of the River Aire. It is noted that no locations are specified, meaning that it could take place outside the neighbourhood area. The plan needs to be supported by evidence to justify how, where and when such a project would be delivered. An alternative approach would be to include this as a supporting action to addressed through other channels. Additional Guidance/Information: It is strongly recommended that the Locality Guidance on Neighbourhood Planning & Transport is reviewed as part of developing any transport related policies within the next draft version of the NDP. Guidance has also been produced on transport matters by Cornwall Council and Wiltshire Council. South Oxfordshire District Council has also prepared document that provide links to policy examples across a range of topic areas including transport matters. These may assist the Town Council.	
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52	Chapter 7 Objective 2 – Transport	39	Policy 8 Sustainable Cars and Safer More Effective Roads	Transport Planning	BP8/3 should be reviewed for currency, and if the junction scheme has been delivered it should be updated to reflect any remaining issues, future phases, or maintenance and monitoring requirements rather than continuing to present it as an outstanding proposal.	Reviewed
53	Chapter 8 Objective 3 – Environment & Countryside	-	Paragraphs 8.1 to 8.26	Transport Planning	Objective 3 already commits to protecting and enhancing countryside, local green spaces and the natural environment. To reflect the importance of health and inclusion, this objective should explicitly include improving access for all to local green space and the natural environment, linked to safe, attractive and inclusive walking and cycling routes, while continuing to manage impacts on sensitive landscapes.	Noted
54	Chapter 8 Objective 3 – Environment & Countryside	40	Paragraph 8.5 and subsequent un- numbered paragraphs	Local Plans	The Town Council should be aware that CBMDC are in the process of reviewing and updating its Landscape Character Assessment Supplementary Planning Document (SPD), published in 2008. The updated assessment will assist in providing a robust evidence base for the emerging Local Plan including informing policy development. It will also assist in development management decisions. A draft version of the updated SPD was issued for community and stakeholder consultation between 14th November and 12th December 2025. The documentation can be viewed on the Landscape Character Assessment Supplementary Planning Document page of the CBMDC website.	Updated in April 2026 after the SPD was published
55	Chapter 8 Objective 3 – Environment & Countryside	44	Policy 9 Baildon Reservoir Site	Local Plans	Policy Title - It is noted that the policy title has been amended to read “Baildon Reservoir Site” as per comments submitted previously. Policy Wording: It is recommended that this policy is reworded for clarity as it currently is very specific on the measure that the project envisages. It may be appropriate for this addition detail to be included within the supporting text. The following is proposed: “Baildon Policy 9 – Baildon Reservoir Site <i>The creation of a wetland habitat at Baildon Reservoir that contributes toward protecting and enhances the biodiversity of the neighbourhood area will be</i>	Noted

					<i>supported. Proposals should have regard the habitat network and landscape character of the surrounding area."</i> Justification: it is noted that additional information has been provided within Paragraph 8.10 in relation to the survey and investigation works that have been undertaken to date as part of the initial stage of the project, together with an estimated delivery timeframe. It may also be helpful to include the information on the Town Council website about the project within the supporting text. Supporting Action: it is suggested that the following is added as a supporting action to help bring forward the project: <i>"Work with Bradford Council and other key stakeholders to bring forward the creation of a wetland habitat at the former Baildon Reservoir"</i>.	
56	Chapter 8 Objective 3 – Environment & Countryside	46	Paragraphs 8.15 & 8.16	Local Plans	See comments made in relation to Paragraph 6.15 regarding the potential for residential development within the Otley Road corridor. It is also suggested that both paragraphs are removed from this section of the NDP as they do not specifically relate to maintain the River Aire corridor in the manner envisaged by the policy.	Noted
57	Chapter 8 Objective 3 – Environment & Countryside	46	Policy 11 Enhancing the natural environment and structures of the River Aire Corridor	Local Plans	It is suggested that the policy is made more succinct, for example "The River Aire Corridor". A further amendment is proposed for clarity to the policy wording and to ensure a clear link to the Policies Map. Accordingly, the following is proposed: <u>"Baildon Policy 11 – The River Aire Corridor"</u> <i>Development in the River Aire Corridor (as shown on the Policies Map) will be supported where it:</i> <i>1. Retains existing riverside access and routes and, where appropriate, creates safe new routes and access points. This includes enhancing the Airedale Way long distance path.</i> <i>2. Protects existing areas of open space and recreational facilities identified as Local Green Spaces.</i> <i>3. Protects and/or enhances the corridor's natural environment and built heritage.</i> <i>4. Improves and extends green infrastructure networks within the corridor and extends them to and from surrounding areas".</i>	Noted

58	Chapter 8 Objective 3 – Environment & Countryside	47	Paragraph 8.20 Policy 12 Views & Vistas Policies Map	Local Plans	Paragraph 8.20: It is suggested that the wording of this paragraph is expanded to provide a summary of the evidence regarding how the issue of views and vistas was identified, e.g. through community engagement or reviews of key documents (Landscape Character Assessment, Conservation Area Appraisals, World Heritage Site Management Plan), and how they have been assessed (with a link to Appendix E). Furthermore, it is suggested that third sentence is amended as follows for clarity as each proposal's landscape and visual impacts would be assessed on its merits: <i>"It is considered that these views, in particular those of Baildon, should be safeguarded from development that would detract from their visual qualities and landscape setting of the neighbourhood area."</i> It may also be appropriate for this section of the NDP to include a separate figure showing the proposed views and vistas including the directions that they look towards. It is noted that views and vistas are identified on the Policies Map, however the directions have not been included and should be. An example can be found in the Shiplake NDP. Policy Wording: This is broadly supported however, it is recommended that the list of proposed views and vistas is included first within the policy, with the detail following on. Additions are also proposed to provide clarity on the policies interpretation. Accordingly, the following is proposed: <u>"Baildon Policy 12 – Views and Vistas"</u> <i>1 The views and vistas (listed below and on Figure X and the Policies Map) contribute to the character of the neighbourhood area:</i> • BP12/1 - Viewpoint 1: The entrance to the Parish Church • BP12/2 - Viewpoint 2: The path along the top of Baildon Bank • BP12/3 - Viewpoint 3: From the northern boundary of the Tong Park & Esholt Cricket Club • BP12/4 - Viewpoint 4: From the Tong Park War Memorial • BP12/5 - Viewpoint 5: From the Moor looking East • BP12/6 - Viewpoint 6: From the Moor looking South	We considered this when instructing the consultants doing the mapping but most of the views were 180 degrees plus, so it didn't really assist the reader more than the description of the view. But we will try to do this.
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					• BP12/7 - Viewpoint 7: From the Moor looking West • BP12/8 - Viewpoint 8: Looking South from Green Lane. 2. <i>Proposals should preserve or enhance the wider landscape character of the neighbourhood through their design, scale, height, massing and use of materials and should clearly recognised and responds to these views and vistas. Where appropriate. a Landscape and Visual Impact Assessment will be required.</i> 3. <i>Proposals that would have a significant adverse impact on an identified view and vista will not be supported”.</i>	
59	Chapter 8 Environment & Countryside	47 & 48	Paragraph 8.26 Policy 13 Protecting Local Green Spaces	Local Plans	It would be useful for the reader to see a map of the sites within the Plan as part of the supporting text information provided with the draft policy. It is noted that the proposed Local Green Spaces are included on Polices Map. In addition, it is queried whether the owners/occupiers of the proposed LGS’s have been informed of the proposals. In addition, it is suggested that a link to the Policies Map is included within the wording of the first paragraph of the draft NDP policy. There is also no need for reference to be made to Appendix D at this point. This is already referred to in the introductory text for the policy (Paragraph 8.26). As such, the following is suggested: <i>“The following areas, listed below and shown on Figure X and the Policies Map, are designated as Local Green Space in accordance with Paragraphs 105 and 106 of the National Planning Policy Framework...”</i> It is also suggested that an additional paragraph is included within the policy highlight how development proposals affected the proposed LGS designations would be assessed. Accordingly, the following is suggested: <i>“Development proposals with the Local Green Spaces will be consistent with national planning policy for Green Belts”.</i>	The Policies map is clear
60	Chapter 8 Environment & Countryside	48	Policy 13 Protecting Local Green Spaces	Local Plans	It is noted that several of the proposed Local Green Spaces (LGS) listed in Policy 13 are already subject to other designations that already ensure their protection. Clear justification should be established for the need to include additional layers of protection. Amongst the proposed LGS’s that benefit from other layers protection include:	Noted and amendments made

					• BP13/1: Jenny Lane Fields – this site is identified in the RUDP under Policy OS3 as a playing field, whilst the part of the proposed LGS occupied by the Baildon RUFC’s clubhouse and pitches is already within the Green Belt. • BP13/2: Pennithorne Common – site is within the Green Belt. • BP13/16: Gill Beck Woods & Spring Woods – as well as being located within Green Belt, the proposed LGS is also partly designated as a Local Wildlife (LWS). It is also queried whether it can be considered to be in proximity to the community it serves, • BP13/17: Fairbank Wood and the Knoll – the site is also designated as a Local Wildlife Site (LWS). • BP13/20: Shipley Glen, Bracken Hall Green, Glen Woods and Crag Hebble Dam – as well as being located within the Green Belt, parts of the proposed LGS are also located with a designated Local Wildlife Site (Shipley Glen) and Local Geological Site (Shipley Glen). Parts are also located within/adjacent to Trench Meadows Site of Special Scientific Interest (SSSI). It also forms part of the Bradford Pennine Gateway National Nature Reserve. In addition, it is queried whether this could be considered to represent an extensive tract of land. Proposed LGS area measures around 23ha in size, so could potentially be viewed as being extensive. • BP13/21: The rural setting of Shipley Glen Tramway (includes Midgeley & Walker Woods), BP13/22: Shipley Glen Tramway setting and upper approaches & BP13/23: Shipley Glen Tramway setting and lower approaches (includes Thompson Fields Lane) – as well as being located within the Green Belt, parts of the proposed Local Green Spaces are also located with designated Local Wildlife Sites (Baildon Bank; Shipley Glen) and Local Geological Site (Baildon Bank and Baildon Green Quarries). They also form part of the Bradford Pennine Gateway National Nature Reserve. In addition, it is queried whether these areas taken together or separately could be considered to represent extensive tracts of land. In total, the three proposed LGS covers an area of around 20ha. In relation to a proposed LGS being “an extensive tract of land”, there is no formal guidance or thresholds for what constitutes this, however NPPF Paragraph 100	
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Preferred Option Site Details:

Site reference:	BA3/H	Site name:	Cliffe Lane West
Site location:	Local Service Centre - Baildon	Ward:	Baildon
Site description: The site consists of former playground/playing fields for a school that has been demolished.			
Map:			

Allocation Details:

Proposed allocation:	Housing	SHLAA reference:	BA/0088
Indicative no. dwellings:	20	Site area (Gross) (ha):	0.63
Ownership:	Council	Delivery timescales:	Developable (6-10 years)
Type (PDU/Greenfield):	Greenfield	Green Belt:	No
Flood Zone:	Flood Zone 1	Public Transport Accessibility:	
Potential site access:			

					BP13/21: The rural setting of Shipley Glen Tramway (includes Midgeley & Walker Woods) – it is noted that an area of land to the north east of Prod Lane has been included within the proposed LGS area. Rather than being part of the woodland area that the proposed designation covers, it is part of the established residential area. It should be noted that this area of land also previously benefited from planning permission for residential development (five units).	Noted
62	Chapter 9 Objective 4 – Heritage	49 to 60	-	Local Plans	There is limited specific information on how development within the Saltaire World Heritage Site buffer zone would be assessed. Given the shared World Heritage Site/neighbourhood plan area is very exposed/rural/visible, there is strong potential for more isolated developments to impact the World Heritage Site's setting. Stronger acknowledgement that there is little/no tangible control over some proposals affecting non-designated heritage assets, e.g. permitted development rights, should be included.	Comments from English Heritage noted
63	Chapter 9 Objective 4 – Heritage	55	Policy 15 Protecting Baildon's Non- Designated Heritage Assets	Local Plans	It is noted that previously comments regarding the policy title and structure have been addressed in this iteration of the draft NDP. It is queried whether the owner/occupiers of the proposed non-designated heritage assets have been informed about the proposed status of their properties and any potential implications that a designation may have.	Owners contacted and outcomes incorporated.
64	Chapter 9 Objective 4 – Heritage	59	Paragraph 9.23	Local Plans	The Town Council should note that CBMDC have recently completed a public and community consultation exercise on a draft version of a new Shopfront Design Guide SPD. The comments are currently be considered and work to amend it may take place. It is recommended that this emerging document be reviewed in order to identify any implications for the NDP and its policy approach. The updated SPD sets out best practice for the design of shopfronts, signage and security measures across the Bradford district. It will promote good design and positive change. The design principles and guidance set out in this document are applicable to the city and town centres as well as local shopping parades and other	Updated after publication of SPD in March 2026

					locations across the district. Once adopted this will replace the SPDs adopted in 2007 and 2012.	
65	Chapter 9 Objective 4 – Heritage	60	Policy 17 Baildon Design Guidance & Codes	Local Plans	It is suggested that the emphasis of the policy is placed on ‘achieving good design’ in the Baildon neighbourhood area rather than focussing on the Design Code itself. It may wish to include details of the principals that should be considered as part of the design proposals and highlight any other national and local policy/guidance that should be considered alongside the neighbourhood plan, for example the National Design Guide, National Model Design Code and the Bradford Homes and Neighbourhoods Design Guide SPD. The policy should also be clear about whether it is intended to apply to all forms of development or solely related to housing. There are a number of examples of design policies from neighbourhood plans within Bradford District and elsewhere that provide some guidance on matters to include, whilst ensuring that the design code remains prominent: • Hadleigh (Suffolk) (Chapter 4 and Policy HAD1) • Wilsden (Policy W/HO4) It may be appropriate to include a map showing the Character Areas from the Design Guidance and Codes as part of the supporting text to assist the reader, particularly if they are referred to in the policy wording.	The Design Code has been edited and abridged for ease of use.
66	Chapter 10 Objective 5 – Community & Recreation	64	Baildon Policy 19 A Cultural Hub for Baildon	Local Plans	The policy and supporting text need to be drafted on a more flexible manner. As drafted it is too focussed on the Baildon Club as being the location for it and what would happen if it was not used. The policy should set out more spatial direction and criteria that will be used to assess any proposal for a cultural hub that may come forward. Policy is too focussed on the Baildon Club. Accordingly, it is suggested that the policy is redrafted as follows: “Baildon Policy 19 – A Cultural Hub for Baildon 1. <i>The development of a cultural hub for Baildon to meet the needs to the community and provides the facilities listed above will be supported where it is located within the boundary of the village centre (established in Policy 22). Proposals for such a facility that reuses of an existing building, for example the Baildon Club, or involves the development of a new site should:</i>	BTC approach has been reviewed and amendments made.

					a) <i>Be located to prioritise and promote access by walking, cycling and public transport.</i> b) <i>Be accessible for all members of society.</i> c) <i>Be designed so that they are adaptable and can be easily altered to respond to future demands if necessary.</i> d) <i>Where applicable, can be operated without detriment to residents.</i> e) <i>Would be compatible with its surroundings with no unacceptable impacts on the character and appearance through the use of good design and siting;</i> f) <i>Would be in conformity with other policies within the neighbourhood development plan and in line with the provisions of the Baildon Design Code and Conservation Area requirements</i> 2. <i>Proposals for the reuse of the Baildon Club for appropriate uses will be supported where they preserve the historic and visual contribution and integrity of the building and is in line with the Design Code and Conservation Area requirements”.</i>	
67	Chapter 10 Objective 5 – Community & Recreation	64	Baildon Policy 20 Protecting & Enhancing Sport & Recreation Facilities	Local Plans	It is suggested that wording “<i>The development is for alternative sports and recreation provision, the needs of which clearly outweigh the loss of the existing identified facility</i>” should be listed as criteria C. It is further suggested that inclusion of a section within the policy supporting new and/or enhanced sport/recreation facilities together with the criteria that will be used to assess any proposals that may come forward within the neighbourhood area may be appropriate. It is queried whether the owner/operators/occupiers have been informed that it is proposed to include their facilities on the list set out in the draft policy, and whether they have agreed.	Noted. Owners consulted through public consultation process.
68	Chapter 11 Objective 6 – Economy	71	Policy 21 Supporting Economic Development in Baildon	Local Plans	It is suggested that the wording of BP21/1 is amended to read as follows: “<i>Proposals for economic and employment development within Use Classes B2, B8 and E(g) in the Otley Road Employment Zone as shown on Figure X and on the Policies Map will be supported provided that..</i>”. There is no need to reference Core Strategy Policy EC4.	Noted

					The reference to Core Strategy Policy EC5 within BP21/2 is incorrect. It should be amended to read “...where the provisions of Part C of Core Strategy Policy EC4 are met ”.	
69	Chapter 11 Objective 6 – Economy	75	Paragraph 11.25	Local Plans	It is noted that emerging Local Plan Policy EC4 is referred to in this paragraph. At present it is adopted Core Strategy Policy EC5 (in line with national planning policy) establishes a network and hierarchy centres across the District. This should be corrected.	Noted and amendments made
70	Chapter 11 Objective 6 – Economy	74 & 75	Paragraphs 11.24 & 11.25 Figure 17 Policy 22 Baildon Village Centre, - Boundary, Usage & Public Realm	Local Plans	<u>Proposed Village Centre Boundary</u> - It is noted that the draft NDP seeks to amend the defined local centre boundary for Baildon to include additional premises and facilities that are currently located outside of it. The current boundary was established in the Bradford RUDP (2005). Whilst the concept of extending the boundary was identified through community consultation/engagement, further information is required to justify why the NDP is seeking to diverge from the established strategic/local planning policy context. <u>Retail/Town Centres Evidence Base</u> - It should be noted the CBMDC are in the process of updating its evidence base relating the retail and leisure matters as part of the process of developing the next stage of the Local Plan. This may contain useful information that could assist this element of the draft NDP. In addition, this will assist in drawing up the town, district and local centres boundaries in the emerging Local Plan. <u>Shopfronts</u> - The draft policy sets out criteria for determining proposals for new/replacement shopfronts in the village centre and refers to the need to comply with CBMDC’s current Supplementary Planning Documents on the subject. It should be noted that CBMDC have recently completed a public and community consultation exercise on a draft version of a new Shopfront Design Guide SPD. The comments are currently be considered and work to amend it may take place. It is recommended that this emerging document be reviewed in order to identify any implications for the NDP and its policy approach. <u>Policy 22 Wording</u> - As drafted, the policy wording covers several different subjects, all of which relate wholly or in part of the village. To provide clarity it is suggested that it is split into three separate policies covering:	

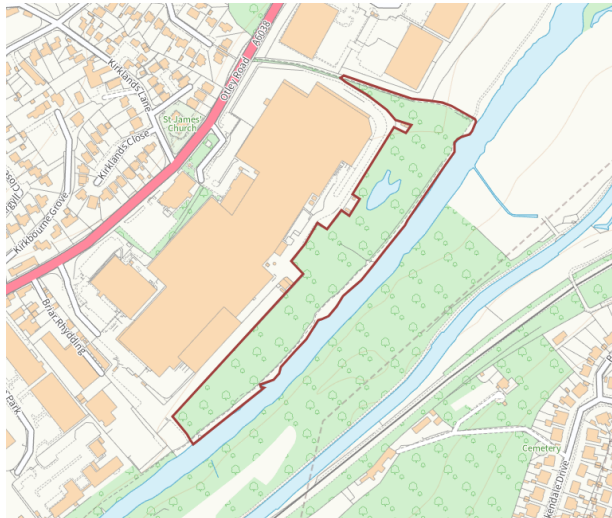
					• Maintaining the vitality and viability of the village centre (Usage) – Criteria BP21/1 to 22/3 • Village Centre – Public Realm (including public art) – Criteria BP22/4 to BP/229 and BP22/11. • Shopfronts – Criteria BP22/10 In relation to the three criteria listed under BP22/3, it is recommended that b is amended to read “<i>It has been actively marketed for its current use for a period of 6 months</i>” and that additional criteria is added relating to alternative facilities being available nearby in accessible and convenient locations. It is queried as to why references to bringing empty floorspace at first floor level (and above) for residential use has not been included in the current version of the NDP. It is important to consider diversification of town and local centres in line with national and local planning policy. It is noted that the measures listed in criteria BP22/5 to BP22/8 relating to the public realm are the same as some of those listed in criteria a to f under BP22/4. This should be reviewed and amended appropriately to remove the repetition.	
71	Chapter 11 Objective 6 - Economy	77	Paragraphs 11.28 & 11.27 Policy 23 Car Parking Provision for Baildon Village Centre	Transport Planning	The Plan’s narrative around the steep gradient is important, but sections that describe retaining public car parking as a “priority” risk unintentionally weakening the sustainable transport message unless they are clearly framed as an accessibility and inclusion issue rather than a transport objective in their own right. A more robust approach would be to position car parking policy as part of an overall accessibility strategy, alongside measures that directly reduce car dependency such as improved bus frequency and coverage, better interchange, support for e-bikes, secure cycle parking, and improvements to walking routes and step free connections.	Noted. Access has been emphasised.
72	Chapter 11 Objective 6 - Economy	77	Policy 23 Car Parking Provision for Baildon Village Centre	Local Plans	It is noted that main emphasis of the updated policy now seeks to ensure that existing parking provision in the village centre is retained and sets out circumstances under which their development may be permitted or supported. However, whilst recognising the circumstances of Baildon and ensuring the need to maintain car parking within the village centre, it is not possible to require car parking provided as part of new community and/or commercial uses with or near the village	Noted and amended.

