

Baildon Neighbourhood Plan 2026 – 2040 Submission Draft



Draft May 2026

Front cover photo credits: Ros Crosland

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Introduction from the Chair

Dear resident,

Baildon Neighbourhood Plan is the result of more than 5 years of detailed work, involving many hundreds of people, partners and agencies. There have been three separate consultations in Baildon, in 2022, 2024 and 2025. The aim of all this effort is to formulate a 15 year spatial plan - 2026 to 2040 - which seeks to protect the many positive features and essential character of Baildon, whilst not being a straitjacket on future developments and improvements. We are grateful to everyone who has made a contribution during this lengthy process and I want to particularly thank the NDP Working Group (listed below) for their dedication and support as we worked together to make this Plan the best that it could be.

Once completed the Baildon Neighbourhood Plan (NP) will form an important element of the overall development framework for the Bradford District. Hence it will guide decisions made by Bradford Council on planning applications in our locality over this period – from major schemes through to small changes to residential properties. Many neighbouring areas have already completed their Neighbourhood Development Plans, and it is important that Baildon does too, so that we can bring the very local dimension into planning decisions.

Before our Baildon NP is finally adopted there will, by law, be a referendum where you will be asked to support the completed plan.

We think Baildon is a special place, and accordingly, this plan has a strong focus on seeking to maintain the character of Baildon which we want future generations to enjoy. Our Vision for Baildon does not advocate for a major regeneration scheme, new developments or other radical change. At its heart, the Vision for Baildon seeks to support positive development whilst preserving things we hold precious.

This is a long document as there is so much we have to cover. Thank you so much for taking the time to engage with this process. With your help we can make this a recognised and strategic document to guide Baildon over the years to come.

Cllr Gill Dixon, Chair of the Neighbourhood Plan Working Group

Current Working Group

Cllr Gill Dixon (Chair)
Cllr Michael Brannan
Gill Jennison (former Town Councillor)
Cllr Richard Knowles
Helen Thornton (Town Clerk) to 30th June 2026
Emma Heal (Administration Officer)

1.0 Background – Local Planning Policy Context

- 1.1 In 2011 the Localism Act gave Town Councils the power to prepare neighbourhood development plans (NDPs). Through our NP, 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.

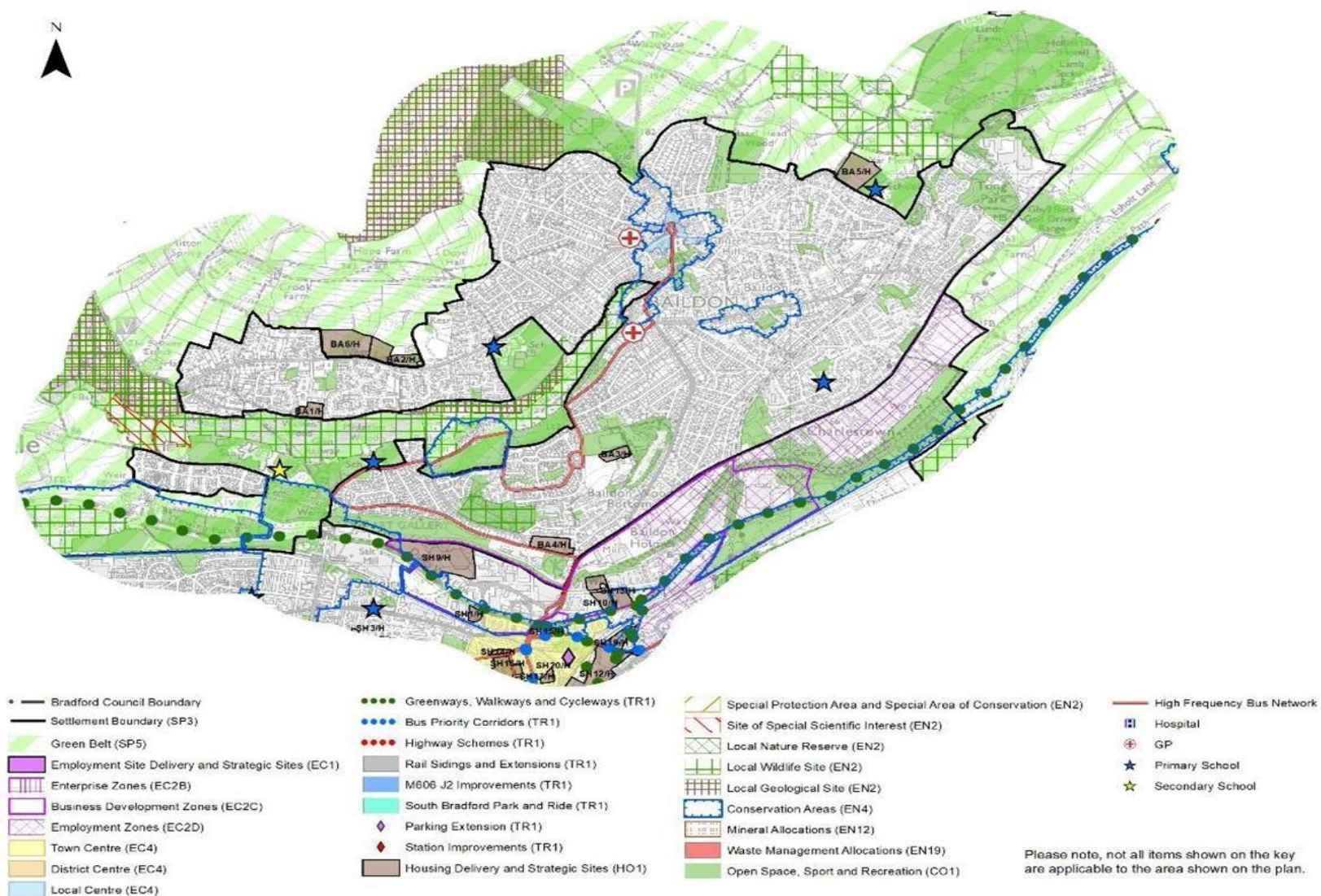
Emerging Bradford Local Plan

- 1.2 The current development plan for Bradford District (also referred to throughout the document as City of Bradford Metropolitan District Council – CBMDC) that affects the Baildon neighbourhood area is the **adopted Bradford Core Strategy Development Plan Document** (DPD) and the Waste Management DPD. These documents were formally adopted by CBMDC in 2017. As such, reference is made throughout the draft NP to the 'Core Strategy' as it is the relevant approved plan in place at the time of writing. The draft Plan presented here is in general conformity with the Core Strategy.

A new "emerging" Local Plan (2021 and 2025) is being prepared for Bradford District [Bradford Council Emerging Local Plan](https://www.bradford.gov.uk/planning-and-building-control/planning-policy/emerging-local-plan/) (<https://www.bradford.gov.uk/planning-and-building-control/planning-policy/emerging-local-plan/>) This plan is at a late stage of preparation and is due for publication for consultation. In time it will replace Bradford's Core Strategy and Waste Management DPDs.

Figure 1. Emerging Local Plan Strategy for Baildon 2021 (Source: Bradford Council PSGA AC0000823741).

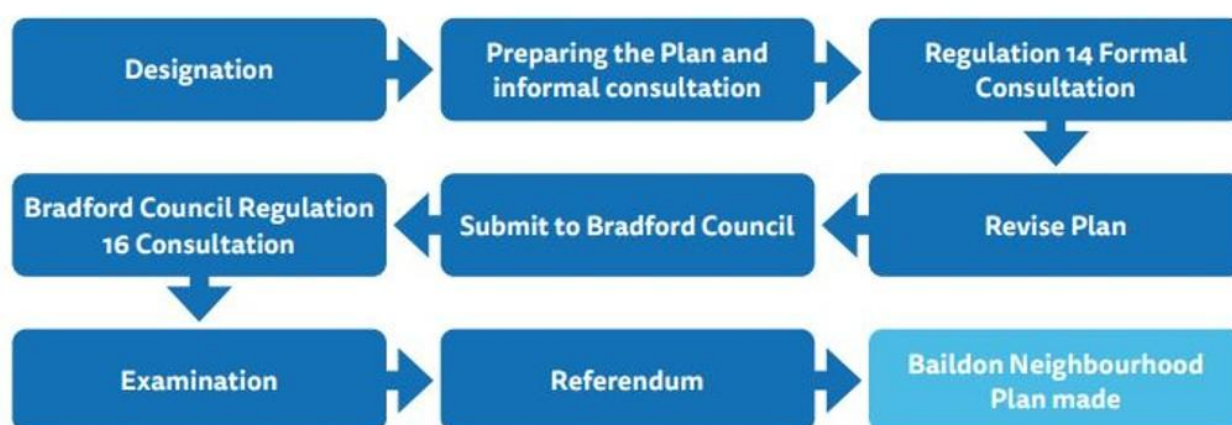
Note: some areas shown are not in the Baildon Neighbourhood Area.



Neighbourhood Planning Process and Preparation

- 1.3 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 a 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, BTC at that time decided not to progress the NDP but focus instead on updating the 'Baildon Plan'.
- 1.4 In 2021 Baildon Town Council reassessed the situation, as many neighbouring local councils had, by then, adopted their own plans. A NP Working Group (NPWG) 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. Further information on the background and work undertaken so far on the Baildon NP, including the results of the surveys and information on consultation events can be found at [Baildon Town Council NDP Consultation Results](https://www.baildowntowncouncil.gov.uk/neighbourhood-development-plan) (<https://www.baildowntowncouncil.gov.uk/neighbourhood-development-plan>). The steps in preparing a Neighbourhood Plan are set out below.

Figure 2. Neighbourhood Plan Preparation Process



- 1.5 The first step for parish/town councils wishing to prepare a neighbourhood plan is to submit their proposed neighbourhood area to the local planning authority for designation. Evidence and the outcomes of informal community engagement will inform the development of a vision and/or aims for the plan. These in turn will inform the formulation of policies. Community engagement and consultation will be necessary at all stages of the plan-making process, and the draft plan is revised a number of times in the light of this.
- 1.6 Once there is a draft plan, it must be subjected to pre-submission consultation (Regulation 14). The proposed neighbourhood plan will be submitted to the local planning authority, which will check that the necessary documents have been provided. The plan will then be issued for a further formal period of consultation (under Regulation 16), before being subject to an independent examination.
- 1.7 The examination will be arranged by the local planning authority (Bradford Council) and conducted by a suitably qualified, experienced and independent person, known as the Examiner. In assessing if the Baildon NP meets the Basic Conditions and other legislative requirements, the Examiner may recommend further changes to ensure that the plan is compliant, and whether it should proceed to a local referendum in the neighbourhood area. City of Bradford Metropolitan District Council (CBMDC)

will then take a formal decision to amend the plan and move it to a referendum. The referendum will be arranged by CBMDC. Anyone who is registered to vote in local elections and lives in the neighbourhood area will be entitled to vote in the referendum. A straight majority vote (50% of turnout +1) of those voting on the plan will be required, before CBMDC formally “make” (adopt) it. The “made” Baildon NP will then be used to help determine planning applications in the Baildon Neighbourhood Area alongside other parts of the statutory development plan for Bradford District and national planning policy.

- 1.8 Baildon Town Council (BTC) recognises that it has a responsibility that goes beyond the provisions of Statutory and Regulatory requirements as regards equality and access, and that all its policies should support and contribute to the wider process of change through all aspects of its work and practices in order to eliminate discrimination and promote equality and diversity (BTC Equal Opportunities Policy 2024/25).

2.0 Baildon Neighbourhood Area

Introduction

- 2.1 The designated Neighbourhood Area is shown in Figure 3. Just over 17,000 residents live in the area, spread across an area of 1,143 hectares (4.41 square miles). Baildon is in the Aire Valley, between the city of Bradford and Rombalds Moor. It stretches from the River Aire, through Roberts Park, and along Otley Road, Charlestown and Tong Park, and up through numerous neighbourhoods right up to Baildon Moor.

2.2 Baildon – A ‘Spatial Portrait’.

The Hill - Stretching from the River Aire in the south, up to Baildon Moor in the north, Baildon is built on a steep hill, rising to 925 feet at the trig point. This has many consequences for everyday life, especially transport.

The Space - Baildon is surrounded on 3 sides by open countryside, which makes the quality of life superb. It is bounded by the River Aire.

Our Heritage - Baildon benefits from being adjacent to the World Heritage site at Saltaire with all it has to offer, whilst also having its own local history stretching back around 3,000 years.

Our Community - With a population of 17,041 (2021 Census) Baildon has a wide range of housing and a warm and inclusive community. Baildon provides a variety of desirable lifestyles for people of all ages – families with children, older people, and young people starting out.

Our Economy - Whilst Baildon is ideally placed for those who commute to Leeds and Bradford (and further afield from the Airport), Baildon retains its own vibrant local economy. This includes:

- A vibrant and characterful hospitality sector
- A modest local retail centre in Baildon
- A wealth of small businesses and self-employment with many working from home
- Some larger employers along the Otley Road corridor

Getting Around - Baildon is fortunate to have retained its local railway station, although the service is infrequent (at the time of writing 1 service per hour in each direction between Bradford Forster Square and Ilkley). Bus services are limited (mainly 3 per hour between Baildon and Bradford via Shipley). Leeds Bradford Airport is 4 miles away. The Airedale corridor along Otley Road is a main arterial route for the Aire Valley but is very heavily congested with road traffic. The steep gradient of Baildon Hill means that, for many, car and bus transport is critical to people’s ability to enjoy local retail and community facilities. Parking is needed to help different sectors of the community such as an ageing population who are not mobile enough to climb steep hills and young families with buggies.

- 2.3 **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

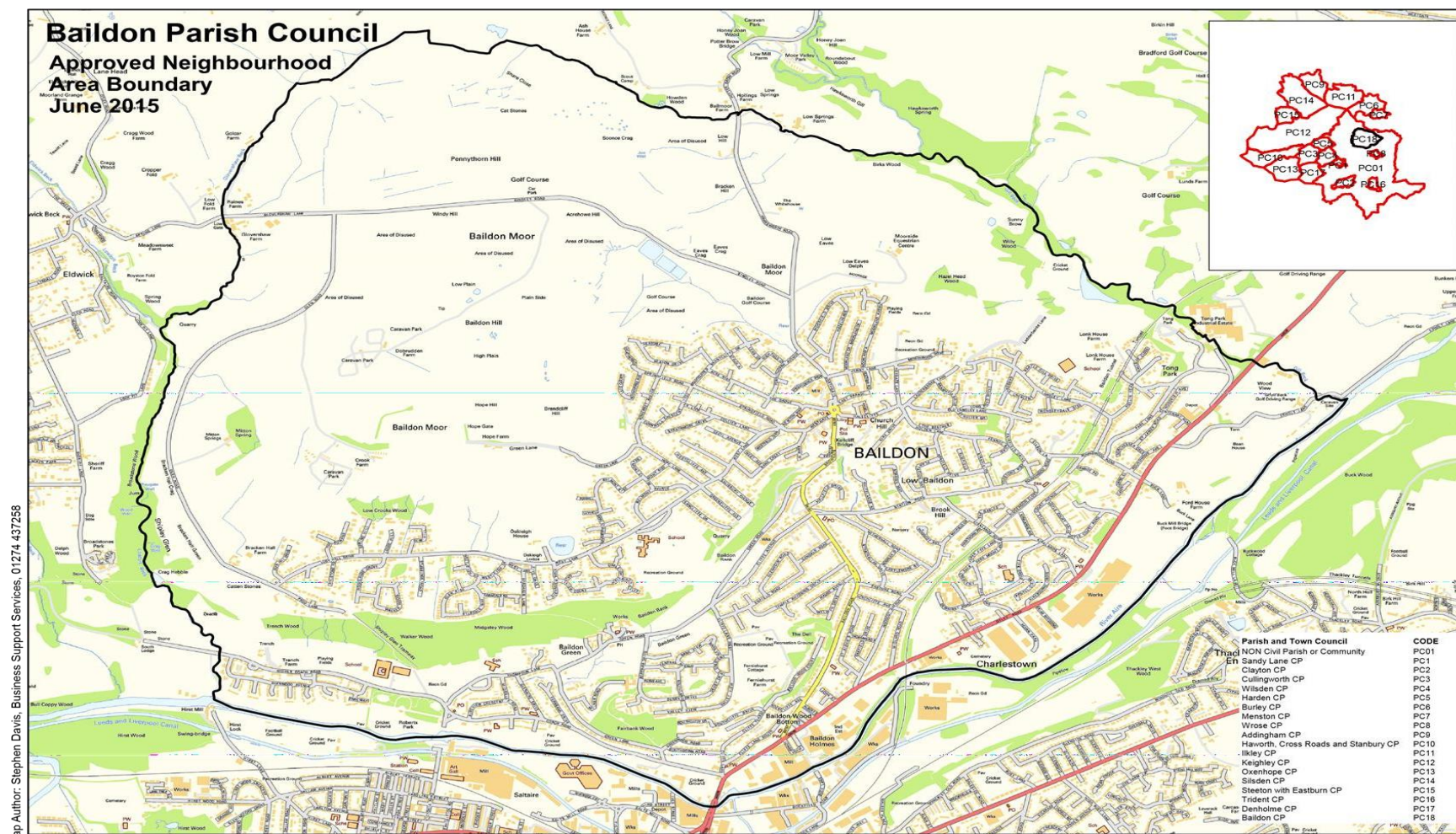
to land, water and air, design, transport, economic development and biodiversity. Whilst the Water Framework Directive is a matter for Bradford Council to lead on, Baildon Town Council will work as appropriate with Bradford Council on initiatives to improve the quality and management of water courses in the Parish. Baildon Town Council will also work with Bradford Council on their initiatives (amongst others) to improve air quality, recycling and sustainable design. These issues underpin all the Policies in the plan.

Village or Town?