					to be used flexibly. The way in which car park owners use their facilities is not something that can be controlled through planning policy, whilst planning conditions also cannot be dictated via planning policy. Accordingly, criteria BP23/2 be deleted from the draft policy. It is noted that the supporting text (third paragraph under 11.28) refers to the Town Council engaging with car park owners to encourage flexible use outside of working hours. It is recommended that this moved to be a Supporting Action relating to the village centre. In terms of the policy wording is recommended that Town Council look at similar policies within other “made” neighbourhood plans for Haworth, Cross Roads & Stanbury (Policies HT1 and HT2) and Wilsden (Policy W/SH4).	
73	Chapter 11 Objective 6 – Economy	78	Paragraph 11.33	Local Plans	The first sentence of the paragraph refers to proposals for developments relating to the visitor economy being supported “..<i>subject to the usual planning matters such as permitted development, Conservation Areas and development plan policy.</i>” It may be more appropriate to re-word this to make it more formal in nature. The following is therefore proposed: “<i>The Town Council will support the sustainable proposals to further develop the visitor economy in the neighbourhood area including visitor use of the countryside and businesses based in the countryside, subject to meeting the requirements of planning policies and other relevant regulatory regimes</i>”. It is also recommended that the final sentence of this paragraph is added to Paragraph 11.32 as it is more consistent with the description of the tourism/visitor economy within the neighbourhood area.	Noted and suggested wording used.
74	Chapter 11 Objective 6 – Economy	78	Policy 24 Developing the Visitor Economy	Local Plans	Overview - The aim of the policy appears to be to support the development of the visitor economy (as part of the wider economy) within the Baildon neighbourhood area, provide that it is balanced against the need to protect/preserve the area’s natural and built environment. Support for diversifying the economy of Local Service Centres such as Baildon and rural areas is set out in Core Strategy Policy SC4. This includes growing the leisure and tourism offer in an appropriate and sustainable way. As such inclusion of a policy would be consistent with the wider strategic planning policy context. Policy Wording – this refers to the supporting the provision of “Welcome to Baildon” boundary signs at several locations around the neighbourhood area. It should be	Noted. These issues would be addressed should action be taken.

					noted that Town and Village name signs will require advertisement consent and may need permissions under highways legislation. As such their provision is likely fall outside the need for planning permission. Waymarking, signage and seating may also fall outside the remit of the planning system. Guidance relating to advertisements and regime governing them are set out in the Government's on-line Planning Practice Guidance (issued from 2014 onwards) Should the Town Council wish to support their provision, further discussions should take place with relevant departments within CBMDC to determine the most appropriate course of action. Accordingly, it is suggested that references to these signs is removed from the policy and instead listed as a Supporting Action. Based on the above, it is suggested that the policy is redrafted to more clearly set out the type of tourism/visitor economy development that will and will not be permitted and the matters that would be considered by decision makers when determining proposals. There are several good policy examples set out in a number of NDPs • Chinnor NDP (Policy CH T1) • Dorchester on Thames NDP (Policy DoT12) • Hemsby NDP (Policy 12) • Ilkley NDP (Policy INDP16) • Upwell NDP (Policy ET3) • Wallingford NDP (Policy TC4)	
75	Chapter 11 Objective 6 – Economy	79 & 80	Sub-Heading D Maintaining Local Shopping Areas	Local Plans	Policy Ordering – Policy 25 and its supporting text is closely related to in subject matter to Policy 22 as it covers retail/town centre/shopping matters. It is suggested this section of the draft NDP is moved to following the section covering the Village Centre as it would make the document flow better. Additionally, it is suggested that Paragraphs 11.36 to 11.38 would be more appropriately located within section relating to the village centre. Presentation - the paragraphs that form the introductory text for Policy 25 on page 79 should be numbered to ensure consistency within the rest of the draft NDP and for ease of reading.	Noted. Section on Economy has been revised.

					Use of Terminology - it is also noted that in describing the Threshfield local shopping area, the draft NDP calls it “a substantial local centre”. This description should be amended as the term “local centre” in a retail planning policy context has a specific meaning. As drafted, the use of this term is contrary to national and local planning policy. Local centres form part of the retail hierarchy which is used in local plans to define a network of town centres and specify their roles and functions based on their scale, size and the range of goods and services they offer. For Bradford District, this hierarchy is defined in Core Strategy Policy EC5 and includes 46 Local Centres including Baildon (which is described as the Village Centre within the NDP). Threshfield is not identified in Policy EC5 and therefore should be referred to as a “local centre” within the draft NDP. Accordingly, the wording should be amended to read: <i>“Threshfield is located at the busy junction Station Road/Cliffe Avenue and Baildon Road. It includes the main Post Office, a pharmacy, a small local supermarket (Morrisons Local), a sandwich shop and several hot food takeaways”</i>	
76	Chapter 11 Objective 6 – Economy	79 & 80	Policy 25 Introductory Text Policy 25 Maintaining Local Shopping Areas	Local Plans	The supporting text and policy identify several Local Shopping Areas that provide a local function for their surrounding areas, with Threshfield (BP25/1), Coach Road (BP25/2), Retail areas of along Otley Road including Charlestown (St. John’s Court) and Woodbottom (BP25/3) and Berry Drive (BP25/4) being shown on the Policies Map. In order to aid interpretation is suggested that the NDP includes a map showing the proposed boundary of each of the above. It is noted that the supporting text (fourth to sixth bullet points under “Several shopping areas along Otley Road including...”) also refers to “Shops directly onto Otley Road”, “The Service Station and Convenience store at the eastern boundary of the area” and “other important smaller dispersed shops, e.g. on Langley Land and Cliffe Lane West”. Considering the wording of the second paragraph of this section of the supporting text regarding the type of use that will be supported “within these areas”, it could that the policy could be applied. Accordingly, it is suggested that wording the first and second paragraphs is amended to read:	Noted. Wording suggestions actioned.

					<i>"In addition to Baildon Village Centre, there are a number retail/commercial areas together with other dispersed shops and services across the neighbourhood area that provide important local functions for the community including convenience shopping, postal and other services. The NDP will seek to support the role of the following retail/commercial areas:</i> <i>• Threshfield which is located at the busy junction Station Road/Cliffe Avenue and Baildon Road. It includes the main Post Office, a pharmacy, a small local supermarket (Morrisons Local), a sandwich shop and several hot food takeaways</i> <i>• Coach Road which is a very well used terrace of retail/service units within a Post Office, off-licence, delicatessen and fish and chip shop, situated at the entrance to Roberts Park and adjacent to Titus Salt School and local bus services.</i> <i>• St. John's Court/Otley Road (Charlestown) which is located on either side of Otley Road and contains a butcher, a fish and shop and various personal services (hairdressers and a tattoo parlour)".</i> <i>• Woodbottom which is located on the northern edge of Otley Road, close to its junction with Woodcote Avenue and contains a newsagents/convenience store, hot food takeaways and various personal services</i> <i>• Berry Drive which is located on the southern edge of Otley Road at its junction with Berry Drive and contains a convenience store and dental surgery.</i> <i>Within these areas developments for Class E (Commercial, Business and Service) and Class F (Local Community and Learning) will be supported. This is to protect the variety of uses of these areas and maintain their vital local function. Other uses, such as residential, will not be supported in these areas".</i> <i>In respect of the wording of Policy 25, this should be amended to set out the circumstances under which other potential uses may be permitted, whilst having regard to changes that occurred to Permitted Development Rights in recent years.</i>	
77	Policies Map	-	-	Local Plans	There is one potential mapping error, to a proposed Local Green Spaces. This is: BP10/15: Denso Martin Nature Reserve - it is queried whether the correct boundary is shown on the Policies Map for this proposed Local Green Space. It is understood that the nature reserve is located between the factory complex and the River Aire. The area shown on the Policies Map also includes land located	Remapped

					between Sapper Jordan Rossi Park and the river. The map should be amended accordingly to show the correct location and the supporting evidence document updated (if required). The correct boundary is shown below (although this should be double checked locally).  <u>Provision of GIS Mapping Files</u> In due course, it would be helpful for the Town Council to provide the relevant GIS files used to construct the Policies Map. It will be eventually required to be able upload it to CBMDC's planning constraints mapping that officers use as part of making their assessment of planning applications. These files will be required once the NDP is adopted. Further discussion can take place at a later date regarding this matter.	
78	Appendix A Housing Needs Assessment	General	-	Local Plans	References to the National Planning Policy Framework (NPPF) should be updated to reflect that the current version which is in force is dated December 2024 rather than 2023. Consequently, any references to paragraph numbers in the NPPF should be updated. The document should also be reviewed to understand whether the introduction of the updated NPPF (and planning practice guidance) has any consequential amendments for the study.	An Addendum has been produced to update the Housing Needs Assessment in March 2026

79	Appendix A Housing Needs Assessment	14 & 15	Paragraph 50	Local Plans	The list of “made” neighbourhood development plans should include the “Wilsden Neighbourhood Plan” which was adopted in May 2025.	Noted
80	Appendix A Housing Needs Assessment	15	Paragraphs 52 & 53	Local Plans	It should be noted that an updated Local Development Scheme (LDS) has been published by CBMDC setting out the timescales for the emerging Local Plan. It should also be noted that the policies listed in paragraph 53 and Appendix B are not finalised and may be subject to the change. Furthermore consideration needs to be given to the changes to calculating housing requirements introduced in the 2024 version of the NPPF.	
81	Appendix A Housing Needs Assessment	15	Paragraphs 54 & 55	Local Plans	Please see comment above relating to the introduction of the 2024 version of the NPPF. Regarding the housing figure shown in Paragraph 55, it should be noted that this figure has not been finalised, and work is now ongoing to prepare the next version of the emerging Local Plan. The figure that should be referred to is 350 dwellings established in the adopted Core Strategy.	The Plan reflects the opinion of the Parish Council based on public consultation. The emerging new NPPF (2025) has a strong emphasis on housing development. In addition Plan-making policies E1: Providing the conditions for long term economic growth sets

						out '2. Given changing commercial property requirements, development plans should not be overly prescriptive about the types of uses that would be acceptable on particular sites (other than where there is a clear and justified rationale for being specific about acceptable uses at the plan-making stage).'
82-116	Appendix B Baildon Design Code	General (Presentation)	-	Local Plans	Multiple comments available on request	Two documents have been produced to simplify this area: an Extract of the Design Code

						and a 'Simple Guide to the Code'
117	Appendix C Footpaths	-	-	Local Plans	In relation to Appendix C: Footpaths, it would appear the much of the routes referred to within this document are walks or heritage trails that have been identified by local groups/organisations and for which information has been prepared to assist visitors to Baildon in navigating them. It should be noted many are likely to use existing footways (pavements) along the highway network and may or may not use the existing PROW network. It is recommended that Appendix C is amended to focus on the historic footpaths and the PROW network as a supporting evidence document, with reference to the heritage trails and walks are removed. If the Town Council is minded to retain reference to these trails/walks within the NDP, it may be more appropriate to add additional wording to Paragraph 7.6 of (or insert an additional paragraph into) the supporting text for Policy 4 with link to relevant websites. See previous comments relating to Policy 4 (above).	Noted
118	Appendix D Local Green Spaces Assessment	-	-	Local Plans	It is noted the document title has been amended as previously request and some details of the methodology used has been included. However, it is considered additional detail is required. Furthermore, it suggested that the individual site assessments include more information in addition setting out how it meets the NPPF requirements. These area as follows: • Site Reference (to match the reference including within draft Policy 13 and on the Policies Map) • Site size (hectares) • Site Description • Current Designations • Existing Use(s) • Planning History (if any) • Ownership (public/private/other)	These are clearly mapped on the Policies Map. Amendments made.

					It is also suggested that the appendix should contain a map or series of maps showing the sites identified for assessment. Photographs may also be helpful for the reader as well. Also, it would useful if more details are included of other sites that have been considered for LGS designation but rejected and the reasons for doing so. <u>Relevant Planning Policies/Designations</u> - It is noted that fifth column of the assessment table refers additional relevant planning and/or local designations. A number of these refer to planning policies include SP3 (Settlement Boundary), SP5 (Green Belt), EC2D (Employment Zones), EN2 (Local Wildlife Sites/Local Geological Sites), EN6 (Countryside & Development) EN13 (Coal MSA) and CO1 (Open Space). These policy references are drawn from the Regulation 18 (Preferred Options) version of the emerging Bradford District Local Plan. At this stage, these references are draft and have yet to be finalised, so should be removed from this column. Work is underway to develop the next version of the Local Plan – the Regulation 19 (Publication/Submission) version – and the policies that will be contained within it. Should the Town Council be minded to refer to relevant planning policies in this column, reference should be made to those set out in the adopted Core Strategy (2017). These are: • Green Belt (Policy SC7) • Employment Zones (Policy EC2) • Open Space (Policy EN1) • Local Wildlife Sites (Policy EN2) • Minerals Safeguarding (Policy EN12) There is not equivalent policies for the settlement boundary Reference should be made to the relevant Replacement Unitary Development Plan (RUDP) open space designations as these are still extant at this point in time rather emerging Local Plan Draft Policy CO1 They include: • Urban Greenspace (RUDP Policy OS1); • Recreational Open Space (RUDP Policy OS2) • Playing Fields (RUDP Policy OS3) • New Open Space Provision (RUDP Policy OS4)	
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					• Allotments (RUDP Policy OS6) • Village Greenspace (RUDP Policy OS7) • Green Belt (RUDP Policy GB1). Terminology – It should be noted that the terminology used to describe/identify designation has changed since the adoption of the Bradford RUDP in 2005. This should be used within the appendix (and the plan as a whole, where appropriate to so). Sites/land previously known as SEGIs (Sites of Ecological or Geological Importance) and BWAs (Bradford Wildlife Areas) are now known as Local Wildlife Sites (LWS). For land designated for their geological and geomorphological value, they are known as Local Geological Sites (LGS).	
119	Appendix E Views & Vistas	-	-	Local Plans	The methodology used to identify the proposed views and vistas listed in draft NDP Policy 12 should be outlined in greater detail within Appendix E, including any criteria used to assess them. It would also be useful to understand whether any views and vistas were discounted and the reasons for doing so. A local example of such an assessment was undertaken to support the Bingley NDP. Another example from further afield supports the Cliddesden Neighbourhood Development Plan in the Basingstoke and Deane Council area.	Noted and further detail given
120	Appendix G Non-Designated Heritage Assets	-	-	Local Plans	It is noted that additional information has been included on the process followed to identify the list of proposed non-designated heritage assets set out in Policy 17. However, it considered that further details of the assessments undertaken for each proposed asset is included within the document. This will also be useful for decision makers as part of assessing any development proposals affect these proposed assets and/or their settings. Reference should also be made to those potential assets that were considered but subsequently discounted and reasons for do so. It is recommended that the assessment coverings this following: • What the proposed asset is? • Why it is interesting? • Why it is locally valued? • What makes it local significance special?	These are clearly mapped on the Policies Map

					It is also suggested that property owners are notified and consulted about the proposed designations. Subsequent editions may also want to summarise the outcome of any consultation and how issues raised have been addressed. This will allow the reader, including eventually the Examiner, to understand how decisions on the proposed designations were reached and reasons selecting these assets Presentation - It is suggested that a small map and an image of the proposed asset is included alongside their description in this supporting document. Proposed Non-Designated Heritage Assets - The following comments are made in relation to the proposed non-designated heritage assets listed with the document and draft Policy 10: • No 5: The Fold, Baildon Methodist Church - would also question the inclusion of item 5. Whilst it has architectural and environmental credentials, at 6 years old, it is debateable as to whether it constitutes heritage.	
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Responses from Statutory Consultees and BTC Action

15. A detailed response was received from a number of statutory consultees and this is set out below:

Statutory Consultee	Topic	Policy	Consultee Response	BTC Action
The Coal Authority	n/a	n/a	Noted	
Canal & River Trust	Towpaths and water corridors	4, 5	1. The proposed draft for both these policies highlight opportunities to improve access to our spaces, which could make the document more effective in meeting local needs. Specifically, reference in part BP5/4 of draft Policy 5 makes specific comment on the opportunity of improving access to nearby spaces, including the canal which, although outside of the Neighbourhood Area Boundary, still provide opportunities for access to blue and green infrastructure. 2. We wish to highlight the increased use of our towpaths could result in a need to improve the towpath surface to ensure that it can accommodate additional usage . The Trust maintain our towpath network to a 'steady state' based on existing use. Additional use of our towpaths brought by new development may require improvements to the surface so as to minimise risks of erosion, and to encourage use by new users. We therefore would recommend that reference to the need to improve off - site walking and cycling routes should be considered for large developments, to ensure that neighbouring and nearby blue and green infrastructure is appropriately protected	1. Reviewed policies to add more reference to local needs, green and blue infrastructure and mental health benefits. 2. There are no canal towpaths in the NP area, but mention is made in association with connectivity of footbridges in Policy 3.
Environment Agency	SEA/HRA	n/a	1. Assuming the emerging Baildon Neighbourhood Development Plan performs in accordance with the wider Development Plan, we have no objections and agree with the conclusion in	1. Housing sites are not allocated in NP.

	Climate & water risk		paragraph 5.5 and reasons in 5.6 that confirm a SEA is not necessary. Similarly, we agree with the statement in paragraph 6.7 that there is no need for a HRA, provided the emerging Baildon Neighbourhood Development Plan remains in conformity with the wider Development Plan.	
	Ground water – planning development		2. We note that climate change and flood risk are each considered as major issues for the Bradford area in the Local Plan and yet remain peripheral in this draft BNDP. We would welcome stronger and more explicit reference to the water environment, flood risk management and climate change adaptation.	
	Sustainable design		3. We would welcome these details are reflected in your Plan so that applicants are aware of the most sustainable options for their foul drainage when they are not able to connect to the main foul sewer network 4. We invite consideration that throughout the lifetime of the BNDP, nature and the water environment are given stronger links to all proposed development, particularly through the aspirations of the Baildon Design Guides and a need to intuitively draw in a connection with climate change adaptation and mitigation.	2. BTC reviewed Plan and took advice from consultants to make more reference to the water environment in the NP. Whilst the Water Framework Directive and the Sequential Test or the Bradford Strategic Flood Risk Assessment (SFRA) are matters for Bradford Council to lead on, Baildon Town Council will work as appropriate with Bradford Council on initiatives to improve the quality and management of water courses in the Parish. Climate change and climate emergency is one of the most serious issues facing the world and actions to slow down and prevent climate change are being implemented globally. Baildon Town Council took the first step in acknowledging this in 2019 when it, along with other Councils, declared a climate emergency. BTC followed this with an Environmental Policy in January 2021. This sets out the Council's overarching environmental commitments and encompasses sustainability issues related to land, water and air, design, transport, economic development and biodiversity. 3. Ground water and foul water drainage assessments would be required by the

				Principal (Planning) Authority not a Parish Council.
				4. Noted
Historic England	Various SEA		1. We strongly support the Plan's intention to conserve and enhance Baildon's historic environment through dedicated objectives and policies on conservation areas, local heritage assets, design and views. The policy structure plus detailed evidence in appendices aligns well with good practice 2. Design Codes (Appendix B): We welcome the publication of the Design Codes and the separate Addendum correcting material references (sandstone, not limestone), terminology and placename errors. We recommend that the Addendum's corrections are fully incorporated into the final PDF and that the NDP's policy and monitoring text is updated to cross-reference the corrected version 3. Non-Designated Heritage Assets (NDHAs): The methodology and resulting local list in Appendix G are positive. When the opportunity arises, we suggest that you put forward your list of non-designated heritage assets for inclusion in the West Yorkshire Local Heritage List. This would ensure robust use in development management and alignment with national guidance on local listing 4. Views and Vistas (Appendix E): This is a strong evidence base for a setting focused policy. Minor refinements are suggested to ensure consistency between view numbers/descriptions, the Policies Map and decision-making criteria. 5. Policies Map: We support the clarity of the Wider Area and Village Centre inset. We suggest small cartographic enhancements so that conservation boundaries, key views, and heritage assets read unambiguously alongside other environmental designations. 6. Design and shopfronts: The shopfront and streetscape approach is broadly supported. We suggest that a reference to	1. Noted 2. Addendum will be incorporated. Also see point 8. 3. BTC would seek to submit the list but the scheme has not invited such submissions in the Bradford District at the time of writing. 4. The Views and Vistas Policy has been reviewed. 5. The Policies Maps have been reviewed for clarity 6. Reference to Bradford's new Shopfront SPD has been added. 7. The Appendix has been cross checked with the National Heritage List. B. BTC's determination was communicated to and confirmed with Historic England on 13th March is as follows: During our recent NDP Regulation 14 consultation the Environment Agency have confirmed that a Strategic Environmental Assessment (SEA) is not necessary, Natural England similarly have stated that we consult other relevant experts before we can screen it out (our consultants covered this ground when

			the Bradford Shopfront Design Guide is added to page 182 of the Design Code. Minor wording changes are suggested to secure materials and details characteristic of Baildon (notably local sandstone, traditional roofing and shopfront proportions), in line with the corrected Design Codes. 7. Evidence cross-referencing: Where the Plan lists designated assets (Appendix F.1/F.2), please ensure direct cross-references to the National Heritage List for England (NHLE) entries are retained and regularly checked for currency. 8. The photographic underlay of Figure 41 on page 129 of the Design Code appears inconsistent with the sketch overlay and written commentary. We suggest checking this before publishing the final version of the document B. From the perspective of our area of interest, the need for SEA of the draft plan cannot be screened out as it is likely to result in significant environmental effects (positive or negative). However, the views of the other two statutory consultee should be taken into account before you conclude on whether SEA is needed. According to Regulation 11 of the above Regulations, I look forward to receiving a copy of your determination in this case	they screened it out ready for the Reg 14 and their report is online). Bradford Council have stated that <i>if</i> we were allocating sites for housing (which we are not doing) then a SEA may be required. In the consultation Historic England have suggested a SEA may be needed viz the protection of the World Heritage Site Buffer Zone but that the views of these two other statutory consultees should be taken into account and HE invites our determination of the case. In addition, the Town Council, as a statutory consultee in the development planning process, considers all proposed development in the Buffer Zone of the World Heritage Site very carefully for potential harm to Designated Views as defined in the Saltaire World Heritage Site Management Plan 2014. A review of this Plan is underway and of course any revision of designated views would also be taken account of by Baildon Town Council. Furthermore, the Baildon draft NDP through its Policy 11 View 8 (Looking South from Green Lane) protects a wide view across Buffer Zone and <i>into</i> Saltaire World Heritage Site.
Kirklees Council			No comments to make	
National Gas			No comments to make. No record of assets in area.	

National Highways			No specific comments. The Neighbourhood Plan does identify the previous adopted Bradford plan target and the new NPPF aspiration for new housing sites. The quantum of this proposed development in geographical proximity to the Strategic Road Network [SRN] is such that it is expected by itself to not cause any discernible operational issue. As such any impact from new employment and/or housing sites proposed would however have to be subsumed into the BMDC's existing calculations and evidence base to define any aggregated impact on the operation of our asset – and mitigated accordingly through the Local Plan if required.	
Natural England			Natural England does not have any specific comments on this draft neighbourhood plan.	Consultants to BTC advised: "In terms of the requirement for the Baildon NP to be subject to Habitat Regulations Assessment, the appraisal set out in Section 6 of... (the Consultants) report (October 2025) concludes that no further work will be required in order to comply with the Habitat Regulations".
North Yorkshire County Council			No comments to make	

Responses from Resident Submitted at Consultation Events

There were a lot of positive comments from residents about the draft Neighbourhood Plan overall and a recognition of the effort that has gone into developing it. Comments were made concerning its comprehensiveness plus the inclusion of good ideas. They liked and agreed with the vision of the plan and thought it was well presented.

Response

We were pleased to see these comments as the Working Group, which comprises some Baildon Town Councillors, staff and a non-councillor resident, has worked hard (and continues to do so) creating, drafting and producing a Neighbourhood Plan for the parish of Baildon. The scope of such a plan covering 15 years has been a challenge as each subject area deserves adequate consideration.

During the consultation land at Meadowside was marketed for sale. Members of the public misunderstood this as being related to the Neighbourhood Plan. All approaches to the Town Council were responded to with a detailed individual response explaining the situation. However 26 responses came into the consultation objecting to the possibility that Meadowside was to be taken out of Green Belt and developed with housing. Baildon Town Council has strongly opposed such a development in the past and would do so again. However at the time of the consultation and of writing there is no development proposal in the public domain for developing the land for housing. The NP Policies on housing and green belt have been reviewed carefully to ensure clarity over the Town Council's position.

Comments were collected from members of the public attending the drop in events on bespoke forms and also via their survey responses. What follows is a summary of BTC's response. These comments have been separately numbered from responses via other methods.

Resident 1

I note the comment regarding a 20mph speed limit in Baildon Village. I would fully support this as there is overwhelming evidence that this reduces injury & mortality on our roads. I would however suggest that if traffic calming measures are deemed necessary to support a 20mph limit, consideration is given to the type used – smooth humps are acceptable but pyramid type are awful causing discomfort to drivers and passengers, and probably not doing cars any good.

Response

Speed measures are a Town Council Supporting Action.

Resident 2

Baildon Town council would find it of advantage to have a representative attend the Bradford Local Access Forum (which is a statutory body). Application via the secretary Linda Stafford (details on BMDC website) Previously invitations have been extended. Meetings ¾ per year – online and 1 at an outdoor venue. "Packhorse Trod" aka "Causey Stones" Ladderbanks Lane route to Otley. Removal of Barriers – Moorland Crescent Brantcliffe, Bank, Path @ Bank lane end.

Response

Noted.

Resident 3

Thank you for all the work that went into constructing this very cohesive plan
Dobrudden Site:

If there are to be changes in use of buildings on Moorland that change should be to revert to Moorland 100 people live at Dobrudden in low rent, 11-month, accommodation. Anyone wishing to remove these rental properties should be required to replace these lets by building on Brownfield. The managing family are now 7th generation on the site: Their living & accommodation should be protected.

Response

Noted

Resident 4

What I am concerned about in Baildon:

- Pathways on Boland Avenue, Glenwood Avenue, Conniston Grove, Windermere, and surrounding streets. Aireview Crescent & along Coach Road & Higher Coach Road where paving stones are all overgrown with weeds. Those who use walking aids find it difficult to negotiate. After reporting Bowland Ave, weed killer was applied but the problem remains. The overgrowth is brown instead of green but remains a hazard. Gutters on the road are in a similar situation. Heavy rain isn't able to go to the drains.
- Dobrudden Caravan Park is also a concern – I will be interested in seeing if there's any alternatives than selling off to the highest bidder who have no alliance with Baildon. Houses advertised as situated in lovely areas are usually spoiling the lovely areas

Response

Noted.

Resident 6

It would be nice to see the old reservoir turned into a regeneration pond system like at Hirst Wood, only larger and able to sustain more water birds and pond fauna. (BP9). Build a swimming pool, spa, sauna at the old library plot to support local schools with added rec facilities and to help improve access to spa and health facilities to local pool zone (BP12/1)

BP18

In the river Aire zone, allow homes facing the green space. 'fast track' loft additions to increase residential "space" without having to add more residential "footprints" to that protected area, but road widening /traffic management might be effected/needed

Electric cars are significantly heavier and thus breakdown road surfaces faster adding more without added lines will also threaten the sustainability of electrical transmission lines already in place. Also they are a fire hazard when charging and have a higher energy in production and recycling "footprint" which is unsustainable.

BP20 Dance Hall, cadet facility. Help the cadet petition the DoD to allow for a drone training facility to be built or established in the existing facilities to expose students to tech enhanced "recreation" with valid military skills acquisition opportunities. Drones, dance hall/cricket field, ground cadet building and water borne drones @boathouse

If we have a magic wand, end off leash cat policy is not "sustainable" for bird and land animals- indigenous to the UK & migrating birds – their poo helps our flora very much. Ban pesticides on public way of travel too

Response

The Baildon Reservoir has its own Policy.

Handwritten Response from Resident Received by Baildon Town Council

Resident 7

6.0 Housing

Earmark potential spaces to fulfil statutory obligations – that are less likely to attract developers. Many “NIMBY”s” need reminding that had older residents created their housing would not exist!

Land adjacent to garage on Otley Road at present used for illicit fly grazing and rented from BDMC, would make a good designated development

Several potential building sites on Incommunities land at Hoyle Court exist

Response

The draft Baildon Neighbourhood Plan does not allocate housing sites, but will comment on development proposals as they come forward from and via Bradford Council and the planning process.

7.0 Transport

Active travel/ combined authority funding must be held to account and their Nationally agreed “inclusivity” of use. Too little consultation locally. There is a great contribution to the economy in the area from equestrians, both in employment and in experience. Missed opportunity for promoting equine tourism here!

(see heritage/ footpaths)

Access to Baildon Station – railway road bridge and crossing of Station Road need addressing.

Car parking is an inhibitor of use

Bridleway bridge exists at Lower Holme Dockfield (used illegally by cycles) – not listed at all
Roberts Park – bridleway status

Response

Dockfield footbridge has been added. More mention of equestrians has been added.

9.0 Heritage

Heritage = protection for local assets

Station Road conservation area - extend?

Brook Hill needs enforcement action. Destruction and land grab at lower side.

Car park created at top. Non native planting

Loss of footpath and bramble spread

Several Heritage assets’ not included (?)

No appendices so unable to verify. e.g. Chapel @kelcliffe /cottage Browgate/Butler Lane/ Fairfield Lodge/Coach House

Response

Noted

8. Environment and Countryside

Pack Horse ‘Trode’ – AKA causey stones exist in several locations not included. Also cobble formal & informal

Response

Ladderbanks or Pack Horse Trode is included in 7.10

Green Lane/buck lane/moor - @Golcar until removed

Baildon Moor - new nature reserves

No point spending time and resources on “restoring the reservoir site” until the golf club is restrained from creating lawns & tarmac/scalping & not in keepings paths, mowing protected heather and generally turning moorland into garden. The club is supposed to assist in Bracken Management.

Paths & Tracks – Householder incursion at boundaries – created narrowing + loss of light – leading to slippery overgrown spaces

Response

Policy 3 and Appendix C set out to protect against such incursions.

11.0 Economy

Register of available spaces to promote tourism

Banking hub needed

Response

A Banking Hub is a Town Council Supporting Action

Skipton B.S.? – very community focused in “new library” - @Baildon club?

Car parking charges responsible for loss of many local services & shops.
No one will pay to collect a paper!

Tong Park remains a very considerate local asset for recreation and nature conservation . It is in private ownership – but some type of protection is needed for the future.

?Trench House /Trench Meadows SSS1.

?South Lodge @milner field

Riverside Slab path (near Charlestown)

Fairfield drive Coach House/ Stables asset

Resident 8

Table 1 Baildon Housing Delivery and supply from 2020 (as of 3rd July 2025)

Land adjoining Petrol Station on Otley Road fly grazed.

Ford House Farm pays rental monies on this the BMDC – Housing?

Baildon Policy 8 - Sustainable Cars and Safer, More Effective Roads

BP8/3 One to tick off and of “National Significance”

Baildon Policy 13 – Protecting Local Green Spaces

Has the not inconsiderable green space around Hoyle Court flats been considered?

There is a residents group which supports a notice board & “little Library” at the end of ...

Responses from Residents Emailed to ndp@baildontowncouncil.gov.uk

Resident 9

We live in Baildon on Belmont Avenue (for ten years) and have been watching the Baildon Mills development that is currently taking place. Permission was given in 2017 for 56 residences to be created with 2, 3 and 4 bedrooms. I am assuming that the number hasn't been increased any further than this.

We have also looked at the Baildon local development plan for the future. It seems to say that the aim is to build 250 new dwellings in the Baildon area and that quite a few of these will be on green belt land. There does not seem to be any mention of either the Baildon Mills development or the proposed Ian Clough site development in the town centre.

We want to firstly, oppose the use of green belt land. The Shipley Glen area is a much used recreational site and it is also now a site of special scientific interest. A large increase in traffic would interfere with both these attributes.

Secondly, we are wondering what the council are going to do to ease the potential traffic problems. I would guess 56 dwellings could easily mean an extra 112 cars trying to get over the roundabout in the centre of Baildon from the current Baildon Mills development alone. There will be many more cars if an extra 250 dwellings are built. There are already long queues at the roundabout in the mornings and also at the bottom of Baildon at the traffic light by Wickes. There are also narrow sections of road and junctions that already experience traffic jams e.g. where Spring Lane meets Otley Road, Mill Lane going up to Hawksworth, Hallcliffe past the church towards the roundabout and Roundwood road leading to Otley Road. We also do not think that Baildon or Cliff Lane health centres will be able to cope with all the extra residents.

Thirdly, I would like to know why you are not subtracting the total number of dwellings being created at Baildon Mills (ie 56) and the Ian Clough site from these 250 proposed new dwellings? This total and also any further developments that are built (or have been built) before this proposed plan goes through could surely be subtracted from the required 250 total.

Response

Baildon NP does not propose to remove Meadowside from Green Belt. In our proposed Policy 2 we say we wish to protect Green Belt and we say Green Belt designations which provide the settlement boundary to the open countryside – these designations should be maintained as Green Belt.

We do not know yet if Bradford Council are proposing to remove this site from Green Belt and so the public must wait for communications from Bradford regarding their emerging Local Plan which will have this information and object through the processes advertised at that time. Should the site in question have a planning permission for development made for it – at that point the public would be able to lodge objection comments in the usual way via Bradford Council's planning portal.

Baildon Town Council have strongly objected to Meadowside being allocated for housing and will do so again. The Town Council will form a detailed view on allocation of development should either come forwards.

Resident 10

1. I am responding in a private capacity as a Baildon resident. Although I am involved with the Bradford Cycling Campaign, the Walk Wheel Cycle Trust (formerly Sustrans) and the Friends of Baildon Station, this response is not influenced by any of these organisations and my email does not necessarily reflect the views that these organisations might hold.

Plans and Strategies

2. There is much to commend in this document. Knowing the background is helpful, although if one follows the "trickle-down" approach, I hope the Plan is sufficiently flexible to be changed, if necessary, to be consistent with the WYCA Local Transport Plan when it is published, Active Travel Plan and Bradford Council's own Cycle Strategy which expires in 2025. (I am not sure what is to replace it). I hope Baildon Town Council "keeps its ears close to the ground" regarding these other important strategies.

Groundhog Day! Climate Emergency? What Climate Emergency?

3. I have repeatedly expressed the view that the Climate Emergency is not really understood by Baildon Town Council as a whole. At least, not properly. I maintain that view. Perhaps, along with a few people in Baildon who do understand the true reality of the unfolding climate catastrophe, I am a bit of an “outlier”. This isn’t for want of trying. But I am not an outlier when it comes to reading up on the topic and agreeing, as I do, with the consensus of climate scientists and other leading academics in many countries throughout the world. Or, to put it bluntly, greenhouse gases are greenhouse gases, and you really cannot argue with the laws of physics!

4. But behaviour change is what is needed, and people need to see “what’s in it for them”. As the Rt Hon Hilary Benn put it when I attended a talk in Bingley last year, “you have to take the public with you”. So it’s difficult. But I believe it has to be central in everything you do, to even begin to make an impact. Your paragraph 2.3 grandly sets out your stall as far as the climate emergency is concerned, but then, astonishingly, there is not one single further reference to the Climate Emergency in the entire document! Agreeing with Hilary Benn (as I guess the Town Council would), is fine, but if you hardly ever even mention the climate emergency, I feel that is not helpful. If the climate emergency is as important as you make out in 2.3, then it needs to colour everything throughout the entire document, like a word through a stick of rock.

5. I feel that this is lip-service at best.

6. The environmental aspects of the plan are quite reasonable, on the whole, and people like clean water, recreation space, green space, ecological diversity, unspoilt nice views, unhindered journeys, a pleasant village centre, and so on; and that is all very reasonable and honourable and good. There is much in the NDP that addresses these aspects, such as the proposed use for the reservoir site, which is commendable.

7. Far worse than paying lip service, however, is policy that actively goes against the climate emergency. I think that it is impossible, on the one hand, to say that there is a Climate Emergency; and on the other, support Leeds Bradford Airport by improving transport links – thus making it easier for the airport to expand.

Design Codes

8. There might have been an opportunity to capitalise on the centrality of the *Climate Emergency* in the ‘Design Codes’ section (9.16 to 9.23), for instance, but that opportunity was not taken. Design codes for housing need to place the Climate Emergency right at the heart. This means building houses to Passivhaus standard (or something approaching Passivhaus): terraces rather than detached houses or even semis; houses bristling with PV cells; houses with no driveways and garages. Unfortunately, Baildon is under the influence of the Bradford Council Local Plan and national policies, and housing is largely about making profit, so in practice, I suspect this won’t materialise. But why shouldn’t Baildon Town Council take a stand? With a bit of imagination and political will - “well, we’re going to be different” - Baildon could become a national beacon for the provision of genuinely sustainable housing! There is a precedent: the proposed plan for sustainable housing in the northern quarter of Bradford centre. What is good enough for Bradford city centre is good enough for Baildon.

Transport and the Economy

9. The topics are treated separately and, in and of themselves, they seem fine on the whole, although I feel that more effort should be made to “join the dots” and integrate the themes, against the tendency to “think in silos”. For instance, “transport” is the glue that holds many aspects of the plan together (or so it seems to me).

10. I am not at all sure how you reconcile reduction in car use (7.32a) with maintaining car park capacity! (It is interesting that car parks have their very own section in the Plan....I think this shows the primacy of “cars” in the thinking of most people, including politicians and public servants).

11. The section on cycling is simultaneously disappointing and bland – although it does “say the right things” about wanting to encourage more people to cycle, and so on. Which reasonable policy wouldn’t? But I feel it is disappointing that “hills” are regarded as a hindrance....Hills should be seen as an opportunity; not a hindrance:

an encouragement to cycle. Cycling on hills is “good” for physical and all-round fitness. Build-up slowly, maybe. Why shouldn’t people cycle in Baildon? Much cycling does happen in many a hilly town and city in the UK and Europe: Durham; Bristol; Marburg; Heidelberg...hills are an excuse; not an explanation. Besides all of that, e-bikes are increasingly prevalent for many people who find hills difficult or just prefer the assistance of a motor.

No Cycling Strategy?

12. Some months ago, the Town Council kindly afforded myself and several others an opportunity for pre-consultation comments on transport in particular.

13. As far as this consultation is concerned, I confess to being baffled about one thing: when I scan through the section on ‘cycling’, there is absolutely no mention of the *Baildon Cycling Strategy*. There has been a fair amount of correspondence between me and the Town Council on the matter. The Strategy itself (also known as a Baildon Vision Document) was presented by me to the Environment Committee of the Town Council on 21st March 2021. So, although the strategy was never approved or adopted by the Town Council, it is in the public domain, and it seemed to be welcomed at the time.

14. During the pre-consultation consultation phase of the NDP, I also offered to amend the strategy/ update it/ re-draft it, even. Obviously it is out of date, and it certainly needs working on, but I believe the fundamentals are still sound.

15. To me, a strategy stands as a statement of intent; a vision; an (admittedly unfunded) ambition of what could be done, given political will and imagination. It is a self-contained document. In my view, there is nothing in the draft NDP that actually contradicts the cycling strategy, so I am puzzled as to why it would be ignored – given the importance the Town Council clearly attach to cycling and active travel as a whole.

16. I guess that the decision to *not* include it, was a conscious one. In early December, I tried to ask why that was the case, but was invited to add it to my comments in response to the NDP. That missed the point, really, because it was a query more about process than substance. Replying to that request would have helped me frame this representation. So I am still baffled! If there is a strategy already, then why not use it!? If you don’t like the strategy, tell me you don’t like it, and why! There are enough appendices as it is: a cycle strategy would not look out of place.

Otley Road Corridor

17. I feel that much more could be made of the need to develop the Otley Road corridor. This is one strand of the (unadopted) Baildon cycling strategy. I think it would be feasible to build an LTN 1/20-compliant walking and cycling route along the entire length of Otley Road, from Fox Corner to Hollins Hill. Other towns and cities across the UK in which I have cycled, have separate provision along such arterial roads – even if “just” a cycle lane in places. On a national scale, Otley Road in Baildon is poor.

Rail and Road

18. There needs to be a concerted effort to coordinate the rail and bus timetables. As well as the restoration of the half-hourly service, this would encourage more people to use both modes of transport on the same journey.

Fox Corner

19. There is also mention of an additional “road bridge” over the Aire. Transport policy since the 1950s has been based on the false premise that provided you continue to build more and better roads, year after year, that will solve congestion. Well, it hasn’t! Building another road bridge is also another death knell to the idea that you might reduce car usage in Baildon, or elsewhere in Shipley or this part of Bradford. It also destroys greenery and ecology, wherever it is built. It makes no sense. If the Climate Emergency really is as important as you make out, then policies like this have no place in the Plan.

Meadowside

20. It is grim that Bradford Council have not removed housing from this location in the local plan. I guess they are under pressure from the Government to build more houses, including on Green Belt. The ecological aspects have already received an airing. The fields are not “any” Green Belt; they are very beautiful Green Belt: a scenic valley, and there will be a negative impact in many ways. On biodiversity and habitat, the fields are a vital “buffer zone”.

23. More development will not help the local traffic congestion situation, either; particularly at school-run time.

24. An outline plan for a new estate which I have viewed online, suggests everything that is not the sort of housing I describe above that is “sympathetic” to the climate emergency. I hope Baildon Town Council will vehemently oppose it.

Walk Wheel Cycle Trust

25. Please note in the NDP that Sustrans is now known as the Walk Wheel Cycle Trust.

Fairtrade

26. Rather than saying you “support the Fairtrade Kitemark”, why not consult with Baildon Fairtrade in order to generate a much bolder endorsement? Baildon and Fairtrade go back a long way!

Conclusion

27. There is so much in this document that is really commendable. However, there are areas that need improvement, including the central guiding principle throughout of the Climate Emergency; and the reality-check that airport expansion at LBA (and other airports) and policies that support expansion, is not to be encouraged. Baildon Town Council should (I feel) be pioneers of sustainable housing and there could be an opportunity to stand out nationally, take the lead, and set a trend. There are also contradictory and confusing statements about cars, Fox Corner, and car parks especially; and there is no cycling strategy. With thanks.

Response

Climate Emergency

We have revised our comments to make this more explicit and we have been able to use feedback from the Environment Agency as well to strengthen this area. We note your comments about Leeds Bradford Airport. Baildon Town Council has to balance diverse views relating to climate and appropriate economic development which benefits the whole local community.

Design Code

We are examining the Design Code to see if we can say more about climate emergency and Passivhaus. Baildon Town Council considers planning applications each on their merits and contribution to good design.

Cars

Based on the public consultation as a whole, cars will always need to be a part of policy in an area with our topography.

Cycling Strategy

This is an important document providing background and justification for the policies in the Plan. We have referenced it in the latest draft and included it as an Appendix.

Meadowside

We have made it clearer in the Plan that we strongly object to development on this site.

Fairtrade

This is not a planning matter and is included as a ‘Town Council Action’.

Resident 11

Re: Objection to Proposed Removal of Site BA/022 Baildon from Green Belt Status and Potential Housing Development on that site

I am writing to formally object to the proposed removal of Site BA/022 from Green Belt designation and its potential allocation for housing development.

The site in question is the Green Belt field located near Meadowside Road, to the west of the Church of England Primary School, as referenced as BA/022 in the Baildon Neighbourhood Development Plan 2025–2040. This area forms part of the strategic Green Belt that provides an essential buffer between existing housing of Baildon and the Gill Beck Valley.

This site was also identified in the Bradford Regulation 18 Consultation as BA5/H, with a proposed capacity of 40 houses, as set out in the Bradford District Local Plan – Preferred Options (February 2021). I strongly believe that allocating this land for housing would undermine the purposes of the Green Belt as defined in national planning policy and conflict with the objectives of the Baildon Neighbourhood Development Plan.