- 2.4 The identity and boundaries of Baildon are often misunderstood. With a population of over 17,000, comprising of many different neighbourhoods, Baildon is not a village as most people would understand the term. This was recognized by Baildon Parish council in 2013 when it decided to rename itself Baildon Town Council.
- 2.5 However, the concept of “Baildon Town Centre” did not gain popular consent, with most residents still referring to “the Village Centre”. Bradford Council designate it a ‘Local Centre’ and Baildon Centre is a significant cluster of retail and commercial businesses near the top of Baildon Hill and on the edge of the moors. However, it is smaller than other Town Centres serving similar populations. The reality is that many who live along the “Otley Road corridor” and adjacent neighbourhoods, choose to use other centres (Shipley, Saltaire, Guiseley) rather than climb the steep hill into Baildon.

Baildon Town Council in October 2021 agreed that it would maintain reference to Baildon Village Centre as one of the many neighbourhoods making up the Town of Baildon [Minutes of the Town Council decision to use the term Baildon Village Centre](#)

- 2.6 Although the reality of Baildon Hill influences every aspect of life in Baildon wherever you live, the terms ‘upper’ and ‘lower’ Baildon were dropped by Baildon Town Council due to the social impact of those terms, preferring a reference to more precise neighbourhood areas.



Map Author: Stephen Davis, Business Support Services, 01274 437258

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Figure 3. Baildon Neighbourhood Area Boundary. (PSGA AC0000823741)

Other background information about Baildon.

Housing

- 2.7 In 2021 there were 7,757 households in the town (parish). Of these 32% (2,494 households) were single person households, which is broadly similar to the proportion for Bradford Council area as a whole at 31%. 64% (4,975) of households in Baildon were single family households, which is slightly higher than in Bradford (62% of households). In terms of tenure, private ownership (including both homes owned outright and those with a mortgage) is relatively high in Baildon at 76% (5,880) compared to 62% for Bradford and social renting correspondingly low at 10.7% (837) (15% in Bradford). Private renting now makes up 13.3% of households (1,040) in Baildon, which is lower than the proportion for Bradford at 23%. (Source: Office for National Statistics <https://www.ons.gov.uk/visualisations/customprofiles/>).
- 2.8 The built-up area of Baildon is bounded to the north, east and west by part of the designated West Yorkshire Green Belt. Green Belt (GB) is one of the aspects of the country's planning system that is the best known with national planning policy attaching great importance to them. The fundamental aim of GB is to prevent urban sprawl by keeping land permanently open. GB's essential characteristics are their openness and their permanence. The current GB boundaries in the Baildon area were established in the saved policies of the Bradford Replacement Unitary Development Plan (RUDP), adopted in May 2005. These boundaries should only be amended where exceptional circumstances are fully evidenced and justified through the preparation and/or updating of Local Plans.

Transport

- 2.9 Baildon is located on a steep hillside on the northern edge of the key transport routes through the Aire Valley, with very congested road connections towards either Bradford or Leeds along the congested Otley Road corridor. Baildon is fortunate to retain its own railway station, but rail travel is not optimised due to the absence of bus connections and low frequency train services.

Environment and Countryside

- 2.10 Baildon has a range of corridors and spaces that contribute towards its Green and 'Blue' Infrastructure network. Blue infrastructure refers to water features, including ponds, lakes, streams, rivers and storm water provision, wetlands and canals and their banks. Key corridors include the valley of the River Aire (a regionally important Green Infrastructure corridor), Shipley Glen and the Gill Beck valley. Although the Leeds Liverpool Canal is not in the neighbourhood area connectivity to it for residents and wildlife alike is key for the health and wellbeing benefits it brings. Baildon Moor and Baildon Bank are also highly important components of this network. These corridors are detailed below.
- 2.11 Flood risk is generally associated with the River Aire and its tributaries to the south of Baildon. There have been several historic instances of major flooding e.g. The River Aire at Roberts Park 2015. There are, however, identified areas of surface water flood risk (from poorly managed streams and culverts) across Baildon often associated with principal transport routes. See Supporting Actions in Policy 10.
- 2.12 Baildon has a wide range of identified open green spaces see Policy 12 and figure 4.

2.13 Baildon Moor and the countryside to the north, east and west of the settlement contain several important biodiversity and geological designations. These include:

- 5 Local Wildlife Sites (LWS) – Baildon Bank; Baildon Moor; Fairbank Wood; Shipley Glen; Tong Park with Hawksworth Spring Wood
- Local Geological Sites (LGS) – Baildon Bank, Baildon Green Quarries; Baildon Moor; Shipley Glen.

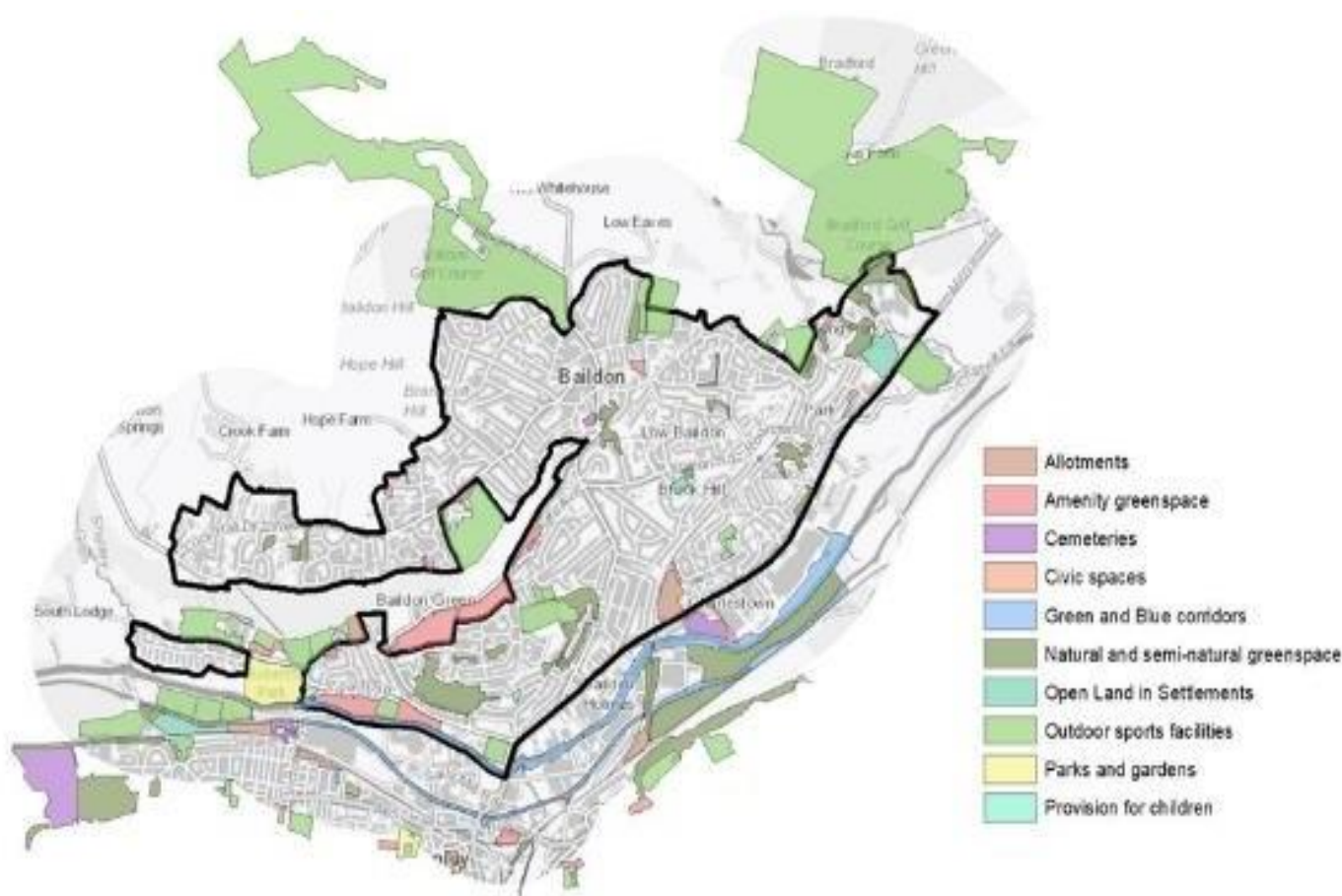
People and Community

- 2.14 Baildon's population was 17,041 on Census Day 2021. [Census data for Baildon](http://citypopulation.de/en/uk/yorkshireandthehumber/wards/bradford/E05001341_baildon/) (http://citypopulation.de/en/uk/yorkshireandthehumber/wards/bradford/E05001341_baildon/) Baildon has an older population than Bradford District and England. In 2021, one in four Baildon residents were aged 65 or older (Bradford 15.2%; England 18.3%). Conversely, under 16s in Baildon made up 17.0% of the population (Bradford 22.8%; England 18.5%).
- 2.15 Baildon has two NHS registered healthcare facilities/GP surgeries/health centres covering Baildon and the surrounding area. Secondary (acute) healthcare is provided at Airedale General Hospital in Steeton and Bradford Royal Infirmary in the city.
- 2.16 Baildon is considered to have a good range of community facilities and services to meet the day-to-day needs of the local population. Although the make up of the Village Centre retail offer is changing.

Business and Employment

- 2.17 Economic activity rates in Baildon parish, like those for Bradford, are in line with national figures 58% of residents (8,181) being economically active, compared with 54.5% for Bradford and 58.6% for England.
- 2.18 Baildon's main area of employment lies in the south of the neighbourhood area, between the Otley Road (A6038) and the River Aire. This area provides the bulk of the jobs in Baildon jobs in a variety of business sectors, including manufacturing, retail, trade sales and leisure. Baildon village centre is a secondary area of employment.

Figure 4: Baildon - Open Space Overview – taken from the Draft Bradford District Local Plan February 2021. (Source: Bradford Council PSGA AC0000823741)

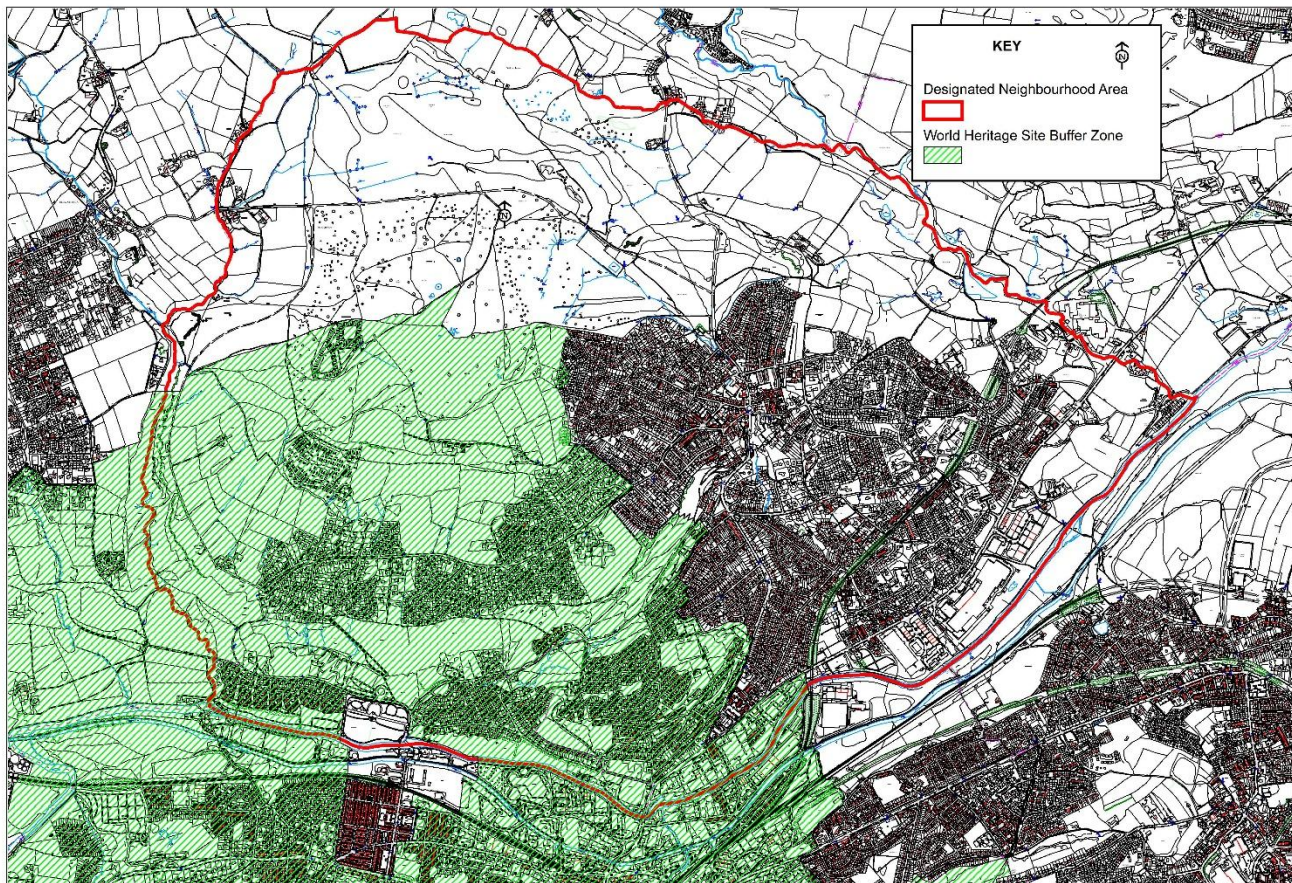


Heritage

- 2.19 There are four Conservation Areas in Baildon - Conservation Areas are areas of “special architectural or historic interest”, the character or appearance of which is desirable to preserve or enhance” (Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990).
- 2.20 The approach set out in Baildon Policies 14 – 17 is in general conformity with the approach set out in Core Strategy Policy EN3: Historic Environment that seeks to “preserve, protect and enhance the character, appearance, archaeological and historic value and significance of the District’s designated and undesignated heritage assets and their settings.” This Neighbourhood Plan in consultation with the Baildon Civic and Historical Society and the public has identified 25 non-designated heritage assets in Baildon. Non-designated heritage assets are Heritage Assets of importance to Baildon which currently have no other designation within the Planning system, e.g. Listed Building or being in a Conservation Area.
- 2.21 Roberts Park to the southwestern edge of Baildon NA and the northern edge of Saltaire World Heritage Site (SWHS) in Shipley Ward, is a nationally important site and a Registered Park of Special Historic Interest in England.
- 2.22 There is a total of 81 entries on the National Heritage List for England in Baildon, including Listed Buildings, the majority of which (43) are Grade II Listed. There is one which is Grade II* Listed (Baildon Hall). 37 Scheduled Monuments are found close to the western and northwestern edges of the built-up area on Baildon Moor.

- 2.23 Land in the Baildon Neighbourhood Area ie. to the northwest and the west of Baildon lies within the 500m Buffer Zone of the SWHS. This zone has implications for development as it may affect views into and out of the SWHS and should be protected.

Figure 5. Map illustrating the overlay World Heritage Buffer zone on the Baildon Neighbourhood area
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on behalf of Baildon Town Council Ac000082374



Background Note: Bradford Council's Baildon Ward Boundary

The Bradford Council Baildon Ward Boundary is not co-terminus with the Baildon Neighbourhood Area (NA) i.e. the Baildon Town Council area.

In 2024 the Local Government Boundary Commission for England (LGBCE) reviewed the Bradford Council Ward boundaries, and the final proposals make little change to this boundary. Baildon Town Council argued strongly for a re-alignment to allow the Baildon Riverside area to be included within the Baildon ward, but this was not supported by the LGBCE.

Key points of difference therefore remain and are:

- Baildon Riverside (Coach Road and Higher Coach Road) is to remain in Shipley ward but is included in the NA.
- Esholt remains in the Baildon ward but is not in the NA.
- Some parts at the eastern edge of Baildon (including Tong Park industrial estate) are not in the NA but are included within the Baildon ward.

3.0 What Baildon Told Us

- 3.1 This section describes how Baildon Town Council has brought forward issues from the local community to inform the NDP planning process.

Baildon Plan Update Autumn 2019

- 3.2 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 NDP. The Baildon Plan also demonstrates the Town Council's continued commitment to community engagement and involvement.
- 3.3 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.
- 3.4 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 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 NDP.

Baildon NDP Community Consultation Spring 2022

- 3.5 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.
- 3.6 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.

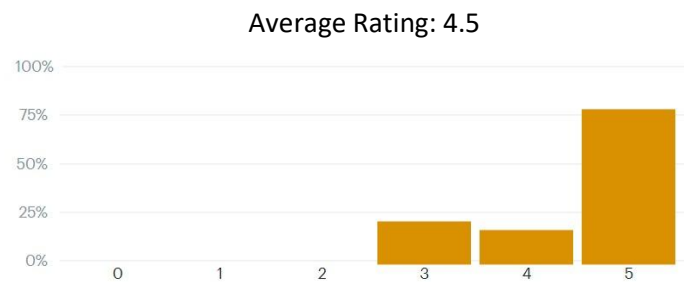
- g) How many jobs are provided for Baildon residents by the Otley Road Corridor and how can these be accessed?
- h) Extend the Station Road Conservation Area.
- i) Protection for the area's non-designated heritage assets.
- j) Baildon should have a local Design Code.

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

Baildon NDP Community Consultation March/April 2025

- 3.8 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.
- 3.9 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.
- 3.10 It was noted that many comments focused on protecting sites from inappropriate housing development.
- 3.11 There were many comments about improving Otley Road for cycling, pedestrians and cars.
- 3.12 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'
- 3.13 Feedback on selected Policy areas within the consultation process is summarised as follows:

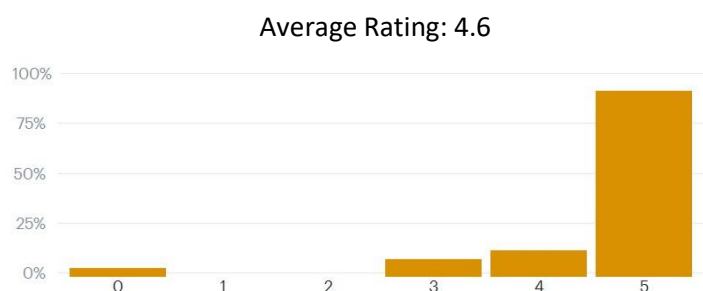
Policy on Protecting Green Belt from Development
Do you agree with this Policy (0 don't agree, and 5 strongly agree)?



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)?



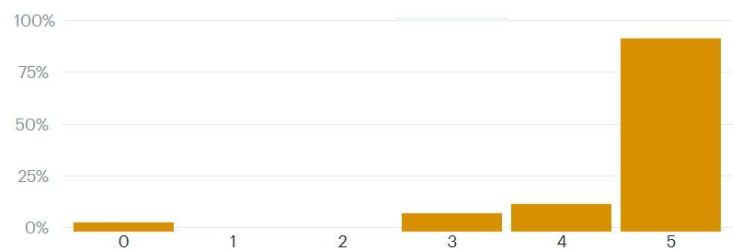
Residents Commented

- "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)?

Average rating 4.6

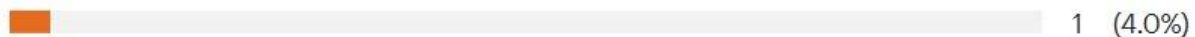


Do you support the list of 32 facilities suggested for protection?

YES



NO



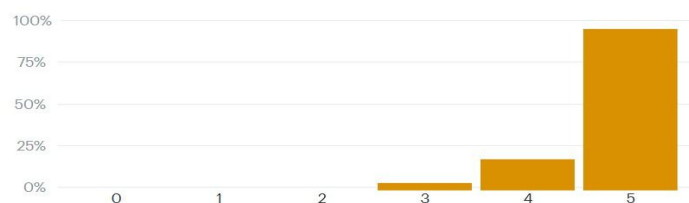
Residents Commented

- "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)?

Average Rating: 4.8



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."

4.0 Vision and Objectives for Baildon by 2040

- 4.1 Baildon Neighbourhood Plan spans a 15-year period, from 2026 to 2040. This section describes our Vision for 2040, and the six key objectives we propose to deliver that Vision, each of which is described in detail in the following sections, together with the relevant policy. Baildon Neighbourhood Plan will sit alongside Bradford District Local Plan and must not conflict with this. The time span selected for NP aims to fit closely to the emerging Bradford Local Plan 2026, although it is not yet clear what Bradford's Plan end date will be. Also, given the long process to prepare our Plan (over four years) it makes sense for it to cover a reasonable time period, hence 2026-2040.

4.2 The Draft Baildon Neighbourhood Plan (Baildon NP) Vision is:

Baildon is an unusual place. Stretching from the River Aire in the south, up to Baildon Moor in the north, Baildon is built on a steep hill, rising to 925 feet at the 'trig' point. This has many consequences for everyday life, especially transport. Baildon is fortunate to be surrounded on 3 sides by open countryside offering outstanding quality of life to those who make it their home.

Baildon Neighbourhood Plan Vision 2040

Our vision is to ensure that Baildon retains its semi-rural character, and conserves its many historical features, whilst allowing the community and economy to thrive.

Baildon's setting must be preserved by maintaining the green belt designation in those areas which form the outer boundary of Baildon.

Historic Baildon should be conserved for future generations, with good design of new additions.

Baildon's community infrastructure and green space will be protected or enhanced in every neighbourhood.

Getting around will be easy due to all the options available through improved transport in every mode, whilst reducing carbon emissions.

With first class digital and physical connectivity, **Baildon will maintain its own vibrant local economy** as well as contributing to economic activity elsewhere.

Baildon Neighbourhood Plan Objectives

- 4.3 Using our Vision and the Issues raised a set of Objectives to structure the Baildon NP has been formulated as follows:

NEIGHBOURHOOD PLAN OBJECTIVES

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.

Objective 2 - Transport

To enhance and improve access for all by safe, attractive and inclusive walking and cycling routes and enhanced and connected bus and train services to reduce reliance on cars.

Objective 3 – Environment and Countryside

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

Objective 4 - Heritage

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

Objective 5 – Community and Recreation

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

Objective 6 - Economy

To support a thriving village centre and local economy.

5.0 Planning Policy Context

National Planning Policy and Neighbourhood Planning

- 5.1 This section describes the National Planning Policy Framework (NPPF) context (as revised in December 2024 and amended February 2025) and references some of the key Bradford and District Policies which inform the NDP planning process.

The NPPF sets out in paragraphs 7 and 8 that the purpose of the planning system is to contribute to the achievement of sustainable development, and that the planning system performs an economic role, a social role and an environmental role.

- 5.2 Neighbourhood Development Plans (NDPs) must be consistent with national planning policies and advice; and be in general conformity with the strategic planning policies for the area. It is therefore important that as the Baildon NDP is prepared, the emerging draft policies reflect this higher-level planning framework.

- 5.3 The benefit of neighbourhood planning is set out in paragraph 29 of NPPF:

“Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area or undermine those strategic policies.

Strategic Planning Policy Framework for Bradford District

- 5.4 Strategic planning policy is primarily and currently (early 2025) set out in the City of Bradford Core Strategy Development Plan Document (“the Core Strategy”) adopted on 18th July 2017 and the preceding Replacement Unitary Development Plan (RUDP) adopted on 15 October 2005. Core Strategy sets out strategic core and thematic planning policies for the long-term development of the wider District, rather than just the city of Bradford. Those saved policies in the RUDP not superseded by policies in the Core Strategy remain part of the development plan for Bradford. The development plan for the area also includes the Waste Management Development Plan, Bradford City Centre Area Action Plan, Shipley and Canal Road Area Action Plan, and other ‘made’ neighbourhood plans. The Baildon NP must be in general conformity with the strategic planning policies for Bradford. The following section below summarises some of the relevant Bradford Policies that this draft NP has considered.
- 5.5 Part B of Core Strategy 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: “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 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”.

- 5.7 These extracts highlight that much of the Baildon Neighbourhood area (down to Otley Road) is categorized as a Local Service Centre, with consequently lower levels of expected development. However, the area immediately north of the River Aire, and south of the Otley Road, is classified as part of the “Regional City of Bradford including Shipley and Lower Baildon”, which is the prime focus for new development in the District. This is considered in more detail below in the Section on Economy.

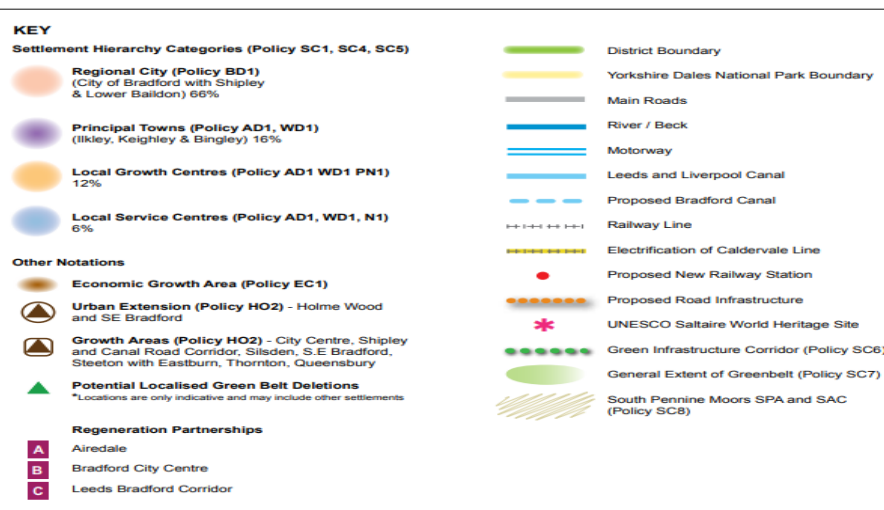
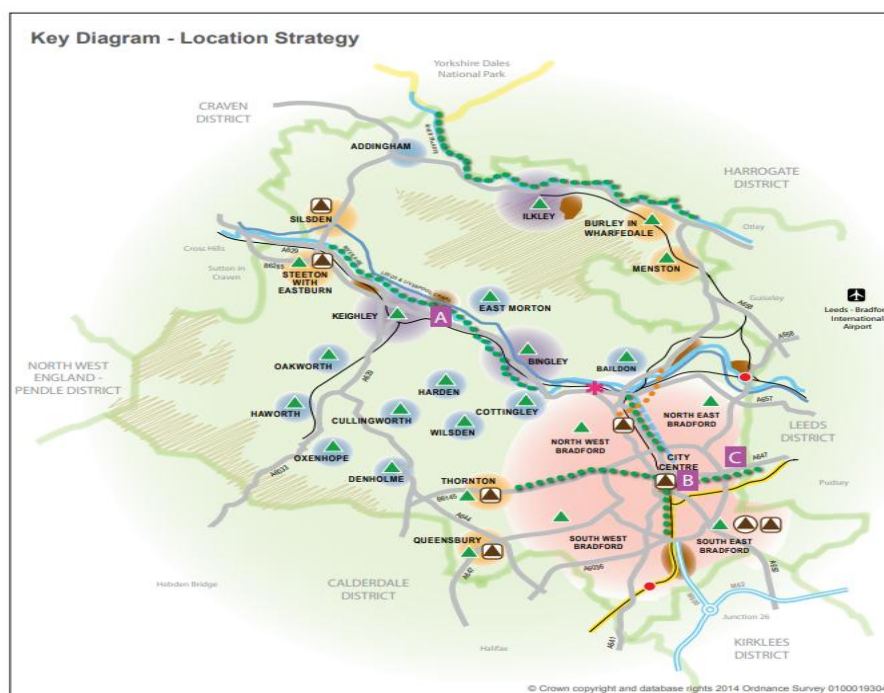
Bradford's Core Strategy

The Bradford Core Strategy sets out Strategic Core policies for the District up to 2030 and those relevant to Baildon are summarised as follows:

Policy SC4: defines a Hierarchy of Settlements. The hierarchy of settlements is as follows:

- Regional Centre
- Principal Towns
- Local Growth Centres
- Local Service Centres and Rural Areas

The greater part of the Baildon neighbourhood area is included within the latter grouping of the hierarchy of settlements. The relevant section of SC4 in full is as follows; “Within the Local Service Centres of Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope, Wilsden the emphasis will be on a smaller scale of development comprising both market and affordable housing, together with the protection and enhancement of those centres as attractive and vibrant places and communities, providing quality of place and excellent environmental, economic and social conditions.”



Bradford's Core Strategy 2017 – 2030 continued...

BTC Commentary:

In summary there are positives and negatives associated with the positioning of Baildon as a 'local service centre' – on one hand the extent of housing development is limited, but on the other hand investment in infrastructure projects may be a lower priority. For Baildon, the Town Council regards infrastructure improvement as a top priority.

Policy SC7 sets strategic planning policy for Green Belt over the 15-year plan period.

This Policy sets out the tests for release of land from the green belt in sustainable locations, the potential to release green belt land without significantly undermining the functioning of the green belt at a local and strategic level and the extent to which the locations which pass the two tests above are otherwise constrained by other environmental designations and criteria. [Bradford Council Core Strategy Policy SC7 Green Belt](https://tinyurl.com/CBMDC-green-belt-strategy) (<https://tinyurl.com/CBMDC-green-belt-strategy>)

Policy SC8: Protecting the South Pennine Moors Special Protection Area (SPA) and the South Pennine Moors Special Area of Conservation (SAC) and their zone of influence.

The SPA/SAC lies outside the neighbourhood area but within the zone of influence. This will be an issue and any impact on the Saltaire World Heritage Site will be addressed in more detail through the Strategic Environmental Assessment (SEA)/Habitat Regulations Assessment (HRA) screening.

Sub Area AD1 sets out the strategic pattern of development.

A. Strategic Pattern of Development

In accordance with Policies H03 and EC3, Airedale will accommodate 8,450 dwellings in the period up to 2030 and an increase of new employment land of at least 30 Ha particularly in the digital technology sector. The broad distribution of housing development is shown as follows: -

Number of residential units

Keighley	4,500
Bingley	1,400
Silsden	1,200
Steeton with Eastburn	700
Baildon	350 (250 in Emerging Local Plan)
Cottingley	200
East Morton	100

Affordable housing requirements are set out in Policy HO11.

B. Urban Regeneration and Renewal and new housing provision will be focused on the following areas:

Baildon will see the creation of 350 new homes (see Policy 1 and 2 on housing) including from sites within the urban area together with some local Green Belt changes in sustainable locations and associated community facilities.

BTC Commentary:

Policy SP8 in Bradford's emerging Local Plan sets out a minimum requirement of 250 dwellings, 2020 to 2038 (less than the 350 dwellings to 2030 in the Core Strategy). These new homes will be through a mix of committed sites (those under construction and sites that have planning permission) and site allocations – these could be brought forward through the Baildon NP or Bradford's emerging Local Plan.

Bradford's Core Strategy and emerging Local Plan 2020 acknowledge that due to the tightly drawn Green Belt such sites may have to come forward through changes to the Green Belt boundary. The emerging Local Plan will also put forward new policies on open spaces, green infrastructure and places of ecological significance.

C. Environment

1. Protect and enhance landscape character and the range of habitats and diversity of species found in the wetlands, woodlands, Pennine Uplands and upland fringe areas of Airedale.
2. Protect and enhance the integrity of the South Pennine Moors SPA/SAC and identify measures to support valuable upland fringe habitats. For the protection of the South Pennine Moors SPA, avoid and/or mitigate loss or deterioration of important foraging land within the SPA's zone of influence, and mitigate the impact of increasing visitor numbers.
3. Improve green infrastructure along the Airedale river, canal and public transport corridors.
4. Protect and enhance river, beck and canal corridors, their value for biodiversity and heritage, potential for reducing flood risk and role in improving connectivity between urban and rural areas. Recognise that development could lead to opportunities for improving green infrastructure and flood storage provision, particularly in relation to the Upper Aire.
5. Woodland, groups of trees and habitats are key elements in the landscape and efforts should be made to increase tree cover, particularly in areas where development might be located.
6. Conserve and enhance the designated and undesignated heritage assets of the Airedale Corridor particularly those within the boundary of the Keighley Townscape Heritage Initiative and elements which make a significant contribution to the distinct character of this area including: the mills, chimneys and associated housing of its textile heritage in particular Saltaire World Heritage Site, the buildings and structures associated with the Leeds and Liverpool Canal and the prehistoric landscapes.

D. Transport

1. Ensure that strategic patterns of development maximise the opportunities to use non-car modes of transport and reduce the overall need to travel through the application of accessibility standards (see Appendix 3).
2. Develop bus rail interchange facilities at Steeton and Silsden Station and Bingley station including enhanced bus network and pedestrian/cycle links to/from both stations.
3. Improve sustainable transport facilities and links within and between the towns and villages in Airedale, including cross valley links. Improve and provide new cycling and pedestrian infrastructure. Improve public rights of way and canal towpaths.
4. Develop critical road infrastructure in accordance with the Connecting Airedale Transport Improvement Project including transport improvements to Hard Ings Road and Keighley Town Centre and any significant highway infrastructure required to facilitate development to the East of Silsden.
5. Improve key transport corridors where feasible, including A650 (Airedale Corridor between Keighley and Bradford), A629/A644 (Keighley to Queensbury) and A6038 (Otley Road)
6. Implement stronger demand management in Airedale as the economy recovers.
7. Improve public transport access between Airedale, Regional Cities of Bradford and Leeds, as well as Craven.
8. Improve public transport access to Leeds Bradford International Airport by encouraging more direct public transport connections from Keighley and Bingley and through the development of rail or tram train link via Shipley.

Sub Area Policy AD2: Investment Priorities for Airedale

To deliver transformation and change in Airedale through economic development, housing renewal and growth, and improved green infrastructure, community facilities and accessibility, public and private sector investment will be targeted:

- A. To improve public transport, particularly to Keighley, Bingley, Silsden and Steeton with Eastburn, to enhance the ease of movement and improve access to jobs within the Airedale Corridor particularly for disadvantaged communities.
- B. To support the regeneration of Keighley and Bingley town centres to deliver enhancements to the public realm, mixed-use retail and leisure schemes on key brownfield sites and improvements to the railway stations.
- C. To provide infrastructure to support site assembly, manage flood risk, and improve access between Airedale to Bradford City Centre, Shipley Town Centre as part of regeneration initiatives on the Shipley and Canal Road Corridor and the Connecting Airedale initiative (including Hard Ings Road Improvements).
- D. To take advantage of the proximity of the City Centres of Bradford and Leeds and deliver renewal of existing urban sites, training programmes and support site assembly including improvements to the quality and capacity of public transport along Airedale to Craven, the Regional Cities of Bradford and Leeds and through the application of accessibility standards.
- E. Support a number of local Green Belt releases in sustainable locations that meet accessibility standards in Keighley, Bingley, Silsden and Steeton with Eastburn through development site assembly, improvements to the quality and capacity of public transport, improvements to cycling and walking facilities.
- F. To support the development and extension of high-speed broadband especially in rural and other less accessible areas.
- G. To work with Yorkshire Water and the Environment Agency to understand fully the water and wastewater infrastructure requirements needed to support growth and ensure that development proposals are aligned with investment in asset management and catchment management plans.'

Neighbourhood Plan Policies

This section of the Baildon NP sets out the planning policies to manage development in Baildon up to 2040. Each section is structured as follows:

- name and summary of Baildon Town Council's Objective,
- background and justification for the Policy area,
- the Policy,
- any Town Council Supporting Actions.

Whilst Policies are divided between the Objectives there are overlaps and synergies and so they should be read as a whole. There is a full Policies Map with detail for Baildon Village Centre.

6.0 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.

Background and justification – Housing Needs

- 6.1 Baildon comprises multiple neighbourhoods with a wide variety of building styles, from historical buildings to more modern housing. Any new developments should be carefully planned to meet the needs of the community whilst being in keeping with the neighbourhood and avoiding overdevelopment (see Appendix B Design Codes).