I strongly oppose these proposals on the following grounds:

1. Protection of the Green Belt

This site is designated Green Belt land and should not be redesignated as Grey Belt. This Green Belt site prevents urban sprawl, safeguards the countryside, and maintains openness. Site BA/022 provides a vital buffer between existing housing and the Green Infrastructure corridor stretching from Baildon Moor through Gill Beck Valley, Esholt to the River Aire.

Development here would extend housing from Hayfield Close and Bartle Gill Drive into the Gill Beck Valley, eroding an area of natural beauty.

Although the site is assessed as making a “moderate” contribution to Green Belt purposes, it is adjacent to Gill Beck Valley—a designated SEGI, Local Nature Reserve, and Local Wildlife Site (EN2)—which makes it ecologically significant and unsuitable for development.

2. Ecological and Environmental Importance

The Gill Beck Valley and Spring Woods form part of a crucial wildlife corridor linking the South Pennine Moors, Baildon, Tong Park, Esholt, and the River Aire. While the site may appear to be open grassland, it contributes to a mosaic of priority habitats including standing water, hedgerows, woodland edges, and grassland, all recognised under West Yorkshire Local Wildlife Site criteria.

Over the past four years, I have personally observed buzzards, little owls, barn owls, green woodpeckers, nuthatches, and other species foraging in this area. The loss of habitat, combined with years of construction noise and disturbance, would drive these species away and irreparably damage the ecosystem.

Furthermore, the site’s slope contributes to natural water run-off into Tong Dam and Gill Beck. Construction of houses and services would require significant earthworks, increasing the risk of chemical and soil run-off into the Tong Dam with harmful consequences for wildlife.

3. Noise and Light Pollution

The construction of 40+ houses would introduce prolonged noise and light pollution. Light pollution would be a permanent feature after construction of the houses.

This would disrupt nocturnal species such as owls and bats, diminish the tranquility of the area, and negatively affect the nearby school and surrounding homes.

4. Highways and Traffic Concerns

A development of this scale would place significant strain on local infrastructure. Construction traffic, roadworks, and service provision would cause congestion and delays, particularly at the start and end of the school day, creating hazards for children walking to and from school.

The junction of Langley Lane and Roundwood Road is already difficult to navigate at peak times, with queues and limited capacity across the narrow railway bridge. Additional traffic from construction vehicles and future residents from a new housing site would exacerbate congestion, increase risks to pedestrians, and worsen safety concerns at one of the few exit routes from Baildon.

In summary, I strongly object to the proposed reallocation from Green Belt to Grey Belt and development of Site BA/022 because it would:

- Cause irreversible harm to the Green Belt and local landscape
- Destroy vital habitats supporting protected and locally notable species, including barn owls, bats, roe deer, stoats, buzzards, kingfishers, and swans
- Exacerbate traffic congestion and infrastructure pressures
- Fail to deliver genuinely affordable housing for the local community

For these reasons, I respectfully urge the Council to reject the proposed removal of Site BA/022 from Green Belt status and housing development on this Site and to protect this area for wildlife and enjoyment for future generations.

Response

See response to Resident 9

Resident 12

Thank you for your response to my email dated 27 November 2025 regarding Site BA/022.

I am reassured to learn that the Baildon NDP does not propose the removal of this site from Green Belt status. As advised, I will await the next consultation on the Bradford draft (Regulation 19), expected in summer 2026.

However, I remain concerned by the statement in the advertisement for the sale of the site under the heading "Town Planning":

"...we are considering whether a Grey Belt application on this site might be appropriate as we understand that it meets the necessary criteria."

This wording suggests that redesignation to Grey Belt could be under consideration. Such a change would significantly alter the scale of development, increasing the number of houses beyond 40 due to the additional 15% Affordable Housing requirement. This in turn could make planning permission for development more likely and potentially easier to obtain.

Despite your assurances that the Baildon NDP is not proposing removal of Green Belt status, the possibility that Bradford Council may be considering Grey Belt redesignation raises serious concerns. If this is only clarified in summer 2026, it may already be too late to prevent irreversible decisions.

I therefore wish to strongly reaffirm that Site BA/022 should not be considered for redesignation to Grey Belt status, nor should it be used for housing development. Its continued protection as Green Belt is essential.

Response

See response to Resident 9

Resident 13

On 200+ days a year whilst the schools are open, Langley Lane is already a near impossible road to drive on. Cars cannot drive up or down without squeezing closely past 100 meters of parked cars.

It is already dangerous for school children crossing the road, particularly so in winter months.

More house building would bring even more traffic. The many months of construction would create huge congestion.

My other concerns are for the land itself. These fields are rightly designated green belt land for a good reason. The land represents some of the best natural environment in the area. Housing would ruin it.

Please accept this email as an objection to the proposed building.

Response

See response to Resident 9

Resident 14

I am writing to let you know my objections and concerns about the above development. I have lived on Langley Lane for well over 30 years so feel I am more than qualified to say why this development would be so detrimental to the area.

The traffic at school times already causes complete chaos making it impossible for residents to get up or down the road. Cars are badly parked on both sides of the road making it impossible for two lines of traffic to proceed in opposite directions at the same time. This often causes queuing traffic both up and down Langley Lane with frequent stand offs. During drop off and pick up times it is impossible for Emergency services vehicles to get through the traffic to reach any of the existing properties. To build more houses which would also mean an increase in cars would make the situation far worse.

The countryside surrounding Langley Lane is used by so many people and is also home to vast amounts of wildlife.

Any further housing development would have an extremely negative impact on the local wildlife population.

Response

See response to Resident 9

Resident 15

Objection to the Removal of the Green Belt Status on the Tong Park Field at Meadowside Road, Baildon

Introduction

My wife and I strongly object to the Green Belt status of the site of the proposed housing development on the Tong Park Field of Meadowside Road being rescinded. As currently situated the proposed development site currently opens up the Tong Park area of natural beauty enjoyed by both people and a rich and varied wildlife. The proposed development will significantly encroach on this beauty resulting in greater pollution, traffic congestion, the destruction of wildlife habitat and a noted decline in Baildon's uniqueness.

Appendix D of the Baildon Neighbourhood Development Plan 2025 – 2040 says it all: One of the most picturesque cricket fields in the country nestles in a beautiful hollow in this valley at Tong Park, with views stretching up to Hawksworth Road.

I assume that if the Green Belt status of the Tong Park field is removed and the housing development goes ahead the above sentence will need to be re-written as.

Once one of the most picturesque cricket fields in the country nestling in a beautiful hollow in this valley at Tong Park, now has views up to Hawksworth Road on one side and a housing estate on the other.

Local Healthcare Facilities

Local pharmacies and GP surgeries are already stretched to full capacity. Getting a GP appointment at my doctor's surgery is a joke with available appointments typically being two weeks ahead. There is often a long queue at the local pharmacy I use, being one of only two pharmacies in Upper Baildon. The circa 50 new dwellings on the Meadowside Road site would push these facilities to breaking point

Investigations conducted in 2016

I have misgivings with aspects of the investigations conducted in 2016 for Mr R Feather in respect of the proposed development in terms of the:

- Arboricultural Report
- Flood Risk & Drainage Report
- Residential Travel Plan

Arboricultural Report

While the Arboricultural Report is detailed and obviously based on a comprehensive, knowledgeable survey the way it appears to confuse Tree Preservation Orders and Conservation Areas reduces its usefulness particularly in the light of the age of the report.

Firstly, it is stated in section 3.1 of the report that *"We are informed that there are several Tree Preservation Orders (TPO's) in force on this site."* Inspection of the Bradford Council online map of Tree Preservation Orders for the area of the Meadowside Road site, extracted below, shows that there is only one TPO on the site with other trees being enclosed in Conservation Areas. A small circle with a dot in the middle indicates a TPO while a dotted line delineates a Conservation Area.

Figure 1: Extract from Bradford Council digital map of Tree Preservation Orders and Conservation Areas

<https://cbmdc.maps.arcgis.com/apps/webappviewer/index.html?id=bfd3c162377c40858f3a23>

I assume that the digital map was not available at the time the tree survey was done, however, the map was digitized from paper documents which I assume were available to the survey team.

The report only gives passing mention to any Conservation Areas within the site with the sole reference being in item 6.2 which states that *"The majority of the boundary trees are protected by a Tree Preservation Order or by virtue of them being in a Conservation*

Area." Figure 1 shows this statement to be incorrect, there being no boundary trees with a TPO. It is noted, however, that the Bradford Council website states the digital map is not a definitive data set containing all of the Council's Tree Preservation Orders (TPOs). Nevertheless, I am not aware of TPOs being designated to trees within a Conservation Area since the Conservation Area affords the same protection to an individual tree as a TPO does.

This distinction between a TPO and a Conservation Area is important since Conservation Areas protect trees that have a stem diameter which is bigger than 75 mm when measured at a height of 1.5 metres above ground level. In this respect, at nearly 10 years old the report is out of date since some small trees are likely to have grown beyond this limit while other trees have either suffered significant wind damage or been uprooted by wind. The limited shelf-life of the report is recognized within in it by the recommendation that all work on trees on the site be carried within 12 months of the survey publication.

Flood Risk & Drainage Report

While the Flood Risk & Drainage Report considers the risk of flooding to the site itself it does not give any attention to the risk of increased water run-off from the site due to the construction of new impermeable surfaces. The site is a part of a significant and continuous slope. Parts of the land which form the site are often boggy and waterlogged with this predisposition to wet and marshy conditions increasing below the site. Building

housing, roads and other associated infrastructure on the site will only exacerbate the wet conditions below the site thereby reducing the suitability of the site itself for development.

Residential Travel Plan

The vehicular traffic flow increase at peak times due to the proposed development was estimated through modelling with the increases found to be low and not representing a material increase. It does not appear that any account was taken of the fact that at the Baildon Church of England Primary School start and finish times vehicles are parked on both sides of Langley Lane leading to the traffic flow up and down Langley Lane being restricted to a single lane in the vicinity of the school. This means that even the smallest traffic flow increase can have a significant effect, indeed for periods now the traffic becomes gridlocked with zero traffic flow in either direction. Of course, any projected increase in traffic flow when the flow itself is zero is mathematically undefinable. I assume the effect of single lane traffic flow was not included in the traffic flow modelling which serves to invalidate conclusions drawn from it.

Conclusion

My wife and I object strongly to the proposed Meadowside Road development believing that in addition to the increased pollution, traffic congestion and strain on health facilities the development will cause, it will have a significant adverse impact on wildlife and our, and others, ability to enjoy the beauty of the Tong Park area. We also believe that some of the conclusions of previous analysis assessing the suitability of the site for development were at best questionable and at worst invalid.

Response

See response to Resident 9

Resident 16

I would like to express my opposition to any further expansion plans, particularly in the proposed area.

I live in Langley Lane and the traffic, particularly at school times, school special events, is overwhelming. The sheer volume of traffic brings the area around the school to a practical standstill. Deliveries have to be arranged ,as do tradesmen visits to allow for this twice daily overload.

I have frogs in my garden, which come in December and breed in the spring. They are already an endangered species.

Hedgehogs and other animals also transit across the area.

To think that anyone would even consider increasing the volume of traffic, congestion, parking on pavements, seems nonsensical to me.

The impact on residents, and the pressures on wildlife(already intense) will hasten the reduction on quality of life.

For these and other reasons too numerous to type out here, I object to these proposals completely.

Response

See response to Resident 9

Resident 17

Proposed development near Meadowside Road, Baildon (BA/022)

I wish to object to this proposed development on the following grounds.

Green Belt policy

The proposed development is contrary to the criteria laid down by the National Planning Policy Framework (NPPF)

in the following aspects;

- The extent of green belt in the Baildon area is clearly defined by Map A (data sources: Ordnance Survey (OS) and .gov.uk website).
- The proposed development is an example of “urban sprawl”. The site is wholly within designated Green Belt and would extrude into the Green Belt (see Map B) with Green Belt land on three sides of the proposed development. The proposed development runs contrary to “checking the unrestricted sprawl of large built up areas” (in this case the wider Bradford conurbation) and as such the site should be considered to make a “strong” contribution to “purpose A” of the NPPF (ref 143a).
- As the proposed development is wholly within the Green Belt (see Map B) then it is in direct conflict with the requirement to “safeguard the countryside from encroachment” (NPPF 143d).
- A new definition of ‘Grey Belt’ has recently been introduced, among the suggested criteria is that previously developed sites with the Green Belt could be re-classified as ‘Grey Belt’. The land that this proposed development site has not been previously developed as evidenced by multiple editions of OS maps (e.g. Yorkshire 201 - published 1852, SE14SE - published 1956, SE1640/SE1740 – published 1964, SE1639NW – published 1970) and forms part of Tong Park and the wider Green Belt. As such it meets none of the criteria for being reclassified as ‘Grey Belt’.
- Urban areas merging – The site is directly between the Guiseley & Yeadon / Bradford (Baildon) urban areas, the distance between the two being approximately 1800m at that point. Therefore the site plays a role in preventing any potential future merging of the Guiseley & Yeadon/Bradford urban areas (NPPF 143b).

Local transport situation

The most likely access point to the proposed development is Meadowside Road, which is a cul de sac that leads onto Langley Lane, which itself only has one exit/entry point (the junction with Roundwood Road). The proposed development is ‘upstream’ of The Church School Baildon (located off Coverdale Way) in a road network with no alternative exit route – see Map C for the impacted roads. There is already daily congestion on Langley Lane both in the morning and afternoons as children are dropped off/picked up and school buses arrive/depart. This manifests itself in delays, single file traffic (due to double parking along Langley Lane) and frequent road blockages as oncoming traffic try to negotiate a route.

Currently approximately 180 properties are directly impacted, with no alternative route available to them to avoid the school. The proposed developed will add another 40-60 new houses which represents a potential 22-33% increase of residents traffic going past the school entrance.

Public transport is limited in the immediate vicinity – a limited bus service and a not particularly accessible railway station would mean that the majority of travel would be by car. The proposed development will exacerbate the current congestion issues.

Local housing policy

Based on past local developments the site is likely to be most valuable to developers as ‘prestige/luxury’ type housing (see local examples – The Paddock, Broadacre Way, Boundary Close). Local housing statistics (ref: Bradford District Local Plan – Baildon, Figure 5, p7) shows detached housing is already over represented within Baildon. What is needed is more OAP etc. housing – which would ideally need a site closer to local amenities. A cleared site for just this sort of housing is already available close to the centre of Baildon (the old library site). Baildon Town Council have made clear their opposition to this proposal as well as putting forward alternatives. As such there is no local ‘demonstrable unmet need’ for this type of housing.

Ecological impact

The proposed development site is within a short distance of the Tong Park Site of Ecological or Geological importance (SEGI). The fpcr report of March 2016 probably doesn't fully reflect the diversity of the site. For example in the last few months I have observed deer within the proposed site as well as Buzzards and Red Kites above it.

Site drainage

Due to the sloping nature of the site then surface water will drain towards the Tong Park SEGI. Yorkshire Water (YW) originally stated that "No land drainage to be connected/discharged to the public sewer". There appears to further correspondence between Egorum and YW, which doesn't seem to have been fully disclosed, where YW change their position to "surface water run-off from the proposed development will be restricted to 5l/s and discharged to the existing 450mm dia public surface water sewer to the east/north east of the site" (7.2). The Egorum Flood Risk and Drainage Report states "the estimated QBAR rate of run-off is 5.4/l/s/ha". With climate change current thinking seems to be that weather events could become more extreme. In relationship to this proposal the primary concern would be is this revised modelling still current and the risk is of surface water run-off from the site that could make it's way into Tong Park SEGI and potentially into Gill Beck.

Conclusion

This development site goes against the NPPF on a number of points as described above, and can not reasonably be described as 'Grey Belt' due to it's undeveloped nature.

The development will add to local traffic congestion and is unlikely to be focused on local housing needs.

I therefore request that you confirm that this proposal should be rejected and the land remain as Green Belt.

Response

See response to Resident 9

Resident 18

I am writing to object in the strongest terms to the potential change of green belt to grey belt status for the field adjacent to Meadowside Rd Baildon.

Tong Park is an area of outstanding natural beauty used by many local horse riders, walkers, runners, fishermen, cyclists and school groups. It encompasses ancient woodland (with TPO status) fields, hedgerows and streams which flow into small lakes. The wildlife is abundant with numerous species of birds including herons, owls, woodpeckers, red kites, buzzards and swans. Newts, toads and frogs rely on the lake and springs to spawn each year. Bats roost in the woodland path adjacent to the field, and deer are abundant in the field and surrounding area. The fields are full of wild flowers which provide food for bees and other insects. (Some of which, such as bees, are in decline).

The site slopes steeply and an underground watercourse emerges in the centre of the field which quickly becomes waterlogged with surface runoff. Future construction would pose a high risk for contaminating ground water which feeds into the lake and add to it waterlogging.

Bradford wildlife consider the field and area to be of significant special interest ecologically and geologically. The field and woods act as a buffer zone (or green corridor) between housing and nature. Building would encroach on this beautiful valley detrimentally changing it and permanently denying access for present and future generations.

The topography of the site will require considerable civil engineering, which means a greater environmental impact and higher costs than using a flatter brownfield site.

Air pollution and the traffic volumes on Langley Lane currently, particularly around school opening / closing times are horrendous. Langley Lane becomes entirely gridlocked and inaccessible with the potential danger of

emergency services being unable to access houses, the school and amenities in the area. Children are at risk with double parked cars lining Langley lane and blocking views for safe crossing. Side roads are also used as car parks during busy times, with resident's driveways often blocked by parents picking up and dropping off school children. It is impractical to get to an appointment (however vital) at these times for local residents. Increased air pollution goes against Bradford Council's commitment to cleaner air, especially near a school exposing children to toxic fumes.

Adding a potential 40 new houses and their transportation to this chaos is unthinkable. Meadowside Road is a very small road and totally unsuitable for additional traffic.

The Environment Act 2021 created a new biodiversity net gain condition for planning permissions states:-

- Developments will have to leave the natural environment in a measurably better state than it was before.

Nature strategy states:-

- There should be more sustainable management of existing woodlands and other habitats like grasslands
- Integration of local nature recovery strategies into the planning system, so that areas of greatest potential for nature recovery can be better reflected in planning decisions.

Public authority biodiversity duty states:-

- All public authorities have a duty to conserve and enhance biodiversity and must "have regard" to relevant local nature recovery.

BAILDON's NDP Objective 3 - Environment and Countryside :-

- To protect and enhance countryside, local green spaces and the natural environment.

The Five National Green Belt Purposes states:-

- A field is kept as Green Belt if it helps to serve one or more of the following purposes: preventing sprawl, avoiding towns merging, protecting countryside from encroachment, preserving historic town settings, and aiding urban regeneration by encouraging the use of derelict land.

I appeal to you not to take this proposal forward and to focus on alternative sites with suitable infrastructure.

Response

See response to Resident 9

Resident 19

I strongly object to this wildlife corridor of green belt being sold for housing development. It has a diverse flora and fauna which would be decimated. The close proximity to a lake which would be polluted with run off from building activity on this steep site is unacceptable.

Traffic around Langley Lane on already narrow roads would become even more congested with Developers Plant and spoil Green belt is designated to be just that GREEN BELT for the benefit of Human and Animal Welfare

Response

See response to Resident 9

Resident 20

It has come to my attention that Titchmarsh & Bagley are seeking tenders for a Residential Development Opportunity of Land off Meadowside Road, Baildon. They claim that the site benefits from a Draft Allocation for Housing within the Reg 18 version of the emerging Local Plan. The site is identified as BA5/H in the Housing Delivery and Strategic Sites section (HO1) and is earmarked to deliver 40 units. We have carried out an

architectural feasibility study and think 50+ units would be more appropriate. As a result of the Regulation 19 consultation being pushed back at least another year, we are considering whether a Grey Belt application on this site might be appropriate as we understand that it meets the necessary criteria. To that end, we are keen to understand the difference the additional 15% Affordable Housing (that will be levied against any Grey Belt application) makes.

I am writing to object in the strongest terms to any potential change of green belt to grey belt status for the field adjacent to Meadowside Rd Baildon.

Objection to the Proposal

I strongly object to the proposal for development at Tong Park due to the significant environmental, ecological, and infrastructural concerns outlined below:

1. **Environmental and Ecological Impact:** Tong Park is an area of outstanding natural beauty, home to ancient woodland, fields, hedgerows, streams, and lakes. It supports abundant wildlife, including herons, owls, woodpeckers, red kites, buzzards, swans, bats, deer, newts, toads, frogs, bees, and other insects. Many of these species, such as bees, are already in decline. The site acts as a vital green corridor between housing and nature, and any construction would irreversibly damage this ecosystem, violating Bradford Council's commitment to biodiversity conservation under the Environment Act 2021. The Act mandates that developments must leave the natural environment in a measurably better state, which this proposal fails to achieve.
2. **Geological Concerns:** The site's steep slope and underground watercourse result in frequent waterlogging due to surface runoff. Construction would pose a high risk of contaminating groundwater that feeds into the lake, further exacerbating waterlogging and damaging the local environment.
3. **Traffic and Air Pollution:** Langley Lane is already heavily congested, particularly during school opening and closing times, leading to gridlock, blocked driveways, and unsafe conditions for children crossing the road. Increased traffic from 40 new houses would worsen this situation, creating further risks for residents and schoolchildren. Additionally, the rise in air pollution contradicts Bradford Council's commitment to cleaner air, especially near schools where children are exposed to toxic fumes.
4. **Infrastructure Unsuitability:** Meadowside Road is a small road that cannot accommodate additional traffic from new housing. The topography of the site would require extensive civil engineering, resulting in a larger environmental impact and higher costs compared to developing a flatter brownfield site.
5. **Violation of Local and National Policies:** The proposal conflicts with several established policies:
 - **Environment Act 2021:** Developments must enhance biodiversity, which this proposal fails to do.
 - **Nature Strategy:** The proposal does not align with sustainable management of existing habitats or local nature recovery strategies.
 - **Public Authority Biodiversity Duty:** The proposal disregards the duty to conserve and enhance biodiversity.
 - **BAILDON's NDP Objective 3:** The proposal undermines the goal to protect and enhance countryside, local green spaces, and the natural environment.
 - **National Green Belt Purposes:** The field serves as a Green Belt, preventing urban sprawl, protecting the countryside from encroachment, and preserving the historic setting of the area.