Bradford Council's Housing Policy

- 6.2 Bradford's Strategic Housing Market Assessment (SHMA) and Addendum 2021 identifies the need for 441 additional affordable homes each year in Bradford as a whole, with a tenure split of 65% affordable rented homes and 35% affordable home ownership. When the SHMA figures are pro-rated to Baildon based on its fair share of the population (3.12% of the district's population (Census 2021), this equates to 14 homes per annum or 196 affordable homes in Baildon over the Neighbourhood Plan period.
- 6.3 Bradford's emerging Local Plan and Core Strategy (Policy HO11) states that a mixture of affordable housing should be based on market demand and evidence of local need. In seeking to meet the requirements of Bradford's emerging 'Local Plan and Core Strategy Policy HO11: Affordable Housing', all private housing developments of 15 units or more within the neighbourhood area should provide 20% on-site affordable housing provision. This mix should be informed by the Baildon Housing Needs Assessment (BHNA) Appendix A.
- 6.4 Bradford's emerging Local Plan and Core Strategy (Policy HO8) sets out that a mix and balance of housing should be provided to meet the needs of the District's growing and diverse population. All large sites will be expected to incorporate a mix of housing types, sizes, prices and tenures. The exact mix should be based both on market demand and evidence of local need within the District's SHMA together with any other robust local evidence, information and guidance, including that provided in neighbourhood plans. All planning proposals should include opportunities for smaller dwellings that provide opportunities for first time buyers and households looking to downsize.

Baildon's Housing Needs Assessment

- 6.5 The Baildon Housing Needs Assessment (BHNA) 2024 (and Addendum 2026) was commissioned to support work on the NP and its broad conclusions were:
- Baildon has a larger percentage of owned properties (75.5%) compared to Bradford (61.7%) and England (61.3%).
 - Consequently, both social rent and private rent account for smaller proportions of tenures in Baildon, when compared to Bradford and England.
 - The average house price in Baildon increased by 46.3% between 2013 and 2022, to £298,289. The NA is a higher value area compared to Bradford overall but 2.6% lower than the average in England.
 - Private renting is generally only affordable to average earners, suggesting there needs to be more affordable rented and social rented homes.

- There is a need for specialist housing for older people and the BHNA estimates this around 200 – 300 in the life of the plan (see Paras 195 -202 BHNA 2024).
- Existing dwelling type is predominantly semi-detached properties (40.9%), followed by detached properties (26.1%). Terraced dwellings and flats both make up a smaller proportion of dwellings in the NA.
- 3-bedroom dwellings account for the largest proportion of properties (37.1%), followed by 2 (26.6%) and 4+ (26.0%) bedroom properties. 1-bedroom properties make up the smallest proportion of dwellings (10.3%).
- There is a similar proportion of one-person households (32.1%), compared to Bradford (30.8%) and England (30.1%).
- There is a lower proportion of one family only households with dependent and non-dependent children compared to Bradford and England. This is because of the ageing population in the NA and lack of dwellings of a suitable size and affordability for younger families.
- However, there is a higher proportion of one person households aged 66 and over in Baildon (16.7%) compared to Bradford (11.9%) and England (12.8%). There are higher proportions of one family only households in Baildon aged 66 and over or with no children compared to Bradford and England.
- Future population growth can be expected to be driven by the oldest households, with a 54.0% increase expected in the 65 and over category.

6.6 Baildon's ageing population, together with the need to provide housing opportunities for young adults and families to remain in the area, means that there is a need for smaller and more affordable homes. Providing a larger supply of smaller 1–3-bedroom dwellings, together with specialist homes for the elderly, would allow older households to downsize and younger adults and new families to purchase homes in Baildon.

Baildon Policy 1 – Housing Needs

The following measures will be supported:

- BP1/1 Proposals for new housing development in Baildon should demonstrate how the housing type, size and tenure to be provided helps to meet the needs identified in the Housing Needs Assessment, as well as within other evidence published at the District level and having regard to sites and market considerations.
- BP1/2 Priority should be given to the provision of smaller dwellings to meet the needs of young people and families as well as older people wishing to downsize as well as the provision of specialist accommodation for older people, where possible.

Background and justification - housing development in Baildon

- 6.7 Strategic planning policy is in the process of changing and a new Local Plan in 2021 was being prepared by Bradford Council. This will replace the Core Strategy (2017). Although only at the Preferred Option stage, the new emerging Bradford Local Plan identifies a reduced (from 350 in the Core Strategy) housing requirement for Baildon of a minimum of 250 new homes 2020 to 2038. This is not an adopted requirement figure, and it is understood that a further figure will be identified in the next version of the emerging Local Plan. National planning policy guidance sets out that the draft Baildon NP must be in general conformity with the adopted strategic policies of the development plan (the Core Strategy requirement). This will be tested at examination. The draft Baildon NP 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 NP is tested.
- 6.8 National planning policy sets out that neighbourhood plans should not promote less development than set out in the strategic policies for the area or undermine those strategic policies (National Planning Policy Framework (NPPF) paragraph 30). NPPF also advises that within the overall strategic housing requirement for Bradford, strategic policies should also set out a housing requirement for designated neighbourhood areas. The adopted Bradford Core Strategy housing requirement for Baildon is a minimum of 350 new homes – 2013 to 2030.
- 6.9 However, a key concern of residents (and identified in the initial consultations when preparing the draft NP), is the potential change posed by significant amounts of new housing development, particularly if this results in the loss of valued open space or changes to the Green Belt (GB) boundary. Looking at the housing sites in figure 6, it should be noted that the majority fall within GB in open countryside. Based on the latest evidence from the emerging Bradford Local Plan there is a need for a further 250 new homes in Baildon 2020 to 2038 (Table 1). This figure, **if adopted**, or other more up to date figure in the emerging Local Plan, would supersede the 350 new homes (to 2030) identified in the Core Strategy.
- 6.10 Therefore, this Plan recognises that the minimum housing target for the neighbourhood area is under review and supports future housing growth to meet identified local housing needs through Objective 1 of the Baildon NP.
- 6.11 Bradford Council is the statutory planning authority and as such makes all decisions about applications on housing development sites. **Table 1 below** shows the position of housing delivery and supply for Baildon as of 31st March 2024 (the end of the most recent monitoring year). This illustrates the number of homes expected to be delivered after 1st April 2024 and those built in previous years.

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

Site Name (inc. SHLAA Reference)	Completed 2020-2023 (Net)	Built 2023/4	Remaining Supply	Comment
The Little Blue Orange, Otley Road (BA/029)	4			
Knoll Terrace (BA/031)	5			
Baildon Golf Club (BA/026)		5		
Baildon Mills (BA/030)			51	
West Lane (BA/032)			5	
Green Lane (BA/033)			4	Expiry April 2024
The Old Surgery, Newton Way (BA032)			5	Expiry May 2025

Ian Clough Hall site:			46	46 apartments – planning permission but not implemented
Plot E Butterfield Industrial Estate, behind Berry Close:			120	120 apartments - planning permission lapsed
Small Sites	22	8	11	
Total	31	13	242	

- 6.12 It should be noted that planning permission for sites at Green Lane (BA/011 part) (for 4 dwellings) and Prod Lane (BA/027) (for five dwellings) have not been implemented and have since expired. In 2024 planning permission was granted for 46 retirement apartments at the former Ian Clough Hall site, however this has not progressed. For development on this site to be acceptable in this location (a Conservation Area) it needs to follow high quality design. Plot E Butterfield Industrial Estate, behind Berry Close: 120 apartments - planning permission lapsed. If both these schemes were delivered, they would add 166 possible additional homes to the supply.
- 6.13 The 250 minimum housing target took into account commitments as of 31st March 2020. The emerging Draft Bradford District Local Plan (published in February/March 2021) proposed a total of 250 houses for Baildon during the plan period (2020-2038). The figures used to show the commitments were the position as of 31st March 2020. Information can be viewed in Bradford Council's Strategic Land Assessment (SLA) that was published as part of the evidence base for the draft Local Plan at that time – [Bradford Council's Strategic Land Assessment 2021](https://tinyurl.com/CBMDC-Land-Assessment-21) (https://tinyurl.com/CBMDC-Land-Assessment-21)
- 6.14 Bradford Council are now working on the next and final draft version of the Local Plan which will set out the future overall and annual housing needs for the District based on the Government's new standard methodology. This will then be distributed across the various settlements in the area including Baildon, which in turn will lead to the allocation of specific sites to meet these requirements. Work is also underway on updating the evidence base that will support the Local Plan.

Baildon Town Council 2021 response to housing sites proposed by Bradford council in draft local Plan.

- 6.15 In March 2021 Baildon Town Council made the following response to the draft Bradford Local Plan in regard to housing sites. These comments remain the adopted policy position of the Town Council:

<i>BA5 Meadowside</i>	<i>Total and very strong opposition</i>
BA1 Stubbings Lane	Conditional support
BA2/BA5 West Lane	Conditional support, but improvements to infrastructure
BA3 Cliffe Lane West	Conditional support
BA4 Green Lane	Conditional support

- 6.16 **The Neighbourhood Plan does not include proposed housing site allocations.** This will be done as part of the emerging Bradford Local Plan. However, the Neighbourhood Plan would support the reuse of derelict and previously developed land within the existing built-up area to deliver Baildon's housing requirement.

The Plan's policies set out a positive approach to support appropriate housing development in the area. This may include some new limited housing development and mixed-use schemes in parts of the Otley Road corridor, which already contains areas of housing, and recycling derelict and other urban

land, as part of encouraging a sustainable pattern of development and supporting housing which is accessible to local employment opportunities. Developments such as apartments and smaller houses on some of these sites could make a contribution towards Baildon's most important unmet housing needs. All such proposals would be subject to policies in the Local Plan.

So, in summary, although this Plan is not proposing sites for housing, the Town Council would follow the priorities below in consideration of housing development proposals. This Plan advocates a major role for new housing development in, and as follows:

- mixed-use employment and housing sites in parts of the Otley Road corridor (***note: this area of Baildon Parish is excluded from Bradford Council's Strategic Land Assessment for Baildon 'settlement' area but included in the Shipley 'settlement' area***),
- in recycling derelict and other urban land. Many apartments and smaller houses on these sites will address Baildon's most important unmet housing needs.
- a maintained and very strong objection to development at Meadowside.
- the housing stock in the River Aire corridor consists of Victorian Terraced housing on Briar Rhydding, Baildon Holmes and Lower Holme and more recent housing built at Berry Drive and there is also lapsed planning permission for 220 apartments on the development land behind Berry Drive. Mixed use development in this area will alleviate a lot of the pressure to release the green belt for development.

6.17 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 of 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 will be addressed in the emerging 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.

6.18 This NP proposes the Green Belt should be protected to preserve the setting of Baildon, however it is clear (from Bradford's Core Strategy) that the release of land from Green Belt may become their approach to meet housing targets. The NPPF sets out the five purposes of Green Belt as follows:

- (a) to check the unrestricted sprawl of large built-up areas.
- (b) to assist in safeguarding the countryside from encroachment
- (c) to prevent neighbouring towns merging into one another.
- (d) to preserve the setting and special character of historic towns.
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Baildon Policy 2 – Sustainable Housing Provision

In meeting housing targets set by Bradford Council and within the existing built-up areas of Baildon i.e. land **not** currently within the Green Belt, new housing may be supported when it would not conflict with other policies in the development plan and:

BP2/1 Reuses previously developed land or buildings.

BP2/2 Would not lead to the loss of protected green spaces.

BP2/3 Forms part of mixed-use development (commercial and housing) where housing and employment uses can co-locate.

BP2/4 Does not use 'backland' (i.e. no building in gardens behind existing housing) or that development does not lead to significant loss of amenity for the original dwelling and includes sufficient amenity space for the new dwelling(s)

BP2/5 Would not lead to the loss of an identified community facility without replacement.

BP2/6 Proposals for housing development should also demonstrate how they have considered and addressed where appropriate the Design Code's guidance on context, identity, built form, movement, nature, public spaces and sustainability.

BP2/7 Proposals for new housing development should also demonstrate how they have considered flood plains, runaway water (including surface water on roads) and culverted underground streams. Whilst the Sequential Test or the Bradford Strategic Flood Risk Assessment (SFRA) (and avoidance of inappropriate development in Flood Zone 3) is implemented by Bradford Council, BTC would wish to see due consideration of this in all housing proposals.

BP2/8 Proposals consider Source Protection Zones (SPZs) identified by the Environment Agency.

BP2/9 Green Belt designations (see Figure 1 SP5 for the Green Belt boundaries) which provide the settlement boundary to the open countryside should be maintained as Green Belt.

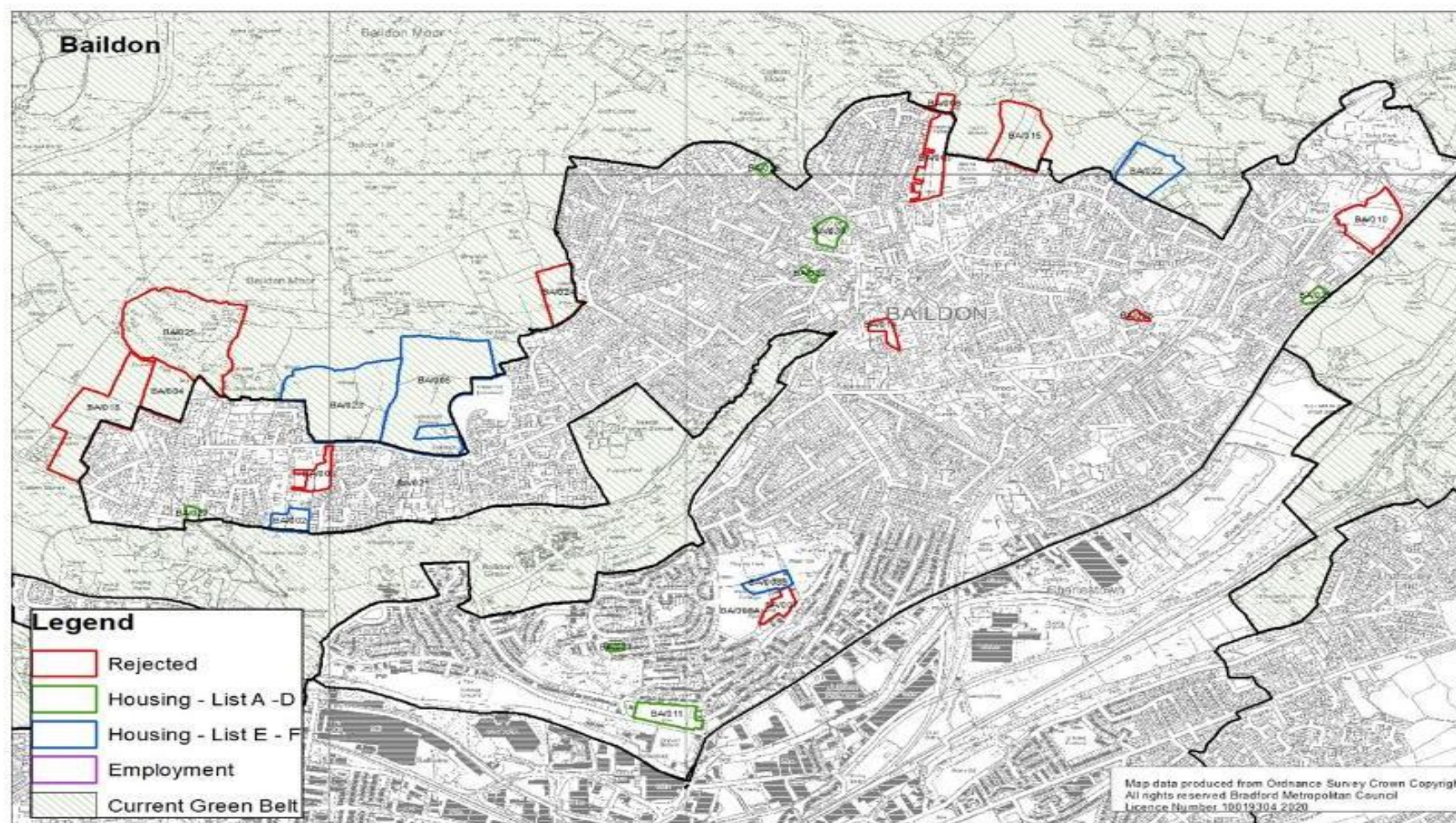
Policy Links Summary

Bradford Core Strategy 2017
 Draft Bradford District Local Plan 2021
 Bradford Council's Strategic Land Assessment 2021

Figure 6. Bradford Council's Strategic Housing Land Availability Assessment (SHLAA) Sites 2021

[Bradford Council's Strategic Housing Land Assessment 2021](https://www.bradford.gov.uk/planning-and-building-control/planning-policy/evidence-base/?Folder=Housing\SHLAA\4+Third+Update#)

(<https://www.bradford.gov.uk/planning-and-building-control/planning-policy/evidence-base/?Folder=Housing\SHLAA\4+Third+Update#>)



Key Explanation

List A – D. Sites with units remaining under construction, sites with detailed and outline planning permission and sites unconstrained in the urban area.

List E – F. Other sites and Green Belt sites.

7.0 Objective 2 - Transport

To enhance and improve access for all by safe, attractive and inclusive walking and cycling routes and enhanced and connected bus and train services to reduce reliance on cars.

Introduction

- 7.1 The steep terrain in Baildon, combined with poor public transport poses problems for residents, commuters and businesses. Many residents like to walk or cycle but the hilly terrain is a challenge for many and a major drawback. The area's topography, therefore, means many residents rely on using private cars which means that retaining public car parking is a priority.
- 7.2 It is accepted that Baildon should play its part in the national and regional policy to reach net zero, as set out in the proposals from the West Yorkshire Combined Authority (WYCA) to reach net zero by 2038. It is further accepted that Baildon has a contribution to make to net zero by 2038 and the priority areas identified within Bradford Council's Climate Action Plan 2025 to 2028.
- 7.3 The Neighbourhood Plan proposes that in Baildon this means delivering improvements to public transport which will facilitate the modal shift away from private cars, also moving to electric vehicles as rapidly as possible and enhancing opportunities for walking and cycling (active travel) wherever the opportunity arises.

Background and Justification – protecting footpaths and encouraging walking.