In conclusion, this proposal would cause irreversible damage to the environment, exacerbate existing traffic and pollution issues, and violate local and national policies aimed at protecting biodiversity and green spaces. I urge you to reject any proposals which may be submitted and focus on alternative sites with suitable infrastructure that align with sustainable development goals.

Response

See response to Resident 9

Resident 21

My husband and I want to strongly object to the proposed building in Meadowside Road BD17 6TZ

We understand that there is work underway to change the green belt status into grey belt to facilitate building
In excess of 40 houses on this particular site

We have a vested interest in this as our house is directly adjacent to the field where building is proposed

Langley lane is one giant cul de sac with only one way in and one way out

We already have large volumes of traffic on a daily basis coming into the cul de sac and leaving the same way

We also have a junior school situated in Langley lane which again brings extra traffic into the estate as the young children have to be dropped off at school. The children start arriving as early as 8 AM some do not leave until around 5.30pm as the school operates breakfast clubs and after school clubs. At certain times during the day the road is often blocked and the traffic comes to a standstill. If an ambulance was needed for an emergency or if a fire engine was needed then there would be no chance of them navigating the traffic jam.

I have lived in Baildon all my life and at the grand old age of 76 have seen Baildon grow considerably. The countryside has been built on extensively all around the area.. Years ago there were no houses at all up Langley Lane. Footpaths used for walking down to the Tong Park dam and Spring Woods have gone

The wildlife in the proposed site is so beautiful. We have visiting deer and red foxes. Numerous varieties of bird life Including owls and kites. The grass areas must be full of mice and voles as the local cats enjoy sitting and waiting for hours in the grass hoping to catch something.

The field changes from each season. In the spring it is full of beautiful wild flowers and then the buttercups arrive on mass to give a spectacular display. Large thistles also grow in abundance

If building is allowed to go ahead we will all loose yet another beauty site down to the Baildon Woods. If this happens then further building could be granted for other sites across the valley and this would completely change the views out towards Hawksworth

The proposed site would not be affordable housing either as the land is up for sale for a very large amount and any builders would want a healthy return on their investment

All our neighbours in the area so fiercely against this proposed planning. We are very overloaded with traffic already and we feel we would loose a beautiful natural area

Response

See response to Resident 9

Resident 22

Objection to proposed building on green belt at Langley Lane site
Huge effect on wildlife

Traffic issues, already dangerous at peak times school Traffic and large number of houses with only one exit on to Roundwood Road

The actual building process will cause utter chaos
Will the 40 houses make a difference to the affordable housing crisis?

Response

See response to Resident 9

Resident 23

My name is redacted Baildon and have done so for 45 years. My comments about the NDP 2025-2040 relate specifically to any future change in status of the Green Belt area immediately below Meadowside Road towards Gill Beck Valley and Spring Woods. My understanding is that some of this land has been offered for sale for residential housing in the hope that it's current Green Belt status will eventually be revised to Grey Belt.

I feel it is important to draw to your attention the value of this green open space, which Appendix D "Green Spaces Assessment 2024" Item 6 captures very well.

The NDP quite rightly states the need for Baildon to develop more affordable rented accommodation and social housing. If parts of this area were allowed to be developed they would probably very expensive, not only because of their position, but also because of the difficulties of building on such a steeply sloping field.

A final point for consideration is the vehicular access from Langley Lane, which is grid-locked every day during term time at school drop-off and pick-up times.

I encourage those involved in our Neighbourhood Development Plan to do all in there powers to ensure this part of our beautiful village remains green and is not encroached by the urban sprawl.

Response

See response to Resident 9

Resident 24

Having lived on Langley Lane now for over 10 years I cannot see how the area could live with another 40 houses being built as this would probably add another 80 cars which would need to come up and down Langley Lane.

Its bad enough in the morning and afternoon when parents from the school park their cars on either side of the road and across driveways, thus blocking those that live here from easy access to their own homes.

Add to this the fact that there is supposedly a 20 mile per hour speed limit, which a large number of the parents collecting their children seem to ignore, and the fact that when there is an event at the school nobody seems to think that it would be a good idea to advise those living in the area that there is going to be a log jam of traffic and you can then see that the roads cannot take more traffic from this development.

Building on this greenbelt land would encroach into the valley and also damage the wildlife in the area which should be protected and the damage caused by the building would probably cause pollution from the materials running downhill into the valley.

Its time that our councils started to realise that you cannot just add more houses everywhere, especially when the infrastructure in the area cannot handle the additional number of cars, people etc.

So, I strongly object to the proposal and hope that the council see fit to reject it.

Response

See response to Resident 9

Resident 25

The proposed development off Meadowside road is currently green belt and any development on this land should not be allowed. It moves the line of housing further into the Gill Beck valley. This is a lovely area for walking in with lots of wildlife. Many trees would need to be removed to be replaced by bricks which is not good for the environment nor wildlife. There are bats and owls living in this area to name but a few. The encroachment of building will be to the detriment of the area.

Meadowside road is quite steep and a problem to get out of when snow and ice is around in winter. Another 60 vehicles trying to get up and down there in winter will be a farce unless well gritted which as its not a bus route I doubt will happen. Residents of Meadowside road now park on Langley lane in bad winter weather but there is not enough room for another 60 or so cars.

There is only one way out of the whole Langley lane area and this is currently an issue with the amount of cars generated by the school on Langley lane.

There is already deadlock at rush hour with parents parking for the school. Heaven help if the emergency services ever need to get access. Buses struggle to get through and I would be very especially concerned for public safety and especially children attending the school while construction takes place.

Access to the train station from this area is not brilliant either. You have to cross Roundwood road at the bottom of Langley lane which is on a dangerous double bend or walk down Fairfield Drive which is an unmade road / track.

Regarding the wider area of baildon any additional traffic is an issue with only 4 routes in and out. Two of which are narrow country lanes. Otley road is the other which often has long queues at rush hours in both directions.

Over the last 40 years there has been considerable in fill with multiple new dwellings but absolutely no improvements to infrastructure ie Roads, doctors, dentists, policing, library etc.

Response

See response to Resident 9

Resident 26

I am writing to formally object to the proposed allocation and development of Green Belt site BA/022 (Langley Lane / Meadowside Road area, Baildon) as identified in the current Site Allocations Development Plan Document.

1. Protection of the Green Belt

This site is designated Green Belt land, and the Council's own assessment confirms that development here would have a major potential impact, with:

- High potential for urban sprawl
- Major impact on openness
- No opportunity to create a stronger Green Belt boundary

The Green Belt in this part of Baildon serves an essential function, it prevents urban sprawl, protects the setting of the settlement, and provides open countryside accessible to both residents and wildlife. Development here would permanently erode that openness and set a damaging precedent for further encroachment into protected green space.

2. Ecological and Environmental Importance

The site lies within a connected network of TPO protected woodland, mature hedgerows, open grassland, and an adjacent pond/lake, forming a rich and biodiverse habitat mosaic.

This combination of habitats supports a wide range of legally protected and locally notable species, many of which have been actively observed on and around the site by residents and local wildlife groups.

Confirmed and regularly observed species include:

- Kingfisher- recorded along Baildon's watercourses and the River Aire, this sensitive indicator species reflects the high quality of local standing and running water habitats, which are highly vulnerable to disturbance and pollution.
- Swans – regularly seen at Tong Park Lake and nearby ponds, demonstrating the importance of the connected wetland network that links directly to this site.
- Owls and woodland birds – including tawny owl, barn owl, great spotted woodpecker, nuthatch, and treecreeper, all characteristic of Baildon's mature woodland. These species depend on tree cover and open meadow edges for nesting and feeding.
- Bats – multiple species, including pipistrelle, noctule, and Myotis, are known to forage and roost along the hedgerows, treelines, and over the adjacent pond. All bats are protected under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2017.
- Raptors – notably buzzards, kites, and kestrels, which use the site's open fields for foraging and the rising thermals from the valley for flight.
- Roe deer – regularly observed grazing and sheltering within the fields and hedgerows, utilising the area as a key link in the wildlife corridor connecting Baildon, Tong Park, and Esholt.
- Badgers and stoats – reliant on the site's undisturbed soils and continuous vegetation cover for sett creation, movement, and foraging.
- Parakeets and songbirds – increasingly present, alongside woodpeckers and other woodland birds, which depend on the mature treescape and hedgerow connectivity for nesting and year-round feeding.

Together these records confirm that the site is far more than open grassland; it is a functioning ecosystem supporting multiple trophic levels, from prey species to apex predators, demonstrating its exceptional biodiversity and ecological value.

The key habitats present, standing water, hedgerows, woodland edges, and grassland, are all explicitly recognised as priority habitats under the West Yorkshire Local Wildlife Site selection criteria. They form an integral part of a wider ecological corridor linking Baildon to Tong Park, Esholt, and ultimately the South Pennine Moors.

Development would fragment these ecological connections, introduce light and noise pollution, and threaten numerous protected and priority species. In accordance with NPPF paragraphs 180–182, planning permission should be refused where such harm cannot be fully avoided or effectively mitigated.

Given the site's proximity (within 7 km) to the South Pennine Moors SPA/SAC, the Council must require a comprehensive, independent ecological assessment before any allocation or decision is made. This must include:

- A full suite of bat activity and roost surveys carried out over multiple seasons by a licensed ecologist
- Detailed breeding and wintering bird surveys, with particular focus on owls, raptors, and kingfishers
- Badger and wider mammal surveys to identify active setts, foraging areas, and commuting routes
- Habitat and pond assessments for amphibians, invertebrates, and other wetland species

Without these assessments, the ecological implications of development on this site cannot be properly understood or lawfully addressed under the Habitats Regulations.

3. Landscape and Visual Impact

This is a sloping and highly visible site, forming a natural green break between existing housing and the open countryside. Development would irreversibly alter the landscape character, reduce visual openness and diminish

the rural setting that defines the edge of Baildon. Even a “sensitive design” could not mitigate the permanent loss of landscape quality and community amenity.

4. Highways and Traffic Concerns

Langley Lane and surrounding roads already experience serious congestion, particularly at school start and finish times due to the nearby primary school. Around 40 new dwellings would:

- Intensify peak-hour traffic and on-street parking
- Exacerbate safety risks for pedestrians and schoolchildren
- Increase air and noise pollution in a constrained area

The proposed access via Meadowside Road is limited and, as the Council notes, may require third-party land, raising further questions about safety and feasibility.

5. Housing Need and Affordability

The community recognises the need for new housing across the district. While there is a need for new homes across the district, recent developments in Baildon have predominantly delivered large, high-value housing that remains unaffordable to most local residents and first-time buyers.

There is a clear risk that development of Site BA/022 would follow the same pattern, consuming valuable Green Belt land to deliver market housing that fails to address genuine local housing need.

If Bradford Council is serious about meeting local housing needs, it should prioritise brownfield and urban regeneration sites where infrastructure already exists and where higher proportions of affordable housing can be delivered. Using sensitive Green Belt land for high-cost developments undermines the social objectives of sustainable

6. Questionable Sustainability Claims

Although the Sustainability Appraisal notes proximity to services and transport, this does not reflect reality:

- Bus services are irregular and limited
- Local schools and health facilities are already over capacity
- The development would occupy a 100% greenfield site, resulting in significant carbon and biodiversity loss

True sustainability requires balancing housing delivery with environmental protection and infrastructure readiness, not simply proximity to amenities.

7. Availability of Alternative Sites

There are numerous brownfields and less environmentally sensitive sites across the Bradford District that can deliver housing sustainably without harming protected habitats or undermining the Green Belt. No exceptional circumstances justify developing this location.

Conclusion

In summary, I strongly object to the proposed allocation and development of Site BA/022 because it would:

- Cause irreversible harm to the Green Belt and local landscape,
- Destroy vital habitats supporting protected and locally notable species, including barn owls, bats, roe deer, badgers, stoats, buzzards, red kites, kingfishers, and swans,
- Exacerbate traffic congestion and infrastructure pressures, and
- Fail to deliver genuinely affordable housing for the local community.

I therefore urge Bradford Council to remove Site BA/022 from the Local Plan and to continue protecting this land as part of the Green Belt, a space that is ecologically rich, visually valuable, and essential to the sustainable future of Baildon.

Supporting Evidence

- *Bradford Ornithological Group & Visit Baildon*, records of kingfisher, owls, and woodland bird species in the Baildon/ShIPLEY Glen area.
- *West Yorkshire Bat Group*, district repository confirming presence of multiple protected bat species.
- *West Yorkshire Local Wildlife Site Selection Criteria* identifies standing water, woodland, and hedgerow mosaics as priority habitats.
- *NPPF paragraphs 180–182*, statutory basis for refusing development causing significant harm to biodiversity.
- *Local observations* – confirmed activity of barn owls, roe deer, badgers, raptors, and waterfowl directly on or adjacent to Site BA/022.

Response

See response to Resident 9

Resident 27

Thank you for the work involved in producing the NDP. My comments refer to one of the sites earmarked for possible future housing.

Objection to Site BA/022 for future housing.

This green belt site needs to be preserved.

The National Planning Policy recognises 5 purposes for an area remaining classified as Green Belt. One of these is "To assist in safeguarding the countryside from encroachment".

The attached photo shows how building in this field will encroach into what is a very green Gill Beck Valley. The change in the visual impact from the surrounding area is obvious.

The whole area is very rich in flora and fauna, this field is habitat to many species which need protecting. The valley includes a SSSI, and a fresh water stream and lake.

Impact of 40 more houses in the area.

Traffic congestion. See attached photo. There is one road in and out of this estate. During the school run, at the end of after school activities and when there are school events (Baildon C of E) local residents have difficulty getting in and out as is shown in the image. Langley Lane cannot cope with anymore traffic.

Public Transport

There is a very poor bus service on Langley Lane that is unreliable. New residents will have to rely on cars. See comment above.

Risk of Pollution

The field is on a slope. The building process could result in materials draining off the land, downhill into fields and the nearby stream and lake. Building work produces a lot of dust. This site is next to a school playground.

Impact on Wildlife

This field, and the surrounding countryside, is home to many species. Wildlife is on the decline generally, natural habitats have been lost. Building here will add to the decline. The area remains uncultivated, remaining free of chemicals, and is precious for flora and fauna. There are several fresh water ponds and a stream nearby containing aquatic wildlife. Bats, owls (barn owls, little owls and tawny owls) have all been seen in this field, so have deer, badgers and foxes.

Not helping the Housing Crisis

Very few houses built here will help the housing crisis, the new homes will be large, premium style houses as were built in nearby Hollin Head and Broadacre Way, not affordable housing. There are empty brown sites in the area more suitable for housing.

Drainage

There are many local springs in the area, making building not suitable.

Impact on a local Green Space

Only this morning a local walker said as he passed the field "isn't it peaceful here?". This area is quiet, a much needed open space for walkers, cyclists, horse riders etc. Housing in the valley would take that away.

I will comment more if and when Bradford Metropolitan Council decide to remove this site from Green Belt and decide that planning permission can be sought.

Response

See response to Resident 9

Resident 28

I am emailing you to voice our objection to the proposal for building 40 houses on the Tong Park Field site.

If the site were to be developed for housing this would in our opinion have a hugely negative impact primarily for the loss of this green belt space but also the ripple effect to local surrounding area.

We live locally to the site and enjoy the area daily for dog walks. There are lots of people who also enjoy the area for dog walking but also running, bike riding and fishing on the local pond. The housing development would fundamentally change the quiet character of the area and spoil enjoyment of the wildlife that currently call it home as they are displaced. The noise and light pollution would also impact wildlife further down the valley.

The development would also have a hugely negative impact on an already challenging traffic situation on Langley Lane. The road is the only vehicular access in and out of the whole estate and at busy times is under pressure already. The local primary school traffic is a prime example of vehicle impact on the area and residents - quite often there is a very real concern that emergency vehicles cannot get through due to traffic and irresponsible parking by parents with children at the school. Indeed the school bus for the local primary school which aims to reduce traffic and congestion is often stuck trying to safely navigate in and out of the estate. The impact of the extra cars that will come with the 40 proposed houses will add to an already problematic traffic situation and I cannot see how planning for this would be solution focused because of where the site is it will just add extra pressure to Langley Lane area and estate.

We also object as we feel that the housing is unlikely to meet the very real need for more affordable housing. The location is in such a beautiful area I feel that the housing developer would look to charge a premium amount for these houses not making them affordable for families and younger people starting on the housing ladder.

Response

See response to Resident 9

Resident 29

I OBJECT to the inclusion of this site in the Baildon Neighbourhood Development Plan.

ENVIRONMENTAL IMPACT ON TONG PARK VALLEY

The field acts as a buffer zone between the houses on its southern boundary and the scenic Tong Park valley.

The valley is surrounded by fields, woods and the bottom of Hollins Hall golf course.

The valley is a recognised Bradford Wildlife Area and is of ecological and geological interest. It is a haven for wildlife. A green space from which people can reap the associated mental and physical health benefits.

Development of the site would have a material impact on the valley's scenic nature and its flora and fauna. When viewed from the valley and the golf course it will look like urban sprawl..

Construction work on the site would cause air, water and noise pollution all of which would affect the valley.

OTHER CONSIDERATIONS

This site is already on the market for sale. Its boundary extends down to a point level with the lower boundary of Baildon C of E Primary School. The agents s paperwork suggests that the plot could support as many as 55 houses.

The School positively encourages its pupils to take part in outdoor activities both on the school grounds and in Tong Park. Those children should not be exposed to the air and noise pollution created by a construction site.

Even if each house has only one vehicle it will still result in a large increase in the volume of traffic on Langley Lane which is already very busy at peak times. So busy that it can be very difficult for residents to gain access to or egress from their own drive and for residents of the side roads to get onto or off Langley Lane. It will also result in increased carbon omissions and noise and light pollution. As an example of what residents of Langley Lane currently experience I attach a photograph of parking outside my property by parents delivering and collecting their children from school.

Response

See response to Resident 9

Resident 30

I am writing to formally object to the proposal to designate the land directly behind my home as grey belt and to allow development on this site.

This field provides an established habitat for local wildlife and contributes positively to local biodiversity. From our back garden we regularly observe deer, bats at night, owls, and parakeets nesting in nearby trees, and we have video evidence of this activity. National and local planning policy places strong emphasis on protecting biodiversity and avoiding the loss of habitats, particularly where development would cause clear ecological harm.

Reclassifying this land as grey belt would undermine the core purposes of green belt policy, including preventing urban sprawl and safeguarding the countryside from encroachment. It would also set a concerning precedent for further development within the valley, leading to the gradual erosion of remaining green belt land.

While developments often refer to achieving “biodiversity net gain”, it is difficult to see how this could realistically compensate for the loss of long-established habitats and wildlife currently supported by this site, particularly where any mitigation may be relocated or limited in effectiveness.

I am also concerned about the wider impacts of development, including increased traffic on Langley Lane / Bartle Gill / Surrounding Roads and whether a development of this scale would genuinely contribute to meeting local housing needs, particularly in terms of truly affordable housing.

For these reasons, I believe the environmental harm and long-term consequences of developing this site would significantly outweigh any potential benefits, and I strongly urge the council to retain this land as green belt.

Response

See response to Resident 9

Resident 31

Please find attached my feedback and comments specifically in relation to the proposed Green Belt Site BA/022 (was BA5-H) Meadowside Road, which I am disappointed to note remains as a proposed site in local and emerging council plans, despite numerous very valid objections at previous consultation stages for the removal of this site from housing proposals.

This field is now up for private sale as a residential housing development on the basis that it will be granted Grey Belt status under the new Government planning guidelines.

www.meadowsideroadbaildon.co.uk

This is a very concerning development, especially as the company selling has said it is going down this route rather than waiting for Bradford Council Regulation 19 consultation next year, and anticipates 50 houses rather than 40.

It is therefore possible than once the land has been sold to a housing developer that an outline planning submission will be forthcoming irrespective and independent of any emerging plans (as has happened just recently to Green Belt land in Cottingley).

Therefore this field is now at considerable risk of being built on and I urge Baildon TC to state more strongly the protections that Green Fields should be given in the NDP, as the wording currently is very passive in this regard, especially regarding this site and the wider valley considerations.

I would also have thought that Baildon TC would have backed the very many local residents that wanted this plot removed from all emerging plans.

I am disappointed to see that the above site remains in the Baildon TC NDP and the Bradford LDP, as a potential building site despite numerous substantial objections to building here in response to previous consultations.

Frankly, there is absolutely nothing positive about a proposed housing development on this site, which will be to the detriment of the Baildon area and landscape. It is a truly beautiful area with outstanding, open aspect views along the valley that would be destroyed forever. This potential development for 40 houses in designated green belt will drastically spoil the landscape not only for local residents but for the many people who walk in this area and enjoy the stunning scenery. It will also severely impact on local traffic, schools and amenities as well as affecting the natural biodiversity of the area.

1) Site Assessment BA/022 (was BA5/H) Meadowside Road

This is a green belt incursion delivering 40 units. The planners assessment in the 2021 plans state it could have a **major impact** on the green belt with a high potential for sprawl and no opportunity to create a stronger green belt boundary. It notes that development could spread to adjoining parcels of land in due course. To quote, 'The site therefore plays a major role in safeguarding the countryside from encroachment'. The proximity to Tong Park means that wildlife considerations have to be paramount. The assessment and conclusions are not congruent as this site has been brought forward to the draft Local Plan.