- 7.4 The Baildon Plan, first put together by Baildon Town Council following much public consultation in 2011 (and reviewed in 2019), included an aspiration for Baildon to achieve the designation of becoming a [Walkers are Welcome](#) town. A steering group of residents with a keen interest in walking and the countryside was established and set out to demonstrate that Baildon met the criteria for achieving national designation.
- 7.5 In 2013 Baildon was awarded Walkers are Welcome status, thanks to its fantastic countryside location and abundance of routes for walkers of all abilities. Baildon Town Council strongly supports Walkers are Welcome through grants and partnership working. 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 Public Rights of Way (PROW) network. Details can be found on the [Baildon Walkers Are Welcome](#) website.
- 7.6 Footpaths include ginnels, snickets and cut throughs within the Village Centre, PROW and other signed and unsigned pathways within the surrounding countryside
- 7.7 Footpaths are of great importance for schoolchildren of all ages together with their carers in the case of younger children. Given the severe traffic congestion in approaches to schools and the desire to embrace healthier lifestyles, it is of great importance to preserve and enhance existing footpaths to encourage the greatest usage.
- 7.8 Footpaths can provide access to a diverse range of users giving access to facilities and services as well as bringing inclusion, health and wellbeing benefits to users.
- 7.9 Titus Salt Secondary School is a school of 1,463 pupils, located opposite Roberts Park on Coach Road Baildon. It is the main secondary school to serve Baildon, although it has a catchment area much

wider. Many hundreds of pupils walk daily to school from around Baildon, and a major thoroughfare is along Cliffe Avenue, down to Green Road, along to the junction with Thompson Lane. At several points the “desire line” takes a route across uneven grass meadows/ green space. Part of this route passes through Baildon Green Conservation area and along Dixon Mill Lane. Where footpaths exist, they are narrow.

- 7.10 Baildon has an extensive Public Rights of Way (PROW) network that connects 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 for inclusive access to local services and facilities as well as opportunities to access the countryside for leisure, health, wellbeing and recreational purposes. 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 brideways. These include Dixon Mill Lane, Pack Horse Trod/Ladderbanks Lane and The Colliers Track. Many of these historic routes form part of the area’s existing PROW network.
- 7.11 Baildon is served by Baildon and Saltaire railway stations with direct services to Bradford from both, and to Leeds from Saltaire. Baildon Station needs to become a Rail and Bus Transport Hub with bus services re-routed via the station and a Mobility Hub to improve active travel opportunities for pedestrians and cyclists. Saltaire Station is accessible via the footbridge over the River Aire from Roberts’ Park in Baildon. Although Shipley Station has train services to more destinations, it is only easily accessible from Baildon by car or train.
- 7.12 Many housing developments and estates have footpaths, ‘cut throughs’ and rights of way designed in them and are very well used pedestrian ways for the community to move around the hilly terrain of the village. On occasion these important footpaths have been obstructed by new developments as they have lacked protection.

The Airedale Way

- 7.13 Part of the Airedale Way runs through Baildon. The whole Airedale Way is 76km in total starting in Leeds City Centre and culminating at Malham Tarn. The idea behind the Airedale way is that it “provides a link between Leeds and the Yorkshire Dales by following as far as possible, riverside paths”. Other than a deviation to cross Gill Beck Bridge, and one to leave the River Aire’s edge at the side of B&M Retail Store to cross Baildon Bridge to pick up the sculpture trail towards Saltaire, the Airedale Way route clearly sticks to the riverside pathways of the River Aire. It is an important and well used route which needs to be protected.

Historic Footpaths

- 7.14 Due to the past industrial history of Baildon, there are a number of ancient or historic footways which still are used today. These routes provide a direct link to the social and economic history of the Baildon community. Notable examples include:
- Dixon Mill Lane: the footpath alongside the Tramway, which predated the building of Saltaire and provided a route to the original Dixon Mill and then was part of land purchases by Titus Salt. The path can be tentatively dated to at least early 1600s.
 - Pack Horse Trod: This bridleway follows the path of very ancient routes from prehistoric times. With the extension of the clothing industry in the 17th century, the traffic was very much increased. Trains of packhorses conveyed the cloth to the markets, which necessitated better roadways. Many of the old soft tracks were therefore covered with flat stones two or three feet in width, which enabled the horses to get a secure footing. So, this path can tentatively be dated to the mid-1600s.

- The stone path ascending to the top of Baildon Moor known as the Colliers' Path – a track to service the coal mining industry on the Moor.
- The many folds and ginnels which connect residential streets in the Baildon Conservation area.

Baildon Policy 3 – Footpaths

The following measures will be supported:

- BP3/1 Proposed development should protect the existing Public Rights of Way network within the neighbourhood area (as shown on the Policies Map) including the historic paths listed above 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.
- BP3/2 The following footbridges across the River Aire, connecting Baildon to neighbouring communities and in places access to the Leeds Liverpool Canal, should be protected and preserved as they are vital for everyday walking routes for commuters, leisure, access to nature and connectivity:
- a) Buck Lane
 - b) Dockfield
 - c) Dock Lane
 - d) Roberts Park
- BP3/3 Provision for new or enhanced walking routes in new development that are direct, safe, convenient to use, well-designed, inclusive 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. New paths should include 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.
- BP3/4 New or enhanced walking routes should reflect the requirements set out in Design Code as well as the Homes and Neighbourhoods Design Guide SPD, Bradford Council February 2020.

Town Council Supporting Actions - Footpaths

BTC will:

1. prioritise keeping town-based footpaths clear of overgrown vegetation through its Green and Clean budget.
2. work with schools in the area to preserve and maintain footpaths used daily by children and parents to get to school – to promote healthy and active lifestyles.
3. Work in partnership to identify and improve safe walking and cycling routes to schools especially Titus Salt School (TS) through a footpath starting from the end of Cliffe Avenue, and ending at Titus Salt School, identify a practical footpath route (and possible cycle route adjacent) which can be surfaced and possibly lit, to enhance safely for all using this route to access Titus Salt school. Seeking active travel or other funding to implement.
4. Continue to maintain and support public benches in key locations for pedestrian rest and socializing.

Background and Justification – supporting and encouraging cycling.

- 7.15 Baildon is a destination of choice for leisure cyclists of all ages. The Connectivity Infrastructure Plan of the West Yorkshire Combined Authority (WYCA), the Bradford Local Cycling and Walking Infrastructure Plan and the 'Cycle Baildon' Strategy 2021 have at their heart significant improvements in the level of cycling. Bradford Council's Map of Paths encourages people to use appropriate paths for cycling connectivity.
- 7.16 Extensive UK-wide research has also been undertaken by the sustainable transport charity the Walk, Wheel, Cycle Trust (formerly Sustrans) to focus on three challenges to make places better for people and the environment:
1. The climate crisis – How fewer cars and more people cycling can make places better
 2. Social inequality – The role of cycling in making mobility more equitable
 3. Inclusive cycling – Cycling should be a genuine choice for all people [Sustrans Report 'Bike Life' 2019 \(https://www.sustrans.org.uk/media/5942/bikelife19_aggregatedreport.pdf\)](https://www.sustrans.org.uk/media/5942/bikelife19_aggregatedreport.pdf)
- 7.17 There is an opportunity for Baildon to transform the role that cycling and walking can play in tackling the challenges we face:
- Improved cycling provision requires the provision of first-class infrastructure and on-road interventions and investment in features such as speed controls, new walking and cycling paths and these will require some major investment.
 - Cycling could become the transport mode of choice for Baildon residents who wish to shop, commute, travel to school, take their children to school, visit local facilities, and travel to and from the railway station. This inevitably leads to a reduction in car use, congestion, pollution and ill health, thus benefiting all local people.
 - All the above measures would benefit horse riders. Although small in number, it is important to maintain long established bridleways allowing horse riding both for transport and recreation.
 - All developments must consider people using wheels to get about – wheelchair users, buggy users and electric accessibility scooters.
- 7.18 However, barriers to cycling include the traffic, the hills and access to safe and signed cycle routes. Baildon has a challenging topography. Electric bikes might be the solution for many. Strong connections with the local parts of the National Cycle Network (NCN) are also key e.g. the canal towpath route to/from Leeds and the Canal Road Greenway (NCN Route 66) and upstream from Shipley towards Keighley (NCN Route 696).
- 7.19 There are two Baildon Policies to support this area: Walking and Cycling and Footpaths and they promote active and healthy lifestyles, increase journeys by walking and cycling and reduce the need to travel by private car and support proposals for multi-modal transport solutions.
- 7.20 The Town Council seeks to work with Baildon Walkers are Welcome and CBMDC's Countryside and Rights of Way Service.

Baildon Policy 4 – Walking and Cycling

The following measures will be supported:

BP4/1 The following measures to enhance the cycling and walking network and connectivity within the neighbourhood area will be supported, where appropriate:

- The creation of safer walking and cycling routes along the Otley Road corridor
- Creating new or enhanced links to major cycling routes including the National Cycle Network
- 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
- Appropriate measures to improve inclusion of pedestrian and equestrian safety on footpaths and cycle safety on roads.

BP4/2 Connectivity to major existing cycle routes, regional and national.

BP4/3 Improved access from Baildon to the Aire Valley's green spaces by opening more footpaths & good cycle routes to the Leeds-Liverpool Canal towpath and maintaining crossing points on the River. Opportunities to improve access and inclusion to nearby spaces should be taken, including the canal which, although outside of the Neighbourhood Area Boundary, still provide opportunities for access to blue and green infrastructure.

BP4/4 Appropriate measures to improve pedestrian safety on footpaths and cyclist safety on roads.

BP4/5 measures protecting and improving the bridleway network and to assess equestrian needs separately when designing crossings or changes to rights of way.

Town Council Supporting Actions - Walking and Cycling

BTC will encourage:

1. School Travel Plans to encourage safe, healthy and environmentally ways of children travelling between home and school.

Background and justification – improving public transport by train and bus.

- 7.21 Baildon is chosen by many due to its easy connectivity to nearby cities which provide employment. However, whilst the town benefits from the major Leeds Bradford Airport only 4 miles away, its own railway station and an hourly bus service along the Otley Road, the poor service provided by this infrastructure suggests that there is significant suppressed demand with people choosing to use cars as the alternatives are impractical for their needs. This leads to huge congestion. The Airedale corridor along Otley Road which is a main arterial route for the Aire Valley is very heavily congested with road traffic.
- 7.22 The steep gradient of Baildon Hill means that for many, car, taxi and bus transport underpin their ability to enjoy local retail and community facilities. Walking uphill to local shops and services is impossible for many.
- 7.23 Public transport provision in Baildon is infrequent and results in transport poverty and social isolation for many residents without a car (19% of Households in the neighbourhood area do not have access to a car (2021 Census)), especially in the evenings and on Sundays, and limits access to work and education. The poor services result in overreliance on car travel along these very congested routes.
- 7.24 Informal consultation in Spring 2022 highlighted several transport service issues. Suggestions included:
- More frequent and reliable buses, especially down Browgate
 - More electric vehicle charging points around Baildon.
 - More car parking on Coach Road
 - Bus stops should be indented into the lower Ian Clough car park adjacent to a new light-controlled crossing.
 - Improved public transport – ideally, we need more small minibuses circulating between the Centre, station and all areas of Baildon.

Travel by train

- 7.25 Baildon Railway Station provides direct fast train services for Baildon's 17,000 residents (more than Ilkley) to Bradford, Shipley, Guiseley and Ilkley but since 2020 passenger numbers have reduced due to three events: Covid-19, the five-month landslip closure from February to June 2024 and the reduction in daytime off-peak services from half hourly to hourly. Baildon Station would attract many more passengers with better bus feeder connections, the restoration of half hourly training services and better connections for Leeds at Shipley and Guiseley stations.
- 7.26 Baildon railway station is in the south-east of Baildon, meaning that most residents face a steep walk up and down the hill to access the train. Due to space and access problems, bus operators have so far been unable to bring a bus service directly to the station.
- 7.27 Hence Baildon Station's location towards the lower edge of the settlement makes it inaccessible for many residents and the current timetable for the hourly Monday to Saturday daytime bus service on Station Road provides very poor connections with the train services. The large area of housing on the south side of the Station (Hoyle Court area) can only be accessed on foot by a steep path and steps. The unstaffed station does, however, have a small car park at the main entrance on Station Road. The historic station building has been privately owned since being sold by British Rail many years ago.

- 7.28 Friends of Baildon Station (FoBS) was formed in 2016 to seek improvements to both the station and the services provided there. This group has worked in partnership with Northern Rail and has had considerable success in seeing station improvements including a new ticket machine, passenger shelter, community noticeboards, CCTV, tactile paving and planting to make the station look attractive and welcoming.
- 7.29 Unfortunately, efforts to improve the service provided have been less successful. Following the decline in rail travel after COVID, the service frequency has been reduced by Northern Rail and consequently, so has footfall. In addition, the line has seen a closure of five months due to landslip in 2024 and numerous closures for engineering work as work to extend the platforms at Bradford and Shipley has been undertaken. Passenger numbers provided by Northern are as follows:

Year	Passenger numbers	Notes
2017/18	286,048	
2018/19	296,602	
2019/20	294,380	
2020/21	112, 288	Covid
2021/22	206,774	
2022/23	214,742	
2023/24	198,294	All train services suspended due to a major landslip from 4 th February to 29 th June 2024 (2 months 16.7% in 2023/24 and 3 months 25% in 2024/25. So, pro rata passenger numbers could be calculated as 231,904 for 2023/24 and 263,720 for 2024/25. There has been a drop in usage since the landslip when the trend was in fact showing an increase.
2024/25	210,976	

- 7.30 The station provides services to Bradford Forster Square and Ilkley along a single line. It is a vital transport link for many hundreds of school children who use the train to access Guiseley High School and Bradford Grammar, as well as lesser numbers to Ilkley Grammar and other schools. Due to the closures many families have had to make alternatives travel arrangements which frequently involve the car.
- 7.31 A key campaign objective for FoBS is to improve the connection for passengers from Baildon seeking onward travel to Leeds. With an off-peak hourly service from Baildon and often a half hour's wait at Shipley, the excellent three-minute journey by train into Shipley station remains unattractive, with the result that cars drive to Shipley increasing congestion and reducing air quality.
- 7.32 Baildon's steep hillside location above the River Aire and the position of Baildon Station makes access to train services difficult for most local residents. Bus services need to be re-routed via the station and safe step free active travel routes created from both sides of the station for pedestrians and cyclists. E-cycling offers considerable potential here. Poor connections times to/from Leeds at Shipley and Guiseley often double the travel time between Baildon and Leeds. Saltaire Station for Baildon residents in the Coach Road area is only accessible by the footbridge over the River Aire from Roberts' Park but does offer direct services to Leeds and Skipton.

It is therefore important for bus and active travel options to be enhanced to facilitate journeys between Baildon Station and both Shipley and Guiseley Stations.

Baildon Policy 5 – Rail Travel

The following measures will be supported:

- BP5/1 Improvements or additions to Baildon Station signage to improve visibility across a wide area including connectivity to Otley Road Employment Zone.
- BP5/2 Physical access improvements for pedestrians and cyclists to provide safe step-free access on all approaches from both sides of the railway-line and within the station car park.
- BP5/3 Any measures which will improve the physical access of buses into Baildon station car park.
- BP5/4 Conservation of the historic Baildon station building and any measures to enhance the use of the building for rail passengers or the local community.

Town Council Supporting Actions - Rail Travel

BTC will work with FoBS to:

1. Encourage plans to build a new main Bradford railway station to replace Bradford Interchange, if this includes direct train or tram train services via Bradford Forster Square station to improve connectivity to Baildon.
2. Support introduction of bus real time information displays at the station.
3. Support measures to improve the connection and services at Shipley Station for passengers from Baildon seeking onward travel to Leeds.

Travel by Bus

- 7.33 Baildon does not have a bus station but the covered area on Northgate adjacent to 'the Stocks' is widely referred to as the bus terminus, with a bus-only layby allowing brief halts in the schedule and an important turning circle for buses. Passengers have shelter under the canopy while they wait, and Baildon's only real time bus display was installed in 2024.
- 7.34 The layout of Baildon's Village Centre is considered in Objective 6 but it important that in any proposals to change bus arrangements there is no detriment to passenger facilities from those provided now – shelter and information.
- 7.35 Baildon Village Centre's main bus route to Shipley and Bradford City Centre is via Green Lane and Coach Road, but most other parts of Baildon are poorly served by bus. Bus stops and shelters are widely varied with many bus stops in exposed locations and with no bus laybys due to the narrow roads. There are several older stone bus shelters, especially along Otley Road and these should be preserved.
- 7.36 Low frequency bus routes link the following:
 - Lucy Hall Drive and West Lane via the village centre
 - Holden Lane and Station Road to Shipley and Bradford
 - Otley Road with Bradford, Leeds-Bradford Airport, Guiseley and Otley
 - Via the village centre to Charlestown, Otley Road, Tong park and Esholt.

Baildon Policy 6 – Bus Travel

The following measures will be supported:

- BP6/1 Improvements to bus passenger facilities wherever possible, including more covered shelters and real time displays and preservation of the existing stone-built bus shelters.
- BP6/2 Maintenance of a 'bus terminus' arrangement in the centre of Baildon, including all existing facilities, even if the location may change.
- BP6/3 Better bus, pedestrian and cycle links throughout Baildon but especially focused on Baildon Railway Station.
- BP6/4 Better bus connections up to Baildon Village Centre are needed, especially from Otley Road, as the steep hillside limits the potential for walking and cycling.
- BP6/5 Creation of level access for bus passengers boarding buses especially where there are no dedicated bus lay-bys.

Town Council Supporting Actions – Bus Travel

BTC will support:

1. Moves to improve sustainability and reduce social isolation ie. all bus routes serving Baildon's widespread communities need to operate in the evenings and on Sundays as well as in the daytime Monday to Saturday. Areas not currently operating in the evenings and on Sundays include Baildon's Railway Station, the Station Road area, the Langley Lane area, and Esholt village.

Background and justification – improving the road infrastructure and moving to safer, greener car travel.

- 7.37 Baildon lies mostly to the north of the single carriageway A6038 Otley Road, which sits towards the southern edge of the settlement boundary, and provides links to Shipley and Bradford (to the south) and Menston, Guiseley and Otley (to the north and northeast). It is connected to Baildon Village centre by the single carriageway B6151, which runs south from Browgate roundabout. Several minor, narrow roads run north from the Village centre across Baildon Moor, providing links to Bingley and Ilkley. All road traffic towards Shipley and Bradford, and along the direct route to Bingley, is funneled across the only road bridge across the River Aire for 10km, located at the Baildon- Shipley boundary. This creates a major bottleneck and huge traffic congestion with a negative impact on air quality. The nearest alternative road bridges across the River Aire are in Bingley (3.5km to the west) and Apperley Bridge (6.5km to the south-east) and much further by the circuitous road alignments.
- 7.38 Baildon's road infrastructure is totally inadequate for 17,000 residents reliant on just one road crossing at Baildon Bridge over the River Aire to Shipley and Bradford via the A6038/A657 Fox Corner Junction. This bottleneck creates severe traffic congestion that backs up frequently on Otley Road and Baildon Road and makes for unreliable and delayed bus services and is unsafe for cyclists.
- 7.39 Whilst accepting that the need for private car travel will remain, the following strategies should be developed to enhance the quality of life for all:
- a. Reduce congestion on roads by improving and promoting public transport to enable as significant modal shift away from cars (as above)
 - b. Improving safety of roads by the creation of 20mph zones in the village centre, around schools and on residential roads
 - c. Reduce carbon emissions and improve air quality by:
 - Increasing the provision of electric vehicle charging points
 - Using signage to reduce engines idling in high traffic areas especially near schools
 - d. Support infrastructure improvements which improve roads and pedestrian and cycle safety
 - e. Maintaining public car parking provision to support economic activity – see Policy 23.

Baildon Policy 7 – Highways and Traffic

The following measures will be supported:

A) Local Measures:

- BP7/1 The implementation of well-sited electric battery charging points in public, residential and business locations to encourage a rapid transition to electric car use.
- BP7/2 Public car parks (shown on the Baildon Policies Map) will be protected. Where development of these is proposed equivalent provision should be provided in a sustainable location.

B) Major Infrastructures:

- BP7/3 Any measures to provide an additional road crossing of the River Aire sensitive to other planning considerations.

Town Council Supporting Actions – Car Travel

BTC will support:

1. Any proposals by Bradford Council to relieve the heavily congested 'Fox Corner' junction – a key approach to Baildon.
2. Traffic slowing measures including the creation of 20 mile per hour zones in the village centre, around schools and on residential side roads.

Policy Links Summary

West Yorkshire Climate and Environment Plan 2025 – 2038, West Yorkshire Combined Authority (WYCA)

Connectivity Infrastructure Plan WYCA 2021 (including Mass Transit Vision)

Bradford Council Climate Action Plan 2025 – 2028

Homes and Neighbourhoods Design Guide Supplementary Planning Document, Bradford Council February 2020

Cycle Baildon 2021

8.0 Objective 3 - Environment and Countryside

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

Background and justification – Countryside (Landscape)

- 8.1 There is a substantial evidence base to support landscape-based planning policy for Baildon. At the national level – Natural England’s National Character Areas (NCAs) and at the local level - Bradford Council’s Core Strategy and their Adopted Landscape Character Supplementary Planning Document March 2026.
- 8.2 The landscape is, in part, a product of human activity, some of which should be preserved for its heritage and archaeological significance. Other features of human activity, such as Baildon Reservoir, raise other issues in terms of landscape impact, maintenance and contamination.
- 8.3 Baildon Town Council will work with Bradford Council/West Yorkshire Combined Authority’s emerging Local Nature Recovery Strategy.
- 8.4 NCA profiles are guidance documents which support the planning of conservation initiatives at a landscape scale, inform the delivery of Nature Improvement Areas and encourage broader partnership working through Local Nature Partnerships. The profiles will also help to inform choices about how land is managed and can change. Baildon straddles two NCAs:
 - NCA36 Southern Pennines
 - NCA37 Yorkshire Southern Pennine Fringe

Details on NCA36 and NCA37 as they relate to the Baildon Neighbourhood Area can be found here:

[Natural England’s National Character Area South Pennines](https://nationalcharacterareas.co.uk/southern-pennines/)
(<https://nationalcharacterareas.co.uk/southern-pennines/>)

[Natural England’s National Character Area Yorkshire Southern Pennine Fringe](https://nationalcharacterareas.co.uk/yorkshire-southern-pennine-fringe/)
(<https://nationalcharacterareas.co.uk/yorkshire-southern-pennine-fringe/>)

- 8.5 Bradford Council’s Core Strategy Policy AD1 sets out that the landscape character of the Pennine Uplands and upland fringe areas of Airedale will be protected and enhanced; green infrastructure will be improved along the Airedale river, canal and public transport corridors; and river, beck and canal corridors will be protected and enhanced for their biodiversity and heritage value potential for reducing flood risk and role in improving connectivity between urban and rural areas.
- 8.6 Bradford Council’s newly adopted landscape character supplementary planning document (SPD) can be found here: [Bradford Council’s landscape character supplementary planning documents](https://www.bradford.gov.uk/planning-and-building-control/planning-policy/landscape-character-assessment-supplementary-planning-document/) (<https://www.bradford.gov.uk/planning-and-building-control/planning-policy/landscape-character-assessment-supplementary-planning-document/>). This provides an existing and detailed statement of the landscape of the Bradford District, identifying its distinctive attributes and features which are desirable to preserve and enhance and, crucially, the conservation and land management strategies.

The District is divided up into 8 Landscape Types and Baildon Parish falls within a number of Landscape Types (see Figure 7 below). Baildon includes the southernmost tip of the Rombalds Ridge and in Baildon this comprises the gritstone moorland of Baildon Moor and the areas of mixed upland pasture that fringe this area to the south and then extend into the Esholt.

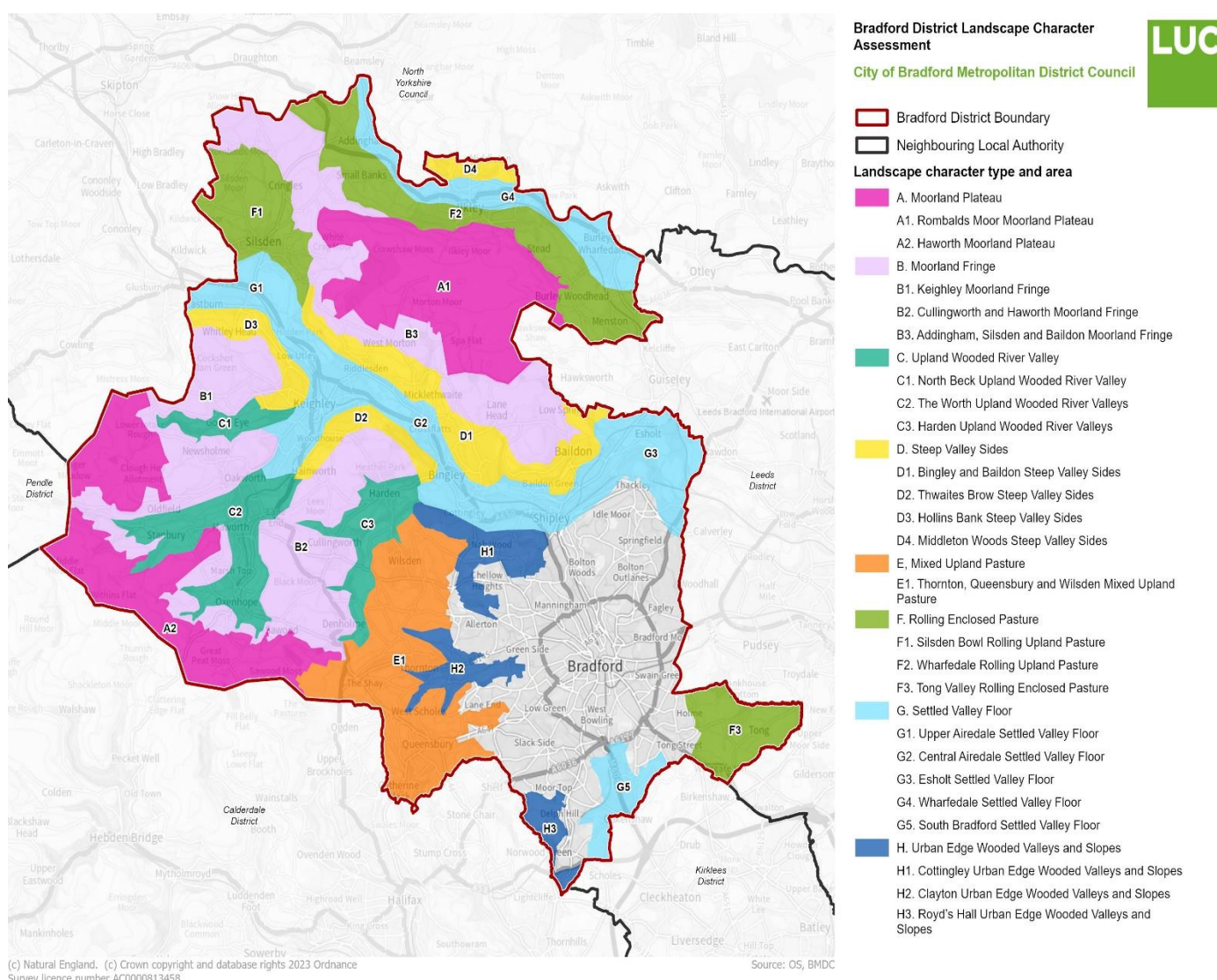


Figure 7. Landscape Types

A. Bradford Pennine Gateway National Nature Reserve

- 8.7 On 13th May 2025 the Bradford Pennine Gateway, one of the new King's Series of National Nature Reserves (NNR) was created. The reserve encompasses 1,274 hectares, with 738 hectares (58%) designated as Site of Special Scientific Interest (SSSI). Approximately 90% of the area comprises UK priority habitats, including peat bogs, heathlands, and wetlands. Over 70 Biodiversity Action Plan species have been recorded, including curlew, golden plover, short eared owls, and adders, underscoring the reserve's ecological significance. The component sites in the NNR include Ilkley Moor, Baildon Moor, Shipley Glen, Trench Meadows, St Ives Estate, Harden Moor, Bingley Bog North, and Penistone Country Park. Bringing these sites together under the banner of one NNR will aid nature recovery across and beyond these sites.

This NNR will facilitate a landscape management approach for these sites and the wider area. Enhanced nature across the NNR sites (and the wider network) will provide bigger, better and more joined up nature across the district. The reserve will also enhance educational and cultural opportunities in the area. In collaboration with local universities and colleges, the reserve will offer opportunities for field studies and research.

B. Baildon Moor

- 8.8 Baildon sits at the edge of Baildon Moor surrounded on 3 sides by open countryside (mostly protected Green Belt) and bounded by the River Aire and the Leeds Liverpool Canal, all of which give Baildon a characteristic landscape. This landscape can be viewed from most parts of Baildon, and its preservation is important to residents.

Baildon Moor reaches a height of 282 metres and is a conical hill north of Baildon centre. The moor is part of Rombalds Moor, with several quarries and underlying strata of coal. There are the remains of old bell pits for mining the coal. There are other archaeological remains from Bronze Age cup and ring stones to World War Two defence structures. Baildon Moor and the countryside to the north, east and west of the settlement contain a number of biodiversity designations such as Local Wildlife Sites (LWS)—Baildon Bank, Baildon Moor; Fairbank Wood; Shipley Glen; Tong Park with Hawksworth Spring Wood; and Shipley Glen—and Local Geological Sites (LGS)—Baildon Bank & Baildon Green Quarries; Baildon Moor; and Shipley Glen. The Trench Meadows Site of Special Scientific Interest (SSSI) is adjacent to the southwestern edge of the built-up area. There are also several areas of ancient woodland—Fairbank Wood and Walker/Midgeley Woods—within and adjacent to the settlement. The vast majority of Baildon falls within 7km of the South Pennine Moors (Phase 2) SPA and SAC (and SSSI).

Baildon Moor has great significance to the community for a myriad of recreational and sporting activities, mental wellbeing and sense of place and community identity.

C. Baildon Reservoir site

- 8.9 This historic site occupies a very prominent position on Baildon Moor. In 2023 this important location was re-possessed by Bradford council as freeholder.
- 8.10 The Baildon reservoir site sits within the wider Baildon Moor and presents an opportunity to secure a range of benefits through a nature recovery approach to its remediation, including the creation of an important wetland habitat, thus contributing to the reduction of carbon emissions. Such a habitat could contribute towards overall objectives for the local moorland assets managed by Bradford Council and would provide a range of benefits: wetland restoration to encourage peatland and active blanket bog, increased biodiversity, increased resilience to wildfire and local flood mitigation, and increased carbon capture and storage – thus reducing harmful greenhouse gases.

It is hoped that a newly created wetland habitat including sympathetic management of the existing watercourse, together with planting and re-seeding of moorland/wetland species, would achieve many benefits and be a long-term asset for the Moor and the people of Baildon. 'Re-wilding' a site such as this takes time.

- 8.11 Initial specialist surveys and ground investigations have been completed (2024). Further assessment will be needed before any plans can be developed. The site has been used in the past for extensive illegal tipping of low-level waste, and it is important to address this "land remediation" first in any plans. Restoration of the site is a complex process and can be expected to be at least a three-year project, if not longer, with the following essential elements requiring resolution before such a project can be delivered: -

- Careful analysis of the ground investigation data and full options appraisal of options for remediation
- Proposal for treatment or removal of the boundary walls and other 'hard' features
- Common land and other legal issues
- Planning consent
- A detailed proposal which incorporates all the above
- Funding sources to undertake the work and deliver the project.

Baildon Policy 8 – Baildon Reservoir Site

The following measures will be supported:

- BP8/1 The creation of a wetland habitat at Baildon Reservoir that contributes toward protecting and enhances the biodiversity of the neighbourhood area will be supported. Proposals should have regard to the habitat network and landscape character of the surrounding area.
- BP8/2 Development proposals should demonstrate how they have had regard to the details of the landscape characteristics set out within the Landscape Character Supplementary Planning Document March 2026.

Town Council Supporting Actions – Baildon Reservoir Site

BTC will:

1. Work with Bradford Council and other key stakeholders to bring forward the creation of a wetland habitat at the former Baildon Reservoir.

D. Bracken Hall Countryside Centre and Bracken Hall Green

- 8.12 Bracken Hall Countryside Centre is located on the edge of Baildon Moor, close to Shipley Glen. The flat area directly opposite the Centre is known as 'Bracken Hall Green' and this also marks the start of the Millennium Way – a series of walks throughout the whole Bradford District. The Centre acts as a 'gateway' to rambles on the Moor, down into the Glen and along to the Shipley Glen Tramway. Around 4.000 visitors a year are encouraged to investigate, explore and connect to the local natural history, archaeology and social history of the Glen and the Moor through displays, themed activities and a wildlife garden. There is a year-round, seasonal programme of guided and self-guided walks, workshops, events and sessions with specialists to engage visitors and interpret the countryside. The Centre also facilitates educational visits for all age groups and hosts a number of local community groups.
- 8.13 Bracken Hall Countryside Centre is a focal point for the Bradford Pennine Gateway NNR developments and Baildon Town Council is keen to maximise the opportunities this initiative presents for the people of Baildon. The Centre is held on a 20-year lease by the Town Council (at the time of writing it has 8 years and 7 months to run), and its ongoing protection, conservation and improvement is a priority for Baildon Town Council.

Baildon Policy 9 – Conserving and Enhancing the Landscape

The following measures will be supported:

- BP9/1 Maintaining and enhancing the landscape setting, landscape features, field and settlement pattern of the neighbourhood area.
- BP9/2 In upland areas development should avoid skyline development and preserve long distance views.
- BP9/3 Seeking to preserve in situ assets of heritage and archaeological value.
- BP9/4 Preserving, restoring and reclaiming human made features of the landscape
- BP9/5 Retaining or enhancing the biodiversity of ponds, streams, mature trees, woodland and hedgerows. Or where removal is unavoidable, providing, by way of offsetting, replacement equally biodiverse habitat elsewhere on-the site or within the neighbourhood plan area.
- BP9/6 Where new planting and landscaping is proposed, it should use native species and be designed in such a way to ensure that it is suitable when considered in the wider local landscape and its biodiversity, and where appropriate, links to existing woodland and hedgerows.
- BP9/7 Seeking to minimise the encroachment of development into visually exposed landscapes and where development is proposed on the edge of the settlement, it enhances views of the settlement edge from the surrounding countryside and does not lead to inappropriate incursion into the surrounding countryside because of its siting, design, materials or use of landscaping.
- BP9/8 Maintaining and improving access to the surrounding countryside (Baildon Moor, Shipley Glen, Gill Beck (Tong Park)) in ways that do not lead to significant detrimental impacts on the landscape and biodiversity because of increased recreational visits and activities.
- BP9/9 Development proposals should demonstrate how they have had regard to the details of the landscape characteristics set out within the Landscape Character Supplementary Planning Document (SPD) March 2026.
- BP9/10 Should any existing uses on Moorland cease (e.g. caravan parks, former reservoir) it is essential that these sites revert to green belt designation ie are not classed as brownfield sites.

Town Council Supporting Actions – Conserving and enhancing the Landscape.

BTC will:

1. Following the NNR declaration, Bradford Council, Natural England and Baildon Town Council will work together in partnership to create a strategic management plan which would better inform the existing site-based plans and set them in a wider and more ambitious context.

E. Enhancing the natural environment of the River Aire corridor

- 8.14 Baildon Policy 10 seeks to provide additional detailed planning policy and guidance for the River Aire corridor and picks up on the strategic policy for Airedale set in Core Strategy Policy AD1 (Section C point 3 and 4) that seeks to protect and enhance river corridors for their biodiversity and heritage

value, potential for reducing flood risk, and role in improving connectivity between urban and rural areas.