The site is poorly served by public transport, buses, and the road system. Secondary schools under Bradford authority are some distance.

This site would really jut out and encroach into the local countryside. Other rejected sites in Baildon could have less impact.

2) Building on Green Belt

In principle this just should not be allowed to happen – Green Belt has been established for a reason, to prevent urban sprawl and the encroachment on the countryside. This particular Green Belt field acts as an important buffer to the valley, and I can only imagine the adverse impact of building here. The pollution on so many levels,

light, noise, environmental that will occur, that will change the valley and surrounding area forever.

The Council's previous site plan states that minor adverse impact would occur, but the site specific Green Belt assessment (noted above) indicates that it would have a major potential impact. There is an area of TOP and it is 30m from a LWS site.

In my opinion Bradford Council has not demonstrated exceptional circumstances for building on this area of protected Green Belt and it is concerning that the current Governments poorly thought through changes from Green Belt to Grey Belt are being pushed through at a local level to justify downgrading green belt land for building. Baildon TC must do everything in its powers to prevent this from happening.

3) The Tong Park Valley and Gill Beck/Spring Woods area

Baildon has a range of corridors and spaces that contribute towards its Green and Blue Infrastructure network. Key important corridors include Gill Beck valley.

Bradford Council's own stated aims are to prioritise 'biodiversity', 'environmental stewardship' and 'health and wellbeing' through recreational activities such as walking and cycling.

Bradford Councils Local Area Strategy states: *Protecting and enhancing existing open spaces and green areas, networks and corridors including the urban fringe to enhance biodiversity and recreation within and adjacent to the settlement as well as incorporating sufficient green space and connections within new developments...Protecting and enhancing the designated Local Wildlife Sites and Local Geological Site as well as habitat networks and priority habitats within and adjacent to the settlement.*

The Tong Park/Gill Beck Valley is an extremely biodiverse area, home to many species of wildlife, trees and plants but from what I can see there has been no real assessment of the impact of any housing development on the environment. There is so much unique wildlife and plant life in this area, scenic open aspect and green space – which is disappearing all too quickly and being concreted over and built on. It is such an outstandingly beautiful area of countryside for everyone to enjoy, to build here would change the landscape and valley forever.

The BA/022 (was BA5/H) fields proposed for building on are not only Green Belt but act as important buffer zones to protect the precious habitat of the Valley. Most of Baildon is also in Zone B of The South Pennine Special Protection Area.

Friends of Gill Beck state on their website in response to previous consultations 'Nationally, we have lost 97% of wildflower meadows since 1950. It's difficult to think of another place in Bradford like Tong Park.'

You can link to their review of the ecological significance of the valley for more information in the blog on their website.

<https://friendsofgillbeckvalley.org/2021/03/04/an-ecological-survey-of-the-gill-beck-valley-2021/>

4) Wildlife and Protected Species

Bats have been seen every year at the top of these fields near the houses – these are likely Pipistrelle Bats – and fly around daily in summer for food. There have also been bats recorded flying over the trees to the bottom of the site.

Tawny Owls habit the trees at the top of the field nearest the school and can be heard calling to their mate further down the valley and this area and field forms part of their hunting grounds.

The field adjoins special wildflower areas, roe deer habitats, hares, numerous butterfly feeding sources. The deer use the fields as part of their territory and regularly cross through them.

It's not just the field itself, birds nest in the trees that line the path down Ladderbanks Lane. Swifts and swallows fly above the field every summer.

In terms of Bradford BAP species, both White Letter Hairstreak and Common Blue and Holly Blue butterflies are found over the fence in Tong Park. Common Blue may well stray into the fields concerned, Holly Blue are present on Ladderbanks Lane and all around and are likely to be present in the trees/hedgerows.

Ladderbanks Lane – a beautiful, ancient and unique public right of way to the valley, with its ancient TPO trees and rich habitat.

5) Green Spaces - HEALTH AND WELLBEING.

Many local residents and people from further afield, including Hawksworth/Guiseley/Menston/Bingley/Shipley/Esholt use the valley recreationally for walking, running, cycling and horse-riding etc., to access unspoilt countryside and green space. One of the key access routes to the valley locally is via Ladderbanks Lane and this would be greatly impacted by building on this site, not to mention floodlit by light pollution.

Friends of Gill Beck Valley undertook a survey of people who visited the valley on Saturday 6 March 2021. 650 people were counted in total heading through Tong Park in one direction or another, including 154 dogs, 39 cyclists, 1 on horseback, confirming the importance of the area for recreation and sporting activities. Especially considering it wasn't very warm and early March.

6) Light, Noise and Environmental Pollution

The site overlooks an area of special interest around the dam and woods, **light, noise and environmental pollution** from the proposed houses would impact on this area significantly, with street lights, house lights, roads, houses, cars, run-off etc.

The current policy for housing developments allows for 2 spaces per house. With 40 houses this could well result in 80+ cars on the site plus other vehicle access, e.g. bin lorries, deliveries, emergency services, trades, etc. The majority of these vehicles are likely to bring with them damaging emissions, in addition to the light and noise pollution created during the building of the houses and their use once completed. In addition, the adverse impact would be increased by removing trees and other flora and fauna which are beneficial to the environment, and play a role in reducing air pollution.

7) Traffic on Langley Lane

There has for many, many years been complete traffic chaos on Langley Lane at school opening and closing times, especially since the school became a Primary School.

The current car use within the local area by existing residents and people accessing schools already creates problems of congestion, road danger, environmental pollution and access issues for the school bus and larger emergency services vehicles, bin lorries, etc. Action to reduce these issues such as traffic calming measures, limiting parking on sections of Langley Lane and the occasional presence of PCSOs have had a limited impact. Adding more cars into the area will exacerbate these issues.

Traffic can come to a complete standstill, exit from Langley Lane to Roundwood Road queuing back, car after car along with problems accessing Langley Lane from Roundwood Road. Local residents can't get up or down Langley Lane at these times. Adding a further 80 cars from the proposed houses would be completely untenable. The cars are parked on either sides of the roads, often with their engines left running polluting the local area. We simply cannot sustain another 80 cars in the area and up and down Langley Lane. A number of years ago a child was knocked over. It is just madness that more houses are being considered

8) Infrastructure

The infrastructure just cannot support another 40 houses and associated families. The local Primary and Secondary schools are heavily subscribed, railway service limited and parking at the station extremely limited and unobtainable most of the time. Public transport is also limited. Roads are congested, with only one way in and out to the surrounding estate.

It should also be noted that the proposed housing development site is not within a 15 minute neighbourhood principles with respect to health care and appears to be at odd with the Council's proposed Transport and Environment Policy and Local Plan.

10) The Fields – site BA/022 (was BA5/H)

Access to the proposed housing site will be via Meadowside Road, which has a steep incline into the field; the plan indicates that there may be a requirement for some additional third party land due to configuration of the site Boundary. This will cause huge traffic issues along Meadowside Road.

The topography of the fields has been raised in consultation documents, but another very concerning point is drainage and surface run off. These fields get water logged quickly with surface run-off appearing as evidences in the photos below.

There is also likely an underground watercourse/stream that flows under the middle of this field which emerges halfway down and is used as a water source for the horses when they are in the field.

Building on this site is not ideal for many reasons, however with the natural topography of the site being on a steep decline, this will mean the construction of houses on a site of this nature will require considerable civil engineering to allow a successful project. This in turn means the development will have a much larger environmental toll than a flatter brownfield site, causing higher prices.

The construction process on a site of this nature also has a very high risk of contamination of adjacent land and groundwater further downhill from the site including the local dam pond and stream.

The cost to build on this site, is therefore likely not to put these houses in the affordable bracket.

In Conclusion

To re-iterate that I strongly object to the allocation of this site for building houses on, for all of the above reasons and also to avoid the absolute avoidable destruction of a local beauty spot and outdoor amenity, rich in habitat and biodiversity. It is the wrong thing to do.

It is extremely disappointing to see that this site still remains as a potential building site in local plans and I would urge Baildon TC makes its objections and concerns to building on this Green Field site more strongly stated in the local NDP it is in the process of finalising. Baildon TC needs to safeguard this area for the benefit of local residents and generations to come.

Response

See response to Resident 9

Resident 32

I just want to add my objection to the Meadow Side Tong Park site development.
It will damage wildlife and greenbelt.

Add to traffic congestion and pollution on Langley Lane.

Transport information, and shopping is wrong from 2016.

Buses only from 9.50am until 1.50pm. Not reliable. Trains are less frequent, no direct connection to Leeds.

It is a massive hill to Baildon village.

Sprawl will then happen into the Green belt which will be converted to grey. We have Owls, other birds and bats

which we see at Langley lane, badgers, foxes. Deer are in the fields.

There is plenty of brownsites to use if developers are incentivized.

Response

See response to Resident 9

Resident 33

I write to Object to the sale of the land for the building of houses on the plot of land at Meadowside Road. This area is a place of natural beauty, a beautiful landscape full of wildlife all year round. Housing would be a blot on the landscape. However, importantly, this area already has big issues with parking during school time, it always has. Parents park across driveways and don't keep clear space for emergency services, also making it unsafe for children. There is plenty of brownfield space in the Bradford area which could provide affordable housing, particularly for 1st time buyers, so that the next generation can afford to stay local to their families without having to move out of the area.

Response

See response to Resident 9

Resident 34

Thank you to all who have worked on the NDP - it is a clear and well thought through document.

As residents of Hayfield Close, we strongly agree that the land known as Tong Park Field, off Meadowside Road, (BA/022) should be retained as green belt.

We know you have already received several very detailed responses from other local residents and we are in total agreement with all the reasons why this land should stay as green belt.

We understand greenbelt land can only be used for housing development if deemed absolutely necessary. Encroachment of green belt out into the scenic valley would change the nature of the valley permanently. Green spaces should be retained for leisure/outdoor activities. This area is used extensively by local people for walking and has significant health and wellbeing benefits. The area is home to a wide range of wildlife including birds, deer and small mammals.

Furthermore, we would add that the NDP needs to give careful consideration of the impact of any future development of this land for housing would have on BTC's vision on Pg 18 of the plan that getting around Baildon will be easy. Residents in the Langley Lane area, including several cul-de-sacs off Langley Lane already experience significant traffic gridlock particularly around the start and end of the school day and further housing development would only make this worse.

We strongly believe there are more appropriate ways of managing housing development targets that should be prioritised before considering green belt areas and that consideration of the use of green belt land should be an absolute last resort.

Response

See response to Resident 9

Resident 35

Having studied the Baildon Neighbourhood Development Plan Baildon Civic and Historical Society (BCHS) would like to offer the following comments:

We are in broad agreement with all the aims and objectives outlined in the plan

Specific comments:

Objective 1 - Housing

BCHS are very pleased to note Baildon Town Council's reservations and willingness to object to any plans to build on greenfield sites. We fully support the idea of any new housing being of a mix which suits the demographics of Baildon particularly the support given to providing more accommodation for those elderly who wish to downsize thereby freeing up homes for younger families .

Objective 3 - Environment and Countryside

BCHS welcomes the support Baildon Town Council has given to Bracken Hall Countryside Centre and hope this will continue into the future. We feel that BCHS is a very valuable resource for local residents and for attracting visitors to the area. It is a facility which provides a gateway to the outdoors informing and educating the public about the history and ecosystem of the area. The Centre provides opportunities for all age groups to improve their wellbeing through contact with nature.

Objective 4 - Heritage

BCHS believes that it is vital to preserve the historic character of Baildon and agree that this will be aided by the identification of currently non-designated heritage assets, to afford an improved level of protection from inappropriate development or demolition.

BCHS also supports the proposed extension of the Station Road conservation area, a site of considerable historical importance.

Objective 5 - Community and Recreation

BCHS fully supports the proposed development of a community centre in the former Baildon Conservative Club. The residents of Baildon would benefit greatly from re-location of the library and town council offices to a new site along with creation of much needed facilities for cultural and community activities .

Objective 6 - Economy

We offer strong support for the enlargement of the area of Baildon Village. The shops on Browgate, Wesley's, the Community Garden, the Co-operative supermarket and the Grove car park are all part of the social and commercial life of Baildon village and should be included within its boundaries.

In particular we are pleased that Baildon Town Council has continued to maintain the public toilets, and we strongly endorse the preservation of this much used facility.

BCHS would like to offer our congratulations and thanks to Baildon Town Council for completing such a comprehensive piece of work . We appreciate the many hours spent by town councillors, as unpaid volunteers, in producing this impressive document

Response

Baildon Town Council thanks the Baildon Historical and Civic Society for their comments and looks forward to continuing to work in partnership and collaboration on a range of issues to protect the valuable built and cultural heritage that Baildon is fortunate to have within its parish.

Responses Submitted through the online survey

There were 36 Responses to the online survey. Residents have been numbered within this part of the consultation for ease of reference.

Policy Number	Support for Policy	Objection to Policy	No Response	Note
Policy 1 Housing Needs in Baildon	9	23	4	
Policy 2 New Housing Sites For Development	8	25	3	Meadowside misunderstanding has impacted result.
Policy 3 Protecting Green Belt from Development	25	8	3	
Policy 4 Footpaths	21	0	15	
Policy 5 Walking and Cycling	22	3	11	
Policy 6 Improve access to and use of train travel to and from Baildon	23	1	12	
Policy 7 Improve and increase bus travel in Baildon	23	0	13	
Policy 8 Sustainable Cars and Safer, More Effective Roads	20	3	13	
Policy 9 Baildon Reservoir Site	24	0	12	
Policy 10 Conserving and Enhancing the Landscape	25	0	11	
Policy 11 Enhancing the natural environment and structures of the River Aire Corridor	21	0	15	
Policy 12 Views and Vistas	21	0	15	
Policy 13 Protecting Local Green Spaces	26	1	9	
Policy 14 Conserving and Enhancing Baildon's Conservation Areas	23	0	13	
Policy 15 Protecting Baildon's Non-designated Heritage Assets	19	0	17	
Policy 16 Shipley Glen Tramway	21	0	15	
Policy 17 Baildon Design Guidance and Codes	16	1	19	
Policy 18 Protecting and Enhancing Community Facilities and Public Houses	23	0	13	
Policy 19 A Cultural Hub for Baildon	19	0	17	
Policy 20 Protecting and Enhancing Sport and Recreation Facilities	21	0	15	
Policy 21 Supporting Economic Development in Baildon	19	0	17	
Policy 22 Baildon Village Centre – Boundary, Usage and Public Realm	18	0	18	
Policy 23 Car Parking provision for Baildon Village Centre Policy	19	0	17	
Policy 24 Developing the Visitor Economy	20	0	16	
Policy 25 Maintaining Local Shopping Areas	21	0	15	

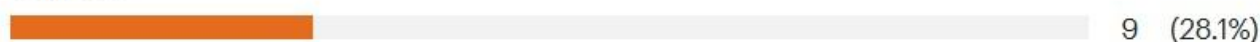
OBJECTIVE 1 : HOUSING

To meet local housing needs by providing housing that is of the right type, size, location and tenure, incorporating high quality design that reflects the character of the area.

Policy 1: Housing Needs in Baildon

1a. Do you wish to support or object

Support



Object



1b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 1 said: "This planning will be detrimental to the wildlife, Tong Park nature reserve and its inhabitants including our Swan family. It will be detrimental to the safety of the residents and children when Langley Lane is already dangerous with the amount of cars accessing current properties and the school. The area is just not able to accommodate any more housing. It will be devastating impact on the immediate and surrounding area. "
2. Resident 2 said: "There is much in here that is too nuanced and subjective for a binary support / object response, so I shall email you. "
3. Resident 3 said: "Baildon is already over developed with doctors, schools and dentists in short supply. The sites ear marked for development are green belt with important habitats for wildlife, and countryside for public use which is essential to health and wellbeing. Traffic is already difficult in Baildon with jams into and out of the centre and gridlock around the schools, especially on Langley Lane. Pollution is high as a result of these traffic issues, adding more houses will only worsen the situation. It is deeply concerning that green belt land is to be recategorised as grey belt, which then makes development almost impossible to object to! "
4. Resident 4 said: "We have relocated to be closer to green space and have moved away from idle which has had numerous builds over the years we have been there. I object as green space is pivotal to look after the environment. We need to protect our wildlife and reduce carbon imprint. I have moved to Baildon for my mental and health and wellbeing as I need green spaces for walks to improve my mental wellbeing. I want to object as I have lived in other areas when they have had further builds. It has impacted schools, gps and dentists as these have not increased yet further housing developments have and this has added pressure to our existing services. The traffic and air pollution is a further concern. With more houses comes more traffic, more noise and disruption which I object to. Please protect our green space and do not build. Utilise empty buildings instead and repurpose these instead of ruining our beautiful surroundings. "
5. Resident 5 said: "More one and two bedroomed terraced housing needed including in the West Lane area of Baildon."
6. Resident 6 said: "Meadowside Road: adds to congestion, pollution. Langley lane already very busy. Encroaches into green belt impacting wildlife"

7. Resident 7 said: "I would like to object against the proposed housing development for site BA/022 Meadowside Road. As a frequent dog walker in the area I've seen how this land is a key habitat for endangered species like red kites and buzzards, as well as owls and many other animals and birds. I have also seen lapwings and curlews in Baildon and these red list endangered birds are ground nesting and fields like Meadowside are crucial to their survival. Building on this site would have a devastating impact on the area both in terms of its enjoyment for local residents and for wildlife. As someone who is moving to the area, I'm incredibly concerned by the proposed new housing and its effects on traffic, since this new development would connect to an already busy road (Langley Lane) in order to connect with Roundwood and Otley road that will be used by commuters. Adding additional housing onto an already popular street will add a lot more congestion to the already busy street, especially without adding another exit onto a main A road like Otley road. I think it would be incredibly irresponsible to all housing to be built on this important land and would hope that given Baildon's recent designation as being part of the Bradford Pennine gateway national nature reserve that significant ecological sites like BA/022 would be protected accordingly. "
8. Resident 8 said: "I am concerned the new development will cause a nuisance to local residents and negatively affect the environment."
9. Resident 9 said: "The field off meadow side road up for development is green belt "
10. Resident 10 said: "Where is the evidence to show more houses are needed? If they are needed it's for reasonably priced houses so local young adults can get on the property ladder to stay in area which they want to support. "
11. Resident 11 said: "Baildon is large enough already. I moved here 19 years ago because it was a village and now it is a town. Enough! Increased housing, cars and people are spoiling this area."
12. Resident 12 said: "This is not necessary especially in this area. There is already large residential area and for a singular town you need a balance between different elements that make a town. Taking away nature for even more residential area - it takes away what makes Baildon special to those that live here already. "
13. Resident 13 said: "I object to further development. A number of sites could be used which would not be detrimental to the landscape of Baildon. I have, in the past, identified sites which could be developed and utilised. I object strongly to the idea of a residential development off Meadowside , Langley Lane. It is a congested area, there are numerous traffic issues, it needs to remain as green belt, there are no school places, doctors or infrastructure."
14. Resident 14 said: "Re. BA/022 School traffic has become a nightmare. Further traffic on Langley Lane is not to be tolerated . "
15. Resident 15 said: "This is an important need especially for families"
16. Resident 16 said: "Baildon is full ."
17. Resident 17 said: "I agree that there is a need for good quality housing designed for families and to allow downsizing. There is a housing crisis across the UK that is driving down living standards, mostly at the expense of young people and young families. It is my firm belief that this is will be a reservoir for a whole host of social, economic and political problems in the future. Although I love our local outdoor spaces, and agree with the wording regarding housing on green belt, I do wish that the Green belt is not used to justify objections to reasonable developments - after all, at one point all our homes were built on fields or

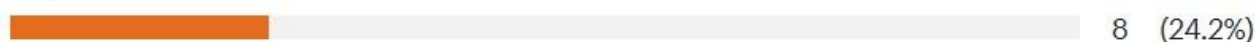
moorland. "

18. Resident 18 said: "I work in Baildon and the town doesn't need more housing , its saturated already . If housing association / affordable homes are being looked at , if should only be off the coach road area , as they decline the housing prices . The top of the village and moorland should be kept as is "
19. Resident 19 said: "Infrastructure and traffic congestion "
20. Resident 20 said: "To ensure that the character of Baildon is protected and does not become over crowded "
21. Resident 21 said: "nationally we are short of housing. Bailon must play its part"
22. Resident 22 said: "I am making an objection as I do not believe we should be building more houses on green belt land. I am concerned that green belt land is trying to be passed off as grey belt so houses than then be built. We are very concerned about the specific plans to build on Tong Park which is not just behind our house, but this is also next to a primary school and on green belt land. I do not believe it is in the best interest of the school to have houses built looking over the primary school playgrounds. The traffic across the Langley lane area is already horrendous, particularly at school times. This is due to a middle school being turned into a 2 form entry primary school where the majority of parents drive to drop children off. As Langley lane also only has one way in and out of the whole area, this causes many delays and issues when trying to leave our house. This is for all residents in this area. My further concerns are the new traffic lights which have been put in at the Roundwood Road/Otley Road junction. This will too have a huge further impact on traffic across this area and affect the flow of school traffic even more. Our back garden looks over Tong Park which is the sole reason we bought it. We do not believe putting a further 50-60 houses on the land behind our property is essential and believe this will cause a lot of disruption as described above. We often see various wildlife from our garden across tong park including Barn Owls, Deer, Pheasants, bats, foxes, hares and more. It is a concern that this is not being taken into account and the council would prefer houses to be there instead. I would like careful consideration for all the points above to be raised at consultation please. I fear as time goes on, we will not have access to the lovely green spaces in Baildon that so many residents enjoy and are many families reason to live in this village. "
23. Resident 23 said: "Baildon is already in my opinion too heavily built upon the infrastructure doesn't cope well with the amount of traffic"

Policy 2: New Housing Sites For Development

2a. Do you wish to support or object

Support



Object



2b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 25 said: "Consideration also need to be given to other features of sustainable housing. All new housing should have solar panels, grey water recycling and swift bricks as standard and be built to as near

Passivhaus standards as possible."

2. Resident 3 said: "These sites contain important habitats for wildlife, and provide access to outdoor recreation for many residents. To develop on these sites would destroy ecosystems and increase traffic, pollution and over subscription of schools and existing services."
3. Resident 4 said: "We have relocated to be closer to green space and have moved away from idle which has had numerous builds over the years we have been there. I object as green space is pivotal to look after the environment. We need to protect our wildlife and reduce carbon imprint. I have moved to Baildon for my mental and health and wellbeing as I need green spaces for walks to improve my mental wellbeing. I want to object as I have lived in other areas when they have had further builds. It has impacted schools, gps and dentists as these have not increased yet further housing developments have and this has added pressure to our existing services. The traffic and air pollution is a further concern. With more houses comes more traffic, more noise and disruption which I object to. Please protect our green space and do not build. Utilise empty buildings instead and repurpose these instead of ruining our beautiful surroundings. "
4. Resident 25 said: "I support the statement that new housing sites within existing built-up areas should not use Green Belt"
5. Resident 24 said: "I would like to object to the proposed building of approximately 40 new dwellings on green belt field off Meadowside Road & overlooking Tong Park Dam & Spring Woods Green Belt Field off Meadowside and some of the reasons are:- -An additional 40 houses will increase both traffic and footfall into Langley Lane and onto Station Rd Causing :- - additional school places - additional traffic congestion on Langley lane both during the day and especially at school times, especially as no alternative exit other than Langley Lane - additional risks for traffic accidents to both pedestrians & school children - additional pressure on the local doctors surgery & pharmacy - additional access issues for emergency services - additional heavy site traffic access during the build period will cause damage to roads as well as adding to further road congestion & danger to school children & pedestrians in an already congested residential area - Intermittent service disruptions for services, such as gas, electric, telecommunications & internet etc during new site connections - Noise issues from generators, dumpers & JCB's etc - additional traffic will have an impact on all of Baildon as more heavy works traffic using Station Rd - Site entrance is one of the main entrances into the green belt area of Tong Park Dam & Spring Woods for dog walkers, runners, hikers, fishermen and public members wanting to watch the cricket, which will cause so many dangerous situations both to people & animals using this entrance to access this beauty area - encroachment onto the green belt will also have a lasting effect on the abundance of local wildlife which use this green area on a daily basis "
6. Resident 27 said: "I specifically object to the plans of developing housing on the green belt field off Meadowside Road, Baildon. This development will have a huge, and negative, impact on the road safety on Langley Lane and surrounding streets as well as potentially restricting access for emergency vehicles. To access this new developments, vehicles would have to come up, and down Langley Lane, which is not a through road. Traffic on Langley Lane is already heavy, in particular at school start and closing times. I often witness traffic jams on Langley Lane where no vehicles can move up or down the street due to it being narrow and people double parking due to lack of off street parking. This is already a major issue so having further housing, with a considerable increase in traffic would have a very negative impact. I find it hard to think of any solutions, other than deny this housing development, as Langley Lane is not a through road and would be the only access to this site. "
7. Resident 6 said: "Don't build in Greenbelt"
8. Resident 7 said: "I would like to object against the proposed housing development for site BA/022 Meadowside Road. As a frequent dog walker in the area I've seen how this land is a key habitat for

endangered species like red kites and buzzards, as well as owls and many other animals and birds. I have also seen lapwings and curlews in Baildon and these red list endangered birds are ground nesting and fields like Meadowside are crucial to their survival. Building on this site would have a devastating impact on the area both in terms of its enjoyment for local residents and for wildlife. As someone who is moving to the area, I'm incredibly concerned by the proposed new housing and its effects on traffic, since this new development would connect to an already busy road (Langley Lane) in order to connect with Roundwood and Otley road that will be used by commuters. Adding additional housing onto an already popular street will add a lot more congestion to the already busy street, especially without adding another exit onto a main A road like Otley road. I think it would be incredibly irresponsible to all housing to be built on this important land and would hope that given Baildon's recent designation as being part of the Bradford Pennine gateway national nature reserve that significant ecological sites like BA/022 would be protected accordingly. "

9. Resident 8 said: "I am concerned the new development will cause a nuisance to local residents and negatively affect the environment. I am concerned that there is only one road that leads to Otley Road. This will be several affected by congestion from the building site and damage to the roads. It will also be very loud for school children and local residents. My suggested modification is to cancel any plans to build on this side of Baildon and to focus development in other areas of Baildon."
10. Resident 9 said: "The field off meadow side road up for development is green belt "
11. Resident 10 said: "This is green belt land that has an abundance of wildlife and nature and is a treasured spot for the wellbeing of the Baildon community, it's used by walkers/runners/cyclists/dog walkers etc. it will ruin the whole Tong Park area The area is limited in access for traffic and is already an issue especially at school drop off/pick up times. In addition I question whether the local area can cope with additional adults /children from an education and health -schools/GPs . "
12. Resident 28 said: "I don't object to new housing but the rejected site on Langley lane near the school is not fit for the purpose due to the local area not being equipped for the increased traffic. There is also an ancient and well used footpath wildlife and recreation to consider in this case. People can't rely on the railway to get them places as the service is too infrequent so by all means revisit this if you can make suitable accessibility in the area otherwise dangerous congestion, pollution and destruction of green belt land is not proportionate to the housing needs it will fulfil"
13. Resident 29 said: "I object to the potential change to the green belt status of Tong Park Field (off Meadowside Road). The space is intrinsic to the character, natural beauty and environmental diversity of the area. The area is an asset to Baildon and cherished by the wider community for leisure activities. The impact on road infrastructure in a location already struggling with congestion from the local school should also be considered, as should the safety implication of significantly increased traffic on the local community. Once green belt is gone it can never be regained and every effort should be made to develop brownfield land to improve areas in need of redevelopment."
14. Resident 30 said: "I am specifically objecting to Tong Park Field off Meadowside Road (BA/022) being removed from its protected Green Belt status and subject to development. There is already a huge traffic problem on Langley Lane and the addition of houses/cars to the local infrastructure is not sustainable. Additionally this site is a much needed buffer to protect the Gill Beck Valley/Spring Wood area which is invaluable to our community."
15. Resident 12 said: "Concerns of a) Devastating impact on the protected nature - plants and animals in the area b) Already extremely busy street that would be even more congested as it connects to a primary school - impacting the wellbeing of school children at the primary school. c) Reduction of green spaces that is a pillar stone of the wellbeing of residents in the area. "

16. Resident 15 said: "As long as the sites are carefully chosen this is meeting an important need for affordable housing"
17. Resident 18 said: "I work in Baildon and the town doesn't need more housing , its saturated already . If housing association / affordable homes are being looked at , if should only be off the coach road area , as they decline the housing prices . The top of the village and moorland should be kept as is "
18. Resident 20 said: "Proportional approach needed recognising housing needs but limited "
19. Resident 21 said: "Below Meadowside off Langley Lane has been rough land for 40 years and always expected to be developed"
20. Resident 23 said: "Too many green sites being made into housing we should be building in brown sites "
21. Resident 31 said: "I believe the "backland" provision removes the opportunity for significant housing opportunities, particularly those which do not build on the green belt and damage the ecology and semi-rural character of the town. For example, in and around West Lane/Lucy Hall Drive are a number of properties which are currently empty and have been for many years. They are large properties which large gardens, and would be better suited to the building of multiple properties on them. BP2/4 would prevent these developments despite the benefits they would bring. "

2c. Which part of the policy does your comment relate to

Open text responses to "Other":

- Resident 29 said: "Tong Park Field (off Meadowside Road)"
- Resident 16 said: "The land which is part of the Church of England school should not be built on as there is little open space left in Baildon."
- Resident 31 said: "I believe the "backland" provision removes the opportunity for significant housing opportunities, particularly those which do not build on the green belt and damage the ecology and semi-rural character of the town. For example, in and around West Lane/Lucy Hall Drive are a number of properties which are currently empty and have been for many years. They are large properties which large gardens, and would be better suited to the building of multiple properties on them. BP2/4 would prevent these developments despite the benefits they would bring. "

Policy 3: Protecting Green Belt from Development

3a. Do you wish to support or object



3b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 2 said: "The decision to not remove Meadowside from the Bradford LDP, was terrible. Proposed housing needs opposing vehemently. This is no ordinary green belt location (e.g. an average field): it is a beauty spot in a scenic valley. I'll respond more fully via email. "
2. Resident 3 said: "Green belt in Baildon is made up of beautiful landscapes and habitats for wildlife. It needs to be protected and kept as it is, not only for the wildlife but for the residents of Baildon who use the open spaces extensively. Once green belt is built on, it will not stop as more and more land will be developed."
3. Resident 4 said: "We have relocated to be closer to green space and have moved away from idle which has had numerous builds over the years we have been there. I object as green space is pivotal to look after the environment. We need to protect our wildlife and reduce carbon imprint. I have moved to Baildon for my mental and health and wellbeing as I need green spaces for walks to improve my mental wellbeing. I want to object as I have lived in other areas when they have had further builds. It has impacted schools, gps and dentists as these have not increased yet further housing developments have and this has added pressure to our existing services. The traffic and air pollution is a further concern. With more houses comes more traffic, more noise and disruption which I object to. Please protect our green space and do not build. Utilise empty buildings instead and repurpose these instead of ruining our beautiful surroundings. "
4. Resident 32 said: "Protecting greenbelt land from development is essential for both social and environmental reasons. Environmentally, greenbelt areas safeguard biodiversity, protect wildlife habitats, absorb carbon, reduce flood risk, and act as natural buffers against air and noise pollution. Once built on, these benefits are permanently lost and cannot be recreated elsewhere. Socially, greenbelt land provides accessible open space for recreation, physical and mental wellbeing, and a clear boundary that prevents urban sprawl from eroding the identity of towns and villages. Allowing development sets a precedent that prioritises short-term gain over long-term community resilience, environmental health, and quality of life for future generations."
5. Resident 25 said: "I object to the use of Green Belt land for housing. "
6. Resident 33 said: "I strongly object to Tong Park Field off Meadowside Road (BA/022 on Bradford Council's SHLAA Sites 2021 being removed from it's protected Green Belt status and potentially subject to houses being built on it. My reasons for objecting are as follows: This is currently Green Belt land and should remain so. Removing the Green Belt status to allow building would encroach/sprawl into a beautiful scenic area, changing the nature of Tong Park Valley permanently. Additionally I understand that there are number of ancient trees bordering this land which are subject to Tree Preservation Orders. Building on that area of land could result in those trees must being compromised or lost. Concern about the impact housing on that land would have on the biodiversity and habitat of Tong Park Valley and Spring Woods. This area of land (BA/022) borders and acts as a natural buffer zone which protects the valley area (listed in the NDR as an identified Green Space), and is recognised as a Bradford Wildlife Area and an area of special interest ecologically and geologically. Green spaces should be kept open for leisure and outdoor activities. This area is used by many walkers, runners and horse riders. Many people need access to open green spaces to maintain their wellbeing. I understand that the characteristics of this land are not suitable for building on owing to poor drainage and being prone to water run off after heavy rain. The infrastructure in this area of Baildon is insufficient to support additional housing. Traffic is a major issue in this area particularly during term time. At school opening/closing times and when school events are on, the roads are gridlocked. As a resident of Wensleydale Rise I try to avoid the roads during those times as it's absolute carnage. With only one shop and limited public transport in this area of Baildon, inevitably additional residents would equate to a significant increase in cars in this area. Keep BA/022 as Green Belt"
7. Resident 5 said: "Actual site examples needed on what is meant by "green corridors within existing settlements" - green belt sites should be protected except in very exceptional circumstances."

8. Resident 24 said: "see section 2b for my objections to building on the green belt. - Impact to the natural habitat will be partially destroyed with a possibility causing pollution to Tong Park Dam with run off / seepage water of building chemicals etc - There are also sufficient Brown sites where new housing can be built"
9. Resident 27 said: "The proposed development off Meadowside Road, Baildon, would be built on a beautiful and peaceful piece of land, which is currently enjoyed by Baildon residents. It is a unique setting for a cricket club, a fishing lake, and an abundance of wildlife including herons, a couple of swans (who nest each year) etc. Walkers, dog walkers, runners enjoy this green space and there are horses in the adjoining fields. This would be very negatively impacted if housing was developed off Meadowside Road. "
10. Resident 6 said: "Don't build in Greenbelt - there are numerous other sites"
11. Resident 7 said: "Support this and would like BA/022 Meadowside road to be included in the proposed green belt "
12. Resident 8 said: "Green belt is necessary to protect birds and animals. I am an avid bird watcher and am concerned about loss of habitat and building works disrupting bird life cycles."
13. Resident 9 said: "It would have a detrimental impact on the diverse wildlife of Tong park, particularly for badgers of Tong park who are protected by law and whose sets will run along the boundaries of these fields. A thorough ecological survey would need to be completed to ensure no sets were in the vicinity. Wildlife will be impacted due to the area being more populated but also lead to more reports of antisocial behaviour in Tong Park, behaviour which affects the wildlife; set digging, baiting and other torments. There are ancient trees bordering the fields the field also provides drainage. Langley lane is traffic heavy due to baildon CE - can local infrastructure support more houses and cars in this area? Instead Tong Park should be recognised as a nature reserve not just Bradford Wildlife Area, one which will provide a safe area for families to walk and outreach opportunities for schools in the local community such as Baildon CE school. "
14. Resident 10 said: "To preserve the wildlife and the outdoor spaces local to the residents of Baildon. "
15. Resident 29 said: "The green belt is an essential part of what makes Baildon such a special place to live for existing residents"
16. Resident 30 said: "I am concerned about any development that would encroach on the area surrounding Gill Beck Valley/Spring Woods. This area is much loved by the community, is teeming with wildlife and should remain treasured and protected."
17. Resident 11 said: "I live near Meadowside Road and use Tong Park for running and walking through weekly. It is a beautiful area to be in; so natural and full of wildlife including horses, birds, swans and so much more. Its natural environment is breathtaking. It would be awful to build on this area. Living on Langley Lane, near the Primary School, I see the amount of traffic already. It's dangerous for children and very challenging for me if I'm in my car trying to access the street during school pick ups/drip off. This will only be made much more difficult if a new housing estate is build in this area, using Langley Lane as access."
18. Resident 12 said: "Concerns of a) Devastating impact on the protected nature - plants and animals in the area. Baildon is home to a whole ecosystem of animals and plants - I have lived here 21 years and witnessed the magic that the nature holds in this area. The greenbelt is a cornerstone of this. The development on the green belt will strip this away, through construction and then irreversible damage. The citizens of Baildon are extremely against this and will do what is necessary to protect our wildlife and

nature of this area. b) Already extremely busy street that would be even more congested as it connects to a primary school - impacting the wellbeing of school children at the primary school. c) Reduction of green spaces that is a pillar stone of the wellbeing of residents in the area. "

19. Resident 13 said: "We need to preserve the green belt in order to maintain a good environment for our community. "
20. Resident 14 said: "Development of further green belt, when we bought our house 53. years ago, mainly because of the green space around again not welcome . "
21. Resident 15 said: "There are non-green belt alternatives"
22. Resident 34 said: "I strongly support the need to protect the green belt and avoid urban creep"
23. Resident 16 said: "The green belt is precious."
24. Resident 18 said: "I work in Baildon and the town doesn't need more housing , its saturated already . If housing association / affordable homes are being looked at , if should only be off the coach road area , as they decline the housing prices . The top of the village and moorland should be kept as is and always should be , for moorland , wildlife and the environment . Baildon is too busy with traffic and no room in schools "
25. Resident 19 said: "Green Belt should be protected - for wildlife and for the enjoyment of people in the community. These areas help tremendously with exercise, enjoyment and health, including mental health. "
26. Resident 20 said: "Green belt should be protected. There are other options before this should be considered for use "
27. Resident 21 said: "The green belt includes grey belt areas"
28. Resident 22 said: "Green belt land needs to be protected and not passed off as grey belt so houses can be built on it. "
29. Resident 23 said: "Our green spaces need protection there's plenty of brown sites that can be developed "
30. Resident 31 said: "BP3/2 is too vague and unspecific, and becomes an open door to development on the green belt. For example, what does and does not constitute a "part of a green corridor within existing settlements", what are the factors in deciding this? Isn't all green belt a corridor between existing settlements by definition? Further Policy 3 makes no mention of the ecological integrity of the greenbelt."

Open text responses to "Other":

- Resident 25 said: "BP3/1 The term 'settlement boundary' is too open to interpretation and so Green Belt land on the edges of housing development may then be redesignated. BP3/2 Green belt land on edges of green corridors should be completely protected. Conservation Areas and landscape character designations are essential and should not be open to interpretation in favour of redesignating land for housing development. In particular site BA/022 is part of a Green corridor and with housing on this land will hugely impact on the landscape character. Clearly on Figure 5 this site juts out from the boundary of houses into an open land which is adjacent to the important Gill Beck/Tong Park valley area which is a crucial wildlife corridor linking the South Pennine Moors, Esholt and the River Aire. "
- Resident 33 said: "BP3/2"

- Resident 5 said: "BP3/2"
- Resident 31 said: "BP3/2 is too vague and unspecific, and becomes an open door to development on the green belt. For example, what does and does not constitute a "part of a green corridor within existing settlements", what are the factors in deciding this? Isn't all green belt a corridor between existing settlements by definition? Further Policy 3 makes no mention of the ecological integrity of the greenbelt."

OBJECTIVE 2 : TRANSPORT

To enhance and improve transport and infrastructure, within the constraints imposed by local topography, to enhance mobility for everyone including by foot, cycle, train, bus and car.

Policy 4: Footpaths

4a. Do you wish to support or object



4b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 2 said: "All physical barriers on bridleways, footpaths and cycle paths, should be removed. They hinder people of limited mobility and can cause considerable inconvenience."
2. Resident 3 said: "Traffic is terrible. Train services are limited to once per hour, the footpaths and pavements are in need of maintenance and cycling in Baildon is highly dangerous. Speeding is also a major issue. "
3. Resident 25 said: "One of the joys of living in Baildon is being able to walk throughout the area on well maintained footpaths. Near Baildon Station, the section of path from the end of Grange Park Road to the footbridge over the railway line which is in need of resurfacing. The is used by many commuters including school students going from Roundwood Road to the station. The surface is very uneven and a danger to the public. It is hugely disappointing that the footbridge at Dockfield has been closed for so long. This makes the access from Denso Marston to the canal difficult. This increases considerably the distance between the footbridges over the River Aire. Now there is only the footbridge at Buck Wood and the footbridge at Dock Lane. "
4. Resident 5 said: "Dockfield footbridge has now been closed since June 2025 and there is currently no timescale for it to re-open "

5. Resident 10 said: "There is not enough money in the council to maintain current footpaths now. "
6. Resident 15 said: "I use a wide variety of footpaths around Baildon regularly"
7. Resident 19 said: "Much needed due to the amount of traffic and speeding. "
8. Resident 20 said: "To ensure they can still be accessed and used "
9. Resident 21 said: "far more buses are needed, including to the Langley Lane area. This is the only long term answer to 'the traffic'"

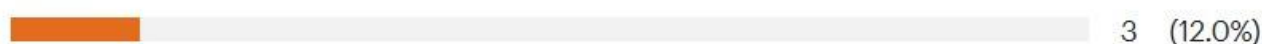
Policy 5: Walking and Cycling

5a. Do you wish to support or object

Support



Object



5b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 5 said: "Need to consider pedestrians should have priority on the towpath and cyclists need to be considerate when they have a shared space. "
2. Resident 15 said: "I often walk around the area and cycle too occasionally"
3. Resident 19 said: "Good for exercise/wellbeing/mental health. "

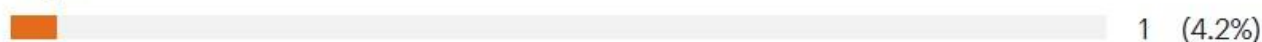
Policy 6: Improve access to and use of train travel to and from Baildon

6a. Do you wish to support or object

Support



Object



6b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 1 said: "Need improvement to transport links into Leeds. "
2. Resident 2 said: "Strongly support"
3. Resident 7 said: "Yes I also think there should be more focus on improving connections via Guiseley into Leeds "

4. Resident 10 said: "This needs to be regardless of housing development"
5. Resident 13 said: "We are the poor relatives on the Ilkley/ Shipley lines. We need more trains per hour not fewer. "
6. Resident 15 said: "I would like to see more half hourly trains at Baildon in the middle of the day and evening"
7. Resident 17 said: "I am a user of Baildon train station to commute to and from Leeds. The future prosperity of Baildon, including attracting young families and young people to the town, is in part dependent on commuting to and from Leeds which will be increasingly important as an economic engine in decades to come. A train service is also important for younger people to get about quickly without a car. "
8. Resident 19 said: "Keep as is a lovely quiet station - Shipley/Leeds are near and larger if required. "
9. Resident 20 said: "Service needs to be more regular and invested in. "
10. Resident 21 said: "electric trains save more CO2 than any other form of transport. Regular linking buses from upper baildon etc are necessary e.g. Bailrail"

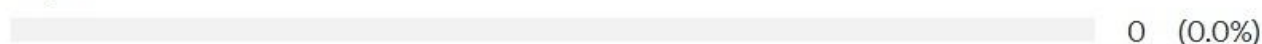
Policy 7: Improve and increase bus travel in Baildon

7a. Do you wish to support or object

Support



Object



7b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 2 said: "Would be useful to make more of the need for timetable integration between bus and rail."
2. Resident 10 said: "This needs to be improved regardless of housing developments "
3. Resident 13 said: "Our bus service is dire and there is no joined up thinking . We have no bus service to Ilkley. There is only one bus an hour to Otley or Bradford. Getting from lower baildon (Tong Park area) to the village centre has to be by car, taxi or on foot. There is no reliable bus service for this community. It is a travesty ."
4. Resident 19 said: "Particularly important due to the challenges for parking in the village and the requirement for the elderly to use public transport instead of cars. "
5. Resident 20 said: "We have an aging population so this is needed for their quality of life "
6. Resident 21 said: "More buses are vital to Towngate and Langley Lane and beyond to reduce CO2 emissions and traffic"

Policy 8: Sustainable Cars and Safer, More Effective Roads

8a. Do you wish to support or object

Support



Object



8b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 2 said: "I note that Policy BP8/3 has already been delivered."
2. Resident 5 said: "I support a 20mph zone in the village centre because there are a lot of pedestrians and the pavements are very narrow but not necessarily on residential side roads - I think each needs taking on its own merits. I think we need to be careful not to lose parking spaces to electric charging points. Although I supported the crossing for pedestrians, cyclists and horse riders at Otley Road/Roundwood Road/Buck Lane I didn't feel a whole signalised junction was necessary or desirable. I support the sentiment of BP8/4 but not sure if this will work in practice?"
3. Resident 8 said: "I have concerns about building new roads. Instead focus on making existing roads safer."
4. Resident 13 said: "Need more infrastructure for electric cars. Roads into Baildon are race tracks "
5. Resident 15 said: "During the rush hour the traffic on Otley Rd can become very slow due to various bottlenecks."
6. Resident 19 said: "Slowing traffic measures imperative. "
7. Resident 20 said: "Congestion is an issue leading to pollution. Especially Otley Road and Baildon hill. I run along Otley in the morning for exercise and even at 5:45/6:00 there are fumes and queues- often linked to roadworks "
8. Resident 21 said: "EVs are essential to reduce CO2 emissions. Proper E V charging points are needed in houses: those on the new-ish Ferniehurst estate are not fast enough"

OBJECTIVE 3: ENVIRONMENT & COUNTRYSIDE

To protect and enhance the countryside, local green spaces and the natural environment.