- 8.15 The River Aire corridor has an important functional role in flood risk management and climate change adaptation.
- 8.16 The River Aire runs through the valley in the south of Baildon, its resources were used extensively by the Textile Mills that lined the river from 1780 onwards. As the mills closed the riverside area was converted to different employment uses and is currently used predominantly for a diverse range of employment purposes.
- 8.17 The Denso Marston nature reserve is adjacent to the river Aire but the riverside path (other than the area of the reserve) is treacherous in places which limits public access.
- 8.18 The Airedale Way passes through Baildon alongside the River Aire, between Baildon Bridge and Esholt Lane.
- 8.19 The Baildon NP can only set planning policy within the Baildon Neighbourhood Plan Area. However, the Neighbourhood Area boundary is, in part, formed by the River Aire and so to achieve effective implementation of this Policy will involve partnership working with key agencies and, if possible, similar planning policy to be put in place in neighbouring areas.

Baildon Policy 10 – The River Aire Corridor

Development in the River Aire Corridor (as shown on the Policies Map) will be supported where it:

- BP10/1 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.
- BP10/2 Protects existing areas of open space and recreational facilities as identified in Local Green Spaces Policy.
- BP10/3 Protects and/or enhances the corridor's natural environment and built heritage.
- BP10/4 Improves and extends green infrastructure networks within the corridor and extends them to and from surrounding areas.
- BP10/5 Whilst the Sequential Test or the Bradford Strategic Flood Risk Assessment (SFRA) is implemented by Bradford Council, BTC would wish to see due consideration of this in all development proposals.

Baildon Town Council Supporting Actions - River Aire Corridor.

BTC will:

1. Work with other authorities including Bradford Council (who implement the Water Framework Directive) to protect and enhance the River Aire corridor both within and beyond the neighbourhood area (Shipley and Esholt).
2. Flood response is a national policy issue, but BTC will work with other partners on Emergency Response to flooding risk.

F. Views and Vistas

- 8.20 Baildon's topography makes for stunning and panoramic views within Baildon, back into Baildon from adjoining settlements and out of Baildon – sometimes as far as Leeds and Kirklees. The views are a major part of what makes Baildon a special place for residents and visitors alike – with outstanding walks and the multiple benefits this brings for physical and mental health and the visitor economy. 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. Inappropriate development may include: high-rise buildings, poorly designed structures, buildings which use materials which might be too prominent in the view (due to size, form, density and massing) or detract the eye due to inappropriate materials, buildings which damage the setting of listed buildings and non-designated heritage assets by their incongruous position in the view and structures which diminish and detract from the understanding of the history of the natural landscape.

Baildon Policy 11 – Views and Vistas

- 1 The views and vistas (listed below and the Policies Map) contribute to the character of the neighbourhood area:
 - BP11/1 - Viewpoint 1: The entrance to the Parish Church
 - BP11/2 - Viewpoint 2: The path along the top of Baildon Bank
 - BP11/3 - Viewpoint 3: From the northern boundary of the Tong Park & Esholt Cricket Club
 - BP11/4 - Viewpoint 4: From the Tong Park War Memorial
 - BP11/5 - Viewpoint 5: From the Moor looking East
 - BP11/6 - Viewpoint 6: From the Moor looking South
 - BP11/7 - Viewpoint 7: From the Moor looking West
 - BP11/8 - Viewpoint 8: Looking South from Green Lane.
2. 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 recognize and respond to these views and vistas. Where appropriate. a Landscape and Visual Impact Assessment will be required.
3. Proposals that would have a significant adverse impact on an identified view and vista (and also including the view **of** the Saltaire World Heritage Site in BP11/8) will not be supported.
4. Development in Baildon which causes harm to the Designated Views **from** the Saltaire World Heritage Site see [saltaire-world-heritage-site-management-plan2014-v2.pdf](#) Appendix 7.1 will not be supported.

Background and justification – Green Spaces

- 8.21 One of the key priorities identified through earlier consultation and engagement has been the need to protect and enhance Baildon's green spaces. This was also a top priority identified in the preparation of the Baildon Plan 2019 Update. By designating Local Green Spaces, a national planning policy protection, Baildon seeks to protect our green spaces in the same way as Green Belt (National Planning Policy Framework (NPPF) paragraph 108).
- 8.22 Paragraph 106 of the NPPF allows local communities, through neighbourhood plans, to protect green areas of particular importance to them by designating Local Green Space. Protecting and enhancing green spaces was one of the top 4 priorities identified for the area in the Baildon Plan Update 2019.
- 8.23 Paragraph 107 of the NPPF goes on to advise that "the Local Green Space designation should only be used where the green space is:
- "in reasonably close **proximity** to the community it serves.
 - **demonstrably special** to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquility or richness of its wildlife; and
 - **local in character** and is not an extensive tract of land."
- 8.24 Green spaces can sometimes be smaller, often quite incidental green spaces that help to make the area a greener place, and they add to the quality of life enjoyed by residents and visitors.
- 8.25 The Baildon NP also seeks to encourage enhancements to these green spaces when suitable opportunities and funding arise. This may include changes to enhance recreational use. Development proposals with the Local Green Spaces will be consistent with national planning policy for Green Belts. Development that would result in the loss of green spaces identified on the Policies Map within the neighbourhood area will only be supported when equivalent or better provision is provided elsewhere within the Baildon neighbourhood area; or it can be clearly demonstrated by the applicant that the open space no longer performs a useful open space function in terms of the local environment, amenity, or active public recreation use.
- 8.26 Several open spaces in the Baildon Neighbourhood Area have been assessed to see if they meet the designation criteria set out in national planning policy (see Appendix D). Although some of these open spaces are protected by other designations (e.g. Green Belt), they are listed in our Policy in case these other designations should change during the timespan of this Plan.
- 8.27 There are local green spaces such as Midgeley Wood and Walker Wood which have been excluded purely because of their size ie. they are defined as 'extensive'. However, they are valuable to the local community.

Roberts Park

- 8.28 This historic park which sits to the south of Baildon NA alongside the River Aire, is the only formal maintained Park within Baildon. The park is an integral part of both the Baildon and Saltaire communities and often is used for events that bring people together across the district, such as bandstand performances, Shakespeare in the park, part of Saltaire Festival, Dragon boat races, cricket pitch, and more.

This very well used park is protected as Grade 2 in English Heritage Register of Parks and Gardens and is a Green Flag award winner. The park is full of charm, with a long promenade, many historic features, a bustling café, beautiful bandstand and a multi feature play area and skate park.

The Friends of Roberts Park work with Bradford Council to improve the park and activities held there. It is the most well used green space in Baildon.

Baildon Policy 12 – Protecting Local Green Spaces

The following areas, listed below and shown on the Policies Map, are designated as Local Green Space in accordance with Paragraphs 105 and 106 of the National Planning Policy Framework see Appendix D:

- BP12/1 – Jenny Lane Fields
- BP12/2 – Pennithorne Common
- BP12/3 - Baildon Community Garden, Hall Cliffe
- BP12/4 - Kellcliffe
- BP12/5 – Bartle Gill Green
- BP12/6 – Gill Beck Valley and Spring Woods
- BP12/7 – Fennec Road and Halliway Banks Wood
- BP12/8 – Charlestown Cemetery
- BP12/9 – Hoyle Court Green
- BP12/10 – Small Green spaces in Charlestown Junction Ada Street/Fyfe Lane
- BP12/11 – War Memorial Garden (Browgate)
- BP12/12 – Pocket park at junction of Netherhall Road/Station Road
- BP12/13 – Woodbottom Gardens (Woodcot Avenue)
- BP12/14 - Brook Hill Green
- BP12/15 – Denso Marston Nature Reserve
- BP12/16 – Temple Rhydding Drive
- BP12/17 – Fairbank Wood and the Knoll
- BP12/18 – Cliffe Avenue Recreation ground/Peace Garden
- BP12/19 – Ferniehurst Dell
- BP12/20 – Shipley Glen, Bracken Hall Green, Glen Woods and Crag Hebble Dam
(already protected as designated Green Belt)
- BP12/21 – The rural Setting immediately adjacent to Shipley Glen Tramway
- BP12/22 – Shipley Glen Tramway setting and immediate upper approaches.
- BP12/23 – Shipley Glen Tramway setting and immediate lower approaches (includes Thompson Lane Fields)

Linked Policies Summary

Bradford Council's Core Strategy Policy AD1
Green Belt (National Planning Policy Framework (NPPF) paragraph 108

9.0 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.

Introduction

- 9.1 Baildon has a stunning setting on the north bank of the River Aire, the land rising steeply to the open land of Baildon Moor. This higher ground affords significant views across the Aire valley, north towards Ilkley Moor and from Baildon Moor to the Saltaire World Heritage (WHS) Site.
- 9.2 National planning policy requires heritage assets to be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations. Baildon's Conservation Areas and statutory Listed Buildings already have existing protection under legislation and policy other than that provided by the NP.

Background and justification – Conservation Areas

- 9.3 Baildon has three Conservation Areas and part of a fourth:
- A. Baildon (Figure 8) – designated 1981, boundary review in 2005 and adopted in 2005. Conservation Area Appraisal (CAA) 2009.
 - B. Baildon Green (Figure 9) – designated 2009, CAA 2009.
 - C. Baildon Station Road (Figure 10) – designated 1981, Conservation Area Appraisal 2009.
 - D. Roberts Park falls within Saltaire Conservation area (Figure 11 shows the boundaries)

For further information visit [Bradford Council's Conservation Areas in Baildon](https://www.bradford.gov.uk/environment/conservation-areas/list-of-conservation-areas/)
(<https://www.bradford.gov.uk/environment/conservation-areas/list-of-conservation-areas/>)

Conservation Areas are areas of “special architectural or historic interest”, the character or appearance of which is desirable to preserve or enhance” (Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990). Conservation Area designation adds extra planning controls including:

- Demolition of unlisted buildings
- Minor developments such as extensions, satellite dishes and boundary walls
- Works to trees

- 9.4 The approach set out in Baildon Policies 14 – 17 is in general conformity with the approach set out in Core Strategy Policy EN3: Historic Environment that seeks to “preserve, protect and enhance the character, appearance, archaeological and historic value and significance of the District's designated and undesignated heritage assets and their settings.”
- 9.5 In response to feedback from public consultation, this Plan identifies that all the Conservation Areas are overdue for review by Bradford Council. Furthermore, there is a case to review the extent and detail of the boundary of the Baildon Station Road Conservation Area to ensure that other non-protected heritage assets and elements contributing to the heritage setting in this area are protected – such as boundary treatments. Station Road is a significant and historic area of Baildon which would benefit from more protection from inappropriate developments.

A. Baildon Conservation Area

9.6 The key features of the Baildon Conservation Area are:

- A mixture of 17th, 18th, 19th and early 20th century buildings
- A variety of building types and uses include retail units, offices, churches, mill buildings, industrial premises and dwellings, ranging from modest workers cottages to substantial houses such as Moorfield House and Batley House.
- Traditional natural building materials
- Mature trees are located within gardens and open spaces such as graveyards.
- Dramatic topography and important views across the Aire Valley towards Bradford.

9.7 The 2009 Conservation Area Appraisal identified that the Baildon Conservation Area (also see Protected Green Spaces Appendix D) had an Authenticity Rating of 71%. This rating is based on an assessment of residential and retail buildings in the Conservation Area built prior to 1956 (259 properties in total) to ascertain the level of retention of original features chimneys, roofs, rainwater goods, walls, windows and doors, boundary walls, porches, bargeboards, bay windows and shopfronts. Not all buildings have all these features, and the scoring is adjusted accordingly. The 17 listed buildings in the Conservation Area were assessed as having an authenticity rating of 82%. The features and details that contribute to the essential character of the Conservation Area are:

- Original/traditional architectural detailing reflecting past architectural styles, including mullioned windows, stone corbels, cast iron rainwater goods and traditional timber windows and doors.
- Traditional roofscapes of stone slate roofs, chimney stacks and chimney pots.
- Traditional stone boundary walls and gateposts.
- Streets, lanes and folds of varying lengths and irregular widths that create important views and vistas.
- Historic street surfaces, including stone setts and stone flags.

Baildon Policy 13 identifies these features and details – this will act as a guide for applicants and will be used in the assessment of proposals as part of the development management process.

Figure 8. Baildon Conservation Area
Source: Bradford Council PSGA AC0000823741

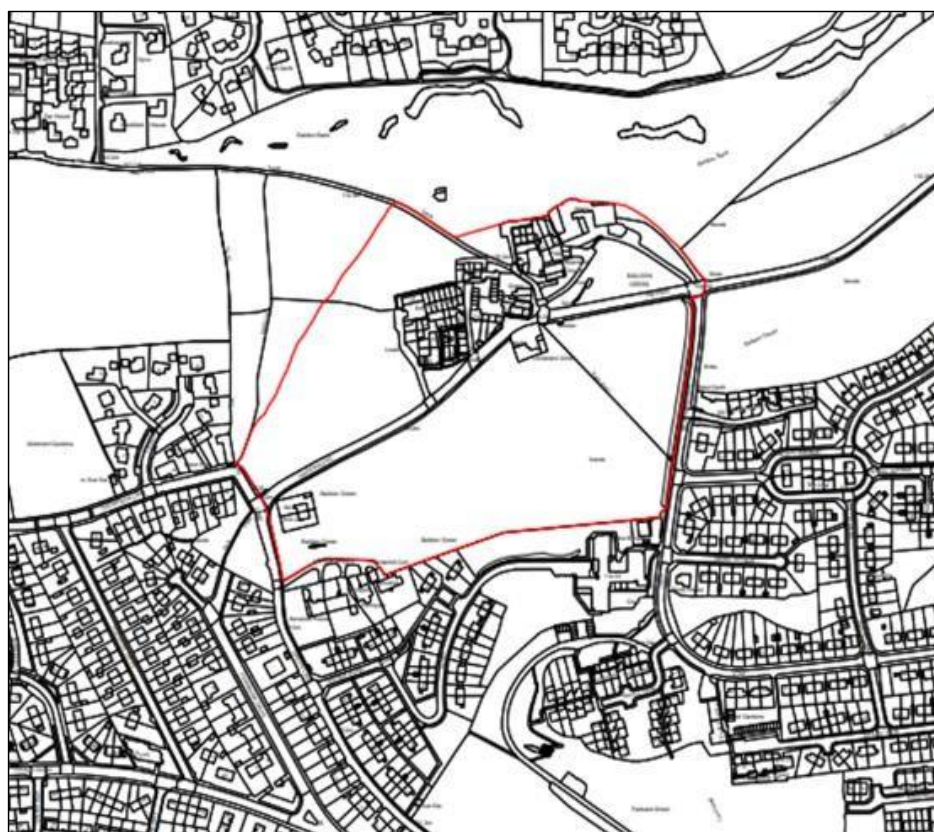


B. Baildon Green Conservation Area

9.8 Baildon Green is located on a small south-facing shoulder of land elevated above the River Aire but standing at the foot of the precipitous rocky outcrops of Baildon Bank, just over 1km to the southwest of the centre of Baildon village. The setting provided by the topography and open spaces at Baildon Green is integral to the settlement's uniqueness and sense of place. The key features of the Baildon Green Conservation Area are:

- Topography and open spaces
- Use of traditional building materials – local sandstone for walls, roof slates, and boundary walls
- Timber for windows, doors and some guttering.
- York Stone for the limited stone flags and setts
- A mix of houses, barns and cottages dating from the late 18th and 19th centuries which are of significant townscape value.
- Building openings which allude to the former functions and status of buildings e.g. arched entrances, dovecotes.
- Development that is organic in character with buildings and blocks added in a piecemeal manner.
- Key open spaces include The Green and mature trees.
- In the 2009 CAA the Authenticity Rating for the Baildon Green Conservation Area was 65%

Figure 9. Baildon Green Conservation Area



Source: Bradford Council PSGA AC0000823741

C. Baildon Station Road Conservation Area

9.9 The key features of the Baildon Station Road Conservation Area are:

- A mixture of 18th, 19th and early 20th century buildings
- A variety of building types ranging from workers cottages of high group value to large houses set within substantial landscaped grounds.
- Traditional natural building materials
- Open spaces including substantial gardens to some properties and public spaces such as Brook Hill
- Mature trees are located within gardens and open spaces.
- Many buildings were designed to be south facing to take advantage of important views across the Aire Valley

9.10 The 2009 Conservation Area Appraisal identified that the Baildon Station Road Conservation Area had an Authenticity Rating of 77%. The 9 listed buildings in the Conservation Area were assessed as having an authenticity rating of 86%. The features and details that contribute to the essential character of the Conservation Area are:

- Original/ traditional architectural detailing reflecting past architectural styles, including mullioned windows, lead lined gutters, stone corbels and cast-iron rainwater goods.
- Traditional stone boundary walls and gateposts to many buildings
- Streets and lanes of varying lengths and irregular widths create important views and vistas.
- Some historic street surfaces, including stone setts and stone flags.

Figure 10. Baildon Station Road Conservation Area



Source: Bradford Council PSGA AC0000823741

D. Saltaire Conservation Area (Roberts Park only)

9.11 Roberts Park sits to the south of the Baildon Neighbourhood Area and is the only formal maintained park in Baildon. The southern border of the park is the River Aire.