Policy 9: Baildon Reservoir Site

9a. Do you wish to support or object

Support

24 (100.0%)

Object

0 (0.0%)

9b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 25 said: "I support the creation of a new wetland habitat on the Baildon reservoir site. Our wildlife is in serious decline and so any efforts to restore wildlife and habitats in the area is welcome. It is important that the habitat is maintained in a good state after it has been created and that resource and funding is in place to ensure that this happens."
2. Resident 7 said: "Yes and to protect this countryside by objecting to the proposed housing of BA/022 Meadowside road "
3. Resident 10 said: "Outdoor spaces that are free for all to use must be protected . This helps the physical and mental well-being of the community which reduces the pressure on the NHS. "
4. Resident 15 said: "The suggestions appear very sensible"
5. Resident 18 said: "The top of the village and moorland should be kept as is and always should be , for moorland , wildlife and the environment . Baildon is too busy with traffic and no room in schools "
6. Resident 19 said: "Remove back to moorland as it was originally. Should not be used for any kind of development. The moor road is crazy at the best of time. Adding a development here would make it even worse. Danger to all who use the road, pedestrians, cyclists, golfers, walkers and horse riders. Would be a nightmare. This is moor land. "
7. Resident 20 said: "Something should happen with this site. It's just there not being used "
8. Resident 21 said: "The glory of Baildon is its countryside"

Policy 10: Conserving and Enhancing the Landscape

10a. Do you wish to support or object

Support

25 (100.0%)

Object

0 (0.0%)

10b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 25 said: "It is good that the policy supports developments retaining or enhancing ponds, streams, mature trees, woodland and hedgerows. This list should also include species-rich grassland (including wet grassland), heathland and scrub, as these are important habitats. It is a mandatory requirement for developments to provide a biodiversity net gain of 10% now anyway. Wildlife corridors between areas of habitat should also be supported, to increase connectivity and enable wildlife to move around the landscape more. It is vital for new developments to include green and blue areas to enhance people's mental and physical wellbeing and quality of life. Where new areas of woodland are to be created, consideration should always be given to natural regeneration first, before planting."
2. Resident 25 said: "I support BP10/7 in particular with minimising development which encroaches into visually exposed landscapes "
3. Resident 7 said: "Yes and to protect this countryside by objecting to the proposed housing of BA/022 Meadowside road "
4. Resident 10 said: "Anything that supports the natural landscape is essential for the wellbeing of the community. "
5. Resident 15 said: "One of Baildon's main assets"
6. Resident 17 said: "The local environment, particularly the glen and moor, really does make living in Baildon excellent. It must be protected. I enjoy seeing the moor slowly turn back into woodland too."
7. Resident 18 said: "The top of the village and moorland should be kept as is and always should be , for moorland , wildlife and the environment . Baildon is too busy with traffic and no room in schools "
8. Resident 19 said: "Improving and maintaining is so important, don't spoil this beautiful natural setting. Used not only by Baildon people but people from inner city who have no where but here to visit. "
9. Resident 20 said: "Protect what we have "

Open text responses to "Other":

- Resident 25 said: "BP10/5 and BP10/6"

Policy 11: Enhancing the natural environment and structures of the River Aire Corridor

11a. Do you wish to support or object

Support

21 (100.0%)

Object

0 (0.0%)

11b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 25 said: "It's good that the Council would support development that would protect and/or enhance the River Aire corridor's natural environment. How would new development achieve this?"
2. Resident 25 said: "Riverside access is important for improving wellbeing by being able to walk in peaceful surroundings in beautiful surroundings. The stretch of path from Denso Marston running alongside the cemetery has flagstones which have heaved making walking difficult and dangerous in wet weather."
3. Resident 15 said: "Maintaining footpaths along the river bank is to be welcomed"
4. Resident 18 said: "The top of the village and moorland should be kept as is and always should be , for moorland , wildlife and the environment . Baildon is too busy with traffic and no room in schools "

Policy 12: Views and Vistas

12a. Do you wish to support or object

Support

21 (100.0%)

Object

0 (0.0%)

12b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 7 said: "Yes and to protect the views of vistas by objecting to the proposed housing of BA/022 Meadowside road which would severely impact the enjoyment and views of Baildon"
2. Resident 18 said: "The top of the village and moorland should be kept as is and always should be , for moorland , wildlife and the environment . Baildon is too busy with traffic and no room in schools "
3. Resident 19 said: "Leave as it is or improve - the area is for all and visited by people who live in the city as well as local people. "
4. Resident 20 said: "Protect what we have"
5. Resident 21 said: "I do not support the link to the airport"

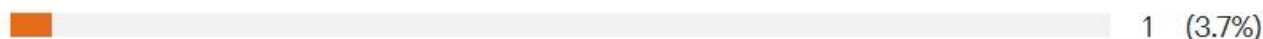
Policy 13: Protecting Local Green Spaces

13a. Do you wish to support or object

Support



Object



13b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 32 said: "Protecting greenbelt land from development is essential for both social and environmental reasons. Environmentally, greenbelt areas safeguard biodiversity, protect wildlife habitats, absorb carbon, reduce flood risk, and act as natural buffers against air and noise pollution. Once built on, these benefits are permanently lost and cannot be recreated elsewhere. Socially, greenbelt land provides accessible open space for recreation, physical and mental wellbeing, and a clear boundary that prevents urban sprawl from eroding the identity of towns and villages. Allowing development sets a precedent that prioritises short-term gain over long-term community resilience, environmental health, and quality of life for future generations."
2. Resident 7 said: "Yes and to protect green spaces like tong park by objecting to the proposed housing of BA/022 Meadows side road "
3. Resident 10 said: "Wildlife and local community needs "
4. Resident 30 said: "As more and more of the local environment faces encroaching development it is vital that the Green Spaces are cared for and protected for future generations."
5. Resident 11 said: "Baildon is known for its Green Space. Take this away and it will spoil the area."
6. Resident 15 said: "The green spaces add greatly to Baildon's semi-rural character "
7. Resident 18 said: "The top of the village and moorland should be kept as is and always should be , for moorland , wildlife and the environment . Baildon is too busy with traffic and no room in schools "
8. Resident 19 said: "For all the reasons already mentioned . Alot of your questions are repetitive. "
9. Resident 20 said: "Need protecting for future generations "
10. Resident 23 said: "All local green spaces are areas of natural beauty and need protection to stop building work "
11. Resident 31 said: "A key local greenspace is missing, the land immediately to the south of Green Lane / Hope Farm. And in particular the public footpath running from Crook Farm Caravan Park to Green Lane/Hope Lane. A much loved and well used walking route, which helps connect various parts of west and north baildon to the moor. "

OBJECTIVE 4 : HERITAGE

To protect and enhance Baildon's built environment by conserving designated and non-designated heritage assets and ensure any new buildings are well designed.

Policy 14: Conserving and Enhancing Baildon's Conservation Areas

14a. Do you wish to support or object

Support

23 (100.0%)

Object

0 (0.0%)

14b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 13 said: "Look at shop signage and frontage in order to protect the conservation areas "
2. Resident 15 said: "These are important assets of Baildon"
3. Resident 18 said: "Baildon needs to keep what is left of its history - many buildings were removed in the 60s which destroyed its heritage"
4. Resident 19 said: "Alot of heritage is going - what we have left should be maintained. "
5. Resident 20 said: "Protect and celebrate what gives Baildon its character and heritage "
6. Resident 21 said: "Too much of our heritage is unrecognised"

Policy 15: Protecting Baildon's Non-designated Heritage Assets

15a. Do you wish to support or object

Support

19 (100.0%)

Object

0 (0.0%)

15b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 15 said: "These are important too"
2. Resident 18 said: "Baildon needs to keep what is left of its history - many buildings were removed in the 60s which destroyed its heritage"
3. Resident 21 said: "Heritage only lives if it is known"

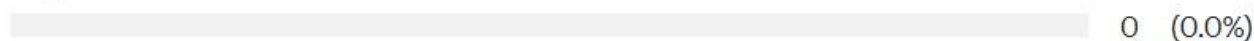
Policy 16: Shipley Glen Tramway

16a. Do you wish to support or object

Support



Object



16b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 2 said: "The gate by the bottom station needs removing asap. See my response to 4b. There is no need for barriers. They are an inconvenience. Antisocial users open the gate anyway, and the best way to reduce antisocial behaviour is through effective policing."
2. Resident 10 said: "This is part of the areas history. It attracts tourists which enhances the local community by footfall in shoos/cafes/pubs etc. "
3. Resident 13 said: "It is an historical asset"
4. Resident 15 said: "Another important asset for Baildon and Saltaire"
5. Resident 18 said: "Baildon needs to keep what is left of its history - many buildings were removed in the 60s which destroyed its heritage"
6. Resident 20 said: "Important part of our history "
7. Resident 21 said: "Unique asset"
8. Resident 23 said: "Historic "

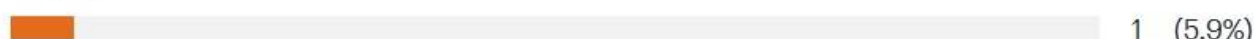
Policy 17: Baildon Design Guidance and Codes

17a. Do you wish to support or object 9

Support



Object



17b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 25 said: "I particularly support 17/3 in that stone walls are a defining feature of the landscape and should not be replaced by modern equivalents."
2. Resident 17 said: "I agree that design codes should be there to stop subjectively and objectively ugly

buildings but I would not want the Town Council to impose a byzantine building code that makes any develop prohibitively expensive. "

3. Resident 18 said: "Baildon needs to keep what is left of its history - many buildings were removed in the 60s which destroyed its heritage"
4. Resident 19 said: "Not sure what this means !"

OBJECTIVE 5: COMMUNITY & RECREATION

To protect and enhance local community services, sports and recreation.

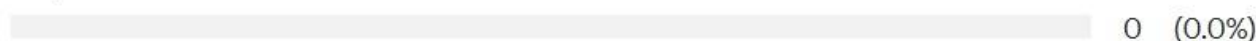
Policy 18: Protecting and Enhancing Community Facilities and Public Houses

18a. Do you wish to support or object

Support



Object



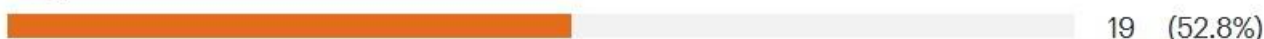
18b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 10 said: "They are a focal point of Baildon community life "
2. Resident 13 said: "All areas of Baildon should have good community facilities which all age groups can access"
3. Resident 15 said: "I have grandchildren who make good use of these facilities"
4. Resident 17 said: "Play parks great for getting kids outside. "
5. Resident 19 said: "More residential facilities are required not less and should be maintained. "
6. Resident 21 said: "Largely because of the Town Council our community facilities are steadily improving as very little cost to individuals (50p a week in my case) "

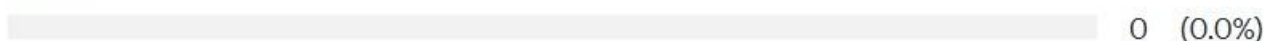
Policy 19: A Cultural Hub for Baildon

19a. Do you wish to support or object

Support



Object



19b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 3 said: "I would support this if it truly reflects the residents of Baildon and doesn't get hijacked by religious groups or foreigners."
2. Resident 10 said: "There is a gusting lack of amenities fir the size of the village, especially for children, in particular teenagers "
3. Resident 13 said: "We need places for people to meet and socialise for their well being"
4. Resident 15 said: "This could be a great addition to the village centre"
5. Resident 21 said: "Without cultural activities , folk will not stay in Baildon"

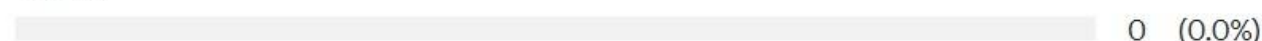
Policy 20: Protecting and Enhancing Sport and Recreation Facilities

20a. Do you wish to support or object

Support



Object



20b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 13 said: "Baildon has few sports facilities and requires far more than are curr3ntky available."
2. Resident 15 said: "Important for young people particularly"
3. Resident 17 said: "Sport should be encouraged at every level for the mental and physical well-being of all. Youngsters should also be encouraged into sport as it provides a physical place to see friends rather than just waste their lives online. "
4. Resident 20 said: "In light of anti social behaviour and increasing health issues "
5. Resident 21 said: "Younger folk must be active"

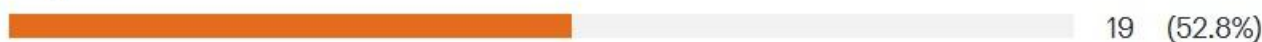
OBJECTIVE 6: ECONOMY

To support a thriving village centre and local economy.

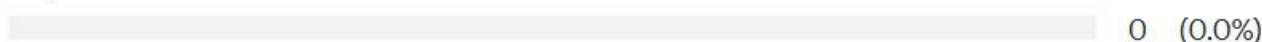
Policy 21: Supporting Economic Development in Baildon

21a. Do you wish to support or object

Support



Object



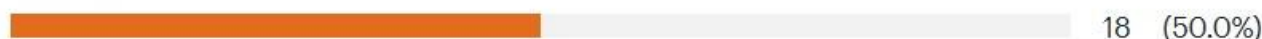
21b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 13 said: "The economy is vital for the further growth of Baildon. Footfall is low during the day. Rents could be lower to enable people to open new ventures. No more beauticians, hair dressers or barbers. We need a baker, butcher, greengrocer "
2. Resident 15 said: "Important aspect of having a vibrant village centre"
3. Resident 17 said: "I agree, but I strongly believe that measures should be put in place to ensure dubious cash-handling businesses such as mini-marts, Turkish barbers and vape shops are restricted in the town. Once a few get in then standards and general feel of the town centre is shot. "
4. Resident 19 said: "Bit of a trick question here ! Depends on the development referred to so I have decided not to answer. "

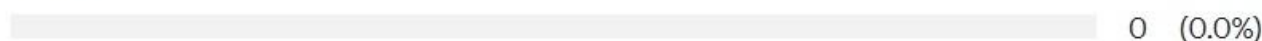
Policy 22: Baildon Village Centre – Boundary, Usage and Public Realm

22a. Do you wish to support or object

Support



Object



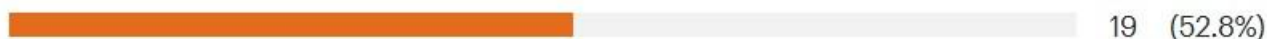
22b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 10 said: "Despite its growth Baildon still has a village feel, we need to do everything possible to keep that. "
2. Resident 19 said: "Allow one hour free parking to encourage people to support local businesses. "

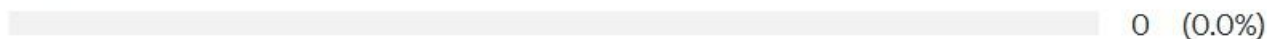
Policy 23: Car Parking provision for Baildon Village Centre Policy

23a. Do you wish to support or object

Support



Object



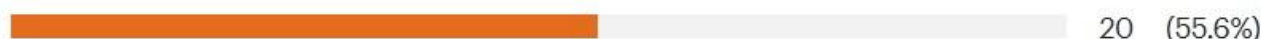
23b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 25 said: "Parking in Baildon is very limited. I would not want any further reduction of the Ian Clough Car Park"
2. Resident 5 said: "Although I support it I'm not sure how practical the provision of replacement car parking is?"
3. Resident 10 said: "Currently it's limited impacting on local residents. To support Baildon businesses there should be more short term free parking . "
4. Resident 15 said: "This is important to support local businesses and events"
5. Resident 18 said: "Ian clough car pars should remain"
6. Resident 19 said: "Allow free hour parking to support local businesses, "
7. Resident 20 said: "Parking is too difficult at the moment "
8. Resident 21 said: "Baildon is unusual in having a big carpark right in the centre"
9. Resident 23 said: "Both car parks are widely used and essential to the village "

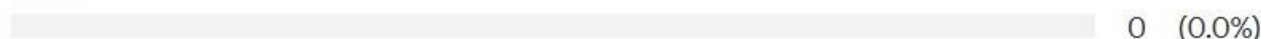
Policy 24: Developing the Visitor Economy

24a. Do you wish to support or object

Support



Object



24b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 10 said: "Anything that will bring more revenue to local business should be explored and encouraged. "
2. Resident 13 said: "Many areas of Baildon add to the economy and more visitors could add to this. Visit Baildon needs to be advertised more strategically "

3. Resident 15 said: "Adequate parking important for visitors"
4. Resident 17 said: "Make the most of the moor and glen."
5. Resident 21 said: "Walkers are welcome is a big pull factor"

Policy 25: Maintaining Local Shopping Areas

25a. Do you wish to support or object



25b. Please provide reasons for your support /objection or make your comment and give details of any suggested modifications

1. Resident 4 said: "Help sustain these businesses "
2. Resident 10 said: "The decline in shops , including banks , over the last few years is very disappointing . No butchers/baker/greengrocer etc is poor for a village of our size. It makes it extremely difficult for elderly residents who have limited transport options. I'm certain if there was investment they would be used. We also need to ensure we support what we have left. "
3. Resident 15 said: "This is really useful for local residents who prefer not to have to travel far to shop"
4. Resident 19 said: "For the elderly or those with disabilities. "
5. Resident 20 said: "Need to support local businesses "
6. Resident 21 said: "Shops bring people"

Appendix A – Copy of Online Survey/ Questionnaire

Copy of Online Survey Questionnaire

Appendix B – List of Statutory Consultees

BAILDON NEIGHBOURHOOD PLAN LIST OF STATUTORY AND OTHER CONSULTES PROVIDED BY BRADFORD METROPOLITAN DISTRICT COUNCIL	
Local Planning Authority	
City of Bradford Metropolitan District Council	
Adjoining Local Planning Authorities	
Calderdale Council	
Craven District Council	
Harrogate Borough Council	
Kirklees Council	
Lancashire County Council	
Leeds City Council	
North Yorkshire County Council	
Pendle District Council	
Yorkshire Dales National Park Authority	
Adjoining Town & Parish Councils	
Aireborough Neighbourhood Development Forum (Leeds)	
Bingley Town Council	
Burley in Wharfedale Parish Council	
Shipley Town Council	
Members of Parliament/Ward Councillors	
Anna Dixon MP	
Cllr Allison Coates	
Cllr Debbie Davies	
Cllr Mike Pollard	
Government Bodies/Agencies	
Civil Aviation Authority	
The Coal Authority	
Environment Agency	
Historic England	
Homes England	
National Highways	
Natural England	
Network Rail	
Marine Management Organisation	
Office of Rail & Road	
Electronic Communications	
BT	
BT Openreach	
Cornerstone (for Telefonica & Vodafone)	
MBNL (for EE & Three)	
Mobile UK	
Talk Talk	

Northern Gas Networks
Northern Powergrid
Virgin Media
Clinical Commissioning Groups/NHS
Airedale NHS Foundation Trust
Bradford District and Craven Health & Care Partnership
Bradford Teaching Hospitals NHS Foundation Trust
NHS Property Services
NHS England
West Yorkshire Integrated Care Board
Utilities
National Gas Networks
National Gas Transmission
National Grid Electricity Transmission (NGET)
Northern Powergrid
Yorkshire Water
Other Bodies
Ageing Better
Bradford Chamber of Commerce
Campaign to Protect Rural England (West Yorkshire)
Canal & River Trust
Equality Together
Forestry Commission
National Trust
Police and Crime Commissioner
South Pennines Park (South Pennines Local Partnership)
Sport England
Theatre Trust
West Yorkshire Combined Authority
West Yorkshire Ecology
West Yorkshire Fire & Rescue
West Yorkshire Police
Yorkshire West Yorkshire Local Nature Partnership
Yorkshire Wildlife Trust
Yorkshire Sport
National Federation of Gypsy Liaison Group
Leeds Gypsy Traveller Exchange
Other Relevant Companies
First West Yorkshire
Northern Trains
TLC Travel Ltd
Yorkshire Flyer