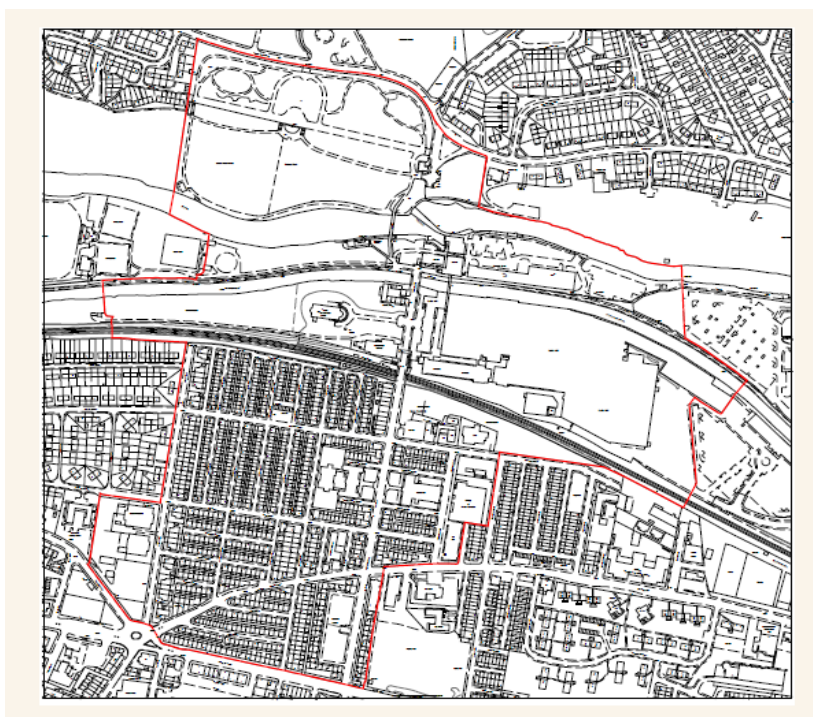
- In 1971 Saltaire including Roberts Park was designated a Conservation Area.
- In December 2001, Saltaire including Roberts Park was designated as a UNESCO World Heritage Site.

Roberts Park was originally designed and created by Sir Titus Salt as a recreation area for Saltaire and was named after Sir James Roberts (then joint owner/manager of Salts Mill) who gave it to the City of Bradford in 1920. Further details about the heritage features within Roberts Park can be found here: [Robert's Park Historic England Listing](https://historicengland.org.uk/listing/the-list/list-entry/1001226?section=official-list-entry) (https://historicengland.org.uk/listing/the-list/list-entry/1001226?section=official-list-entry)

The historic footpath Dixon Mill Lane leads from Shipley Glen to Roberts Park and predates the Park – see section on Footpaths and was originally a route for workers at Dixon Mill which was situated across the river on the site of the current New Mill. Sir Titus Salt purchased this mill as preparation for the construction of the model village of Saltaire.

NB. Although Roberts Park is within the Baildon Neighbourhood Area, the park falls within Shipley Ward of Bradford Council rather than the Baildon Ward.

Figure 11. Saltaire World Heritage Site boundary. Roberts Park is on the north (top) of the map.



Source: Bradford Council PSGA AC0000823741

Baildon Policy 13 – Conserving and Enhancing Baildon’s Conservation Areas

New developments in and affecting the setting of the Baildon’s Conservation Areas should be designed sensitively to ensure the special characteristics of these areas are preserved or enhanced.

Planning applications should demonstrate evidence of consideration of the following criteria:

- BP13/1 Listed buildings and non-designated heritage assets should be preserved and protected in accordance with their significance.
- BP13/2 Appropriate scale, massing and siting of new development, in keeping with the overall character of the Conservation Area in which it is situated or impacts.
- BP13/3 Use of natural materials such as traditional local stone for elevations; stone slates for roofing materials; timber for windows, doors and shop fronts. Stone walls or hedgerows should be used for boundary treatments.
- BP13/4 Maintaining original building openings and retaining the number, size and proportion of openings on elevations.
- BP13/5 Where highway works are proposed, these should seek to minimise adverse impact on the Conservation Area and their traditional character and form of the villages. Depending on the size of development, flexibility in visibility splays, footway requirements and materials usage will be supported where they would retain local character and distinctiveness yet safeguard highway safety.
- BP13/6 New surfaces e.g. roads and paving should use traditional materials.
- BP13/7 Where signage is used this should avoid clutter.
- BP13/8 Adverse impact of a proposal on valued open space within the Conservation Areas, including the Local Green Spaces proposed to be designated in this plan, should be minimised.
- BP13/9 Where traditional vernacular architectural detail, such as datestones, ornamentation etc. are still present these should be retained. Where opportunities arise, correct details should be re-introduced to listed buildings.
- BP13/10 Traditional shopfronts should be retained or, where necessary, upgraded or replaced with a modern equivalent of traditional design. Where new shopfronts are proposed these should be of traditional design.
- BP13/11 Mature and semi- mature trees, hedgerows and stone walls, should be retained where possible.

Baildon Town Council Supporting Actions – Station Road Conservation Area

BTC will:

1. Work with key local partners to identify potential changes to the Conservation Areas. The initial priority is to seek review of **the Station Road Conservation Area**. The Town Council will then request that City of Bradford MDC use their powers to undertake a formal review of the other Conservation Areas.

Background and justification – non-designated heritage assets

- 9.12 Baildon’s many and varied non-designated local heritage assets require protection so that they can continue to contribute to the quality of life in Baildon for generations to come. The list in Baildon Policy 14 below are assets with no current specific protection, despite many being identified within the Conservation Area Appraisals, Assessments and West Yorkshire Archaeology Advisory Service Historic Environment Records. Baildon Policy 14 adds value to the Core Strategy by setting out an approach to development at or in the setting of non-designated heritage assets.
- 9.13 Non-designated heritage assets will be submitted by Baildon Town Council for consideration as part of the Government-financed West Yorkshire Pilot Study 2022 that has not yet commenced.
- 9.14 The removal of the Baildon Library and the Town Council offices to temporary accommodation in a former newsagent shop in 2022 allowed for the demolition and disposal of Ian Clough Hall site for development. Since 2022 a range of factors have stalled the development of the site and Baildon is left with a Library Service which cannot provide the range of activities it once delivered.
- 9.15 Bradford Council plans to develop a vacant building in the heart of Baildon – the former Baildon Club but this development has also stalled. The development of this key building in the heart of Baildon is vital a) for its survival b) for the visual impact and integrity of Baildon centre and c) for the continued community vitality of the area.

BTC seeks to identify and develop a space which can be:

- a) A community-focused flexible library service, including access to online technology and workspace.
- b) A “cultural hub” with spaces for events, exhibitions, music, and creative activities

For further details see Appendix H.

Baildon Town Council has successfully nominated the Baildon Club as an Asset of Community Value.

Baildon Policy 14 – Protecting Baildon’s Non-designated Heritage Assets

The Policy identifies the following buildings and structures (as shown on the Policies Map) as Baildon Non-designated Heritage Assets

- BP14/1 - Padgum
- BP14/2 - Lynton House
- BP14/3 - 1-3 Northgate (Baildon Club)
- BP14/4 - Towngate Rooms
- BP14/5 - East Parade
- BP14/6 - Village Sweet Shop on Wheels
- BP14/7 - Potted Meat Stick
- BP14/8 - Sandals Mill
- BP14/9 - Tong Park Co-op
- BP14/10 - War Memorial, Tong Park
- BP14/11- Tong Park School Foundation Stone
- BP14/12 - The Baildon/Wharfedale boundary stone
- BP14/13 - Kirklands House
- BP14/14 - Charlie Thomson's house
- BP14/15 - 49 Station Road, Hay Loft
- BP14/16 - The Mews, Woodlands
- BP14/17 - Baildon Railway Station Building
- BP14/18 - Shipley Glen Tramway
- BP14/19 - Old Glen House
- BP14/20 - Trigonometrical Point (Trig Point) on Baildon Moor
- BP14/21 - Trigonometrical Point near The Whitehouse
- BP14/22 - Three British Telecom Telephone Boxes
- BP14/23 - Old Post boxes
- BP14/24 - Providence Row Street Name
- BP14/25 - Proposals for refurbishment of the Baildon Club which provides all the facilities for a Cultural hub will be supported.

Development proposals affecting these assets will be supported when they preserve or enhance these assets. Developments that would result in the loss of, or have a significant adverse impact on, these assets will only be supported in the following circumstances:

- a) Where renovation or alteration of non-designated heritage assets require planning permission, such changes are designed sensitively and with careful regard to the heritage asset’s historical and architectural value and paying appropriate regard to the asset’s setting; or
- b) Where a development proposal would result in the loss of, or substantial harm to a locally non-designated heritage asset, such development will only be supported when the public benefit of the proposed development outweighs the loss of or harm to the asset and its setting; and
- c) Where such development is permitted, this will be conditioned in such a way as to ensure the proposed development takes place after the loss or harm has occurred (e.g. demolition or removal of a building feature); and that appropriate recording of the heritage takes place prior to any loss or harm.

Baildon Town Council Supporting Actions – Non-Designated Heritage Assets

1. BTC seeks to work with community groups to develop interpretation features which enhance knowledge and understanding of the history of Baildon.

Background and justification – Shipley Glen Tramway

- 9.16 Shipley Glen Tramway is one of the most important heritage assets in Baildon. Opened in 1895 the Shipley Glen Tramway is an historic funicular tramway situated in the attractive [Shipley Glen](https://visitbaildon.co.uk/shipley-glen/) (<https://visitbaildon.co.uk/shipley-glen/>) near the [village of Saltaire](https://visitbaildon.co.uk/saltaire-and-salts-mill/) (<https://visitbaildon.co.uk/saltaire-and-salts-mill/>). The lower station of the funicular is close to Roberts Park on the border of Saltaire World Heritage site and part of the immediate WHS buffer zone. The Old Glen House public house is in the setting of the upper station and is protected elsewhere in this Plan. The tramway line is operated today by volunteer staff on behalf of a charitable trust, Shipley Glen Tramway Preservation Co Ltd.

The line was opened on 18 May 1895 by Sam Wilson, a local publican, showman and entrepreneur. It was intended to ease access to a number of other, now long closed, attractions at Shipley Glen, including a wooden toboggan ride and a massive fairground, a camera obscura, a children's aerial glide and a nearby Japanese Garden and children's boats.

In Victorian times people from Bradford used to catch the tram to Saltaire, walk down Victoria Road, over the then existing road bridge and up to Bracken Hall, Baildon Moor and over to Ilkley. Today the Tramway together with the footpath alongside the Tramway (Dixon Mill Lane) provides an important and well used pedestrian route for children attending Titus Salt School and many who (as in the past) are walking to their place of work or Saltaire Station.

Originally powered by a gas engine, since 1928 the line has been electrically operated. The tramway was closed in 2010, to bring it up to modern safety standards. This involved fitting the two tramcars with new chassis, wheels and decks, and improving braking systems on both cars and haulage drum and CCTV communication between both stations. The line reopened in 2011; the work having been done by the Bradford Trolley Bus Association. It was then run commercially until later taken over by a Trust.

- 9.17 Shipley Glen Tramway comprises:

- a) Shipley Glen Tramway buildings
- b) The setting of and approach to this important asset, both landscape and buildings (upper and lower approaches – See Appendix D Green Spaces
- c) The track itself
- d) The woods either side of the track (woodland setting- See Appendix D Green Spaces)
- e) The footpath/bridleway alongside the Tramway – Dixon Mill Lane

Baildon Policy 15 – Shipley Glen Tramway

The Shipley Glen Tramway (as shown on the Policies Map) will be protected as key non-designated heritage asset for the neighbourhood area. This includes protecting:

BP15/1 - The existing buildings associated with the Tramway (including the upper and lower stations), the track and the adjacent footpath (Dixon Mill Lane).

BP15/2 - Woodlands and greenspaces (as shown on the Policies Map along the route of the track).

BP15/3 - Proposals adjacent or close to the upper and lower approaches to the tramway will only be supported where the proposal:

1. Improves access to tramway for users and visitors.
2. Improves the visual amenity of the area including the preserving or enhancing of the visibility of the Tramway entrance at both the top and bottom.
3. Designs enhancements that are sympathetic to heritage of the tramway and the surrounding area.
4. Is consistent with the Baildon Design Guidance and Design Code as well as policies within the neighbourhood plan and Bradford District local plan relating to design.

Consequently, any proposals for adjacent development which obscures sightlines to the upper or lower entrances will not be supported.

Background and justification – Design Codes

- 9.18 National planning policy states that planning and development should seek to achieve “the creation of high quality, beautiful and sustainable buildings and places” and that “Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities” (NPPF, Paragraph 131). The NPPF (Paragraph 139) is also clear that development that is not well designed should be refused, particularly where it fails to reflect local design policies and government guidance. The Bradford Core Strategy and emerging Local Plan also include detailed policies that seek to achieve good design.

Policy 16 seeks to help to deliver this national and local planning policy by setting out the design expectations for Baildon. The Policy aims to achieve this by ensuring development is designed in such a way that it takes account of national and strategic planning policy and specific Baildon features in a Baildon context.

To achieve this and sitting alongside the NP the Baildon Design Guidance and Codes 2024 (AECOM) has been prepared. As it is a very long document two extracts have been prepared Appendix B.1 which is an abridged version and Appendix B.2 which is a Design Codes Checklist for developers and householders.

- 9.19 New housing development in Baildon will necessarily be limited due to the extensive and intensive housing developments over the past century, the lack of available and suitable sites together with the modest housing targets. This policy area covers the developments which do happen in Baildon together with alterations to existing properties.
- 9.20 The Baildon Design Guidance and Codes 2024 are based on a thorough analysis by external consultants of the townscape character of the area and sets out detailed design guidance based on 8-character areas which have been defined within the Code. These areas are not necessarily co-terminus with the neighbourhoods as understood locally.
- 9.21 Planning proposals should be designed with a comprehensive analysis of the place to understand the proposal’s broader context and establish a place-specific response to the location and character area within which it is situated. This should be done by responding to the detailed design guidelines for the relevant Townscape Character area included within the Baildon Design Guidance and Codes 2024.
- 9.22 In addition, Baildon Design Guidance and Codes 2024 includes more detailed Design Codes for those preparing proposals for new housing development. The Codes set out expectations a range of themes that planning applications for new housing development will be expected to address, for example:
- Preserving local architectural features
 - Having regard to historic street grid and layouts
 - Valuing local green spaces, views and character, sense of place
 - Gateway and access features
 - Using historic building layout and groups
 - Respecting building line and boundary treatments and maintain character such as stone walls.
 - Having regard to building heights and rooflines
 - Using/re-using original building materials and treatments
 - Appreciating impact on local and long views
 - Innovation in sustainability

- 9.23 One of the most notable features of the Baildon landscape is the widespread survival of old stone boundary walls. These can be seen all over Baildon, examples include Baildon Road, Station Road, Jenny Lane area. It is important to preserve the character of Baildon and any proposals to replace such features with modern equivalents such as fencing or modern bricks is not permitted.
- 9.24 Policy 16 does not seek to stifle innovation or produce pastiche copies of the past. Innovation and contemporary design are encouraged, but here, as with all new developments, applicants and their architects should draw on the past to inform their proposals to ensure that new development is in keeping and harmonises with that of the past.
- 9.25 As well as meeting the design guidance for the Village Centre character area, those preparing planning proposals that include a shopfront(s) should also ensure that the shopfront(s) are designed to be consistent with guidance adopted in March 2026 in the Bradford Council Shopfront Design Guide (<https://www.bradford.gov.uk/planning-and-building-control/planning-policy/shopfront-design-guide-supplementary-planning-document/>).

Baildon Policy 16 – Baildon Design Guidance and Codes

The following measures will be supported:

BP16/1 The design of any new developments should be informed by the Baildon Design Guidance and Codes 2024 Appendix B. Whilst there may not be substantial new developments, any adaptations/extensions and improvements to existing property will be expected to adhere to the Design Codes.

BP16/2 All new developments will be expected to respond positively to the key attributes of the neighbourhood area and the Townscape Character area (as defined in the Baildon Design Guidance and Codes 2024) within which it sits.

BP16/3 Any proposals to replace stone boundary walls with modern equivalents such as fencing or modern bricks will not be supported.

BP16/4 Proposals for new housing development should also demonstrate how they have considered and addressed, where appropriate the Design Code's guidance on context, identity, form, boundary treatment, movement, nature, public spaces and sustainability.

BP16/5 For all proposals, applicants will be expected to demonstrate how a development proposal has taken account of, and been designed to incorporate, the recommended Design Code elements. This does not preclude innovative or contemporary design, where such design can be shown to respond to and provide a contemporary design solution that complements and reinforces local character.

BP16/6 Proposals will not be supported when they are of poor design when considered against Bradford's local planning policy and guidance, national policy and local guidance on design.

Linked Policies Summary

National Planning Policy Framework NPPF, Paragraph 131 and 139

Bradford Council Core Strategy Policy EN3

Shop Front Design Guide SPD March 2026

10.0 Objective 5 - Community and Recreation

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

Introduction

10.1 Baildon retains a wide variety of community, sport and recreation facilities, as well as pubs, clubs and churches. Many are run on a community or charitable basis, whilst other facilities are commercial. This makes Baildon an enriching place with a strong community spirit, where opportunities abound for all ages. This community infrastructure is vital to support a wide range of community events throughout the year including the following:

- Baildon Harley Rally
- Baildon Carnival
- Baildon at Christmas
- Yorkshire Day in Baildon
- Scarecrow Festival
- Numerous local festivals run by individual organisations.
- Events in Roberts Park
- Baildon Farmers Market

Whilst these events often attract crowds who arrive on foot, and this is always encouraged, due to the steep hill and poor public transport, cars are essential for many to attend such events. This can lead to significant problems with inadequate parking for big events.

Background and Justification – Community facilities and public houses

- 10.2 Community facilities and services are the essential glue that help bind a community together. They not only provide important services but are places for people to meet and interact, contributing to individuals' and the community's health and well-being. The value of community spaces for children and young people is a vital ingredient in their wellbeing and socialise contributes to Safer Neighbourhoods and Stronger Communities priorities.
- 10.3 National planning policy acknowledges that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. The facilities identified in Policy 17 contribute to all these aspects of the local community.

Community Hubs.

- 10.4 Due to the ongoing support of Baildon Town Council, Baildon has three well-established Community Hubs that provide a wide range of events, activities, regular clubs and meetings. The Hubs are Wesley's Community Hub, the Baildon Community Link and St Hugh's Centre. Wesley's for example has over 1,000 people who use the facilities and offer over 40 clubs/activities per week. Baildon Town Council has also put in place support to enable a fourth Hub, St James Hub, to develop into a well and widely used community hub on Otley Road.

Baildon Library

- 10.5 In 2025 CBMDC runs a Hybrid library in partnership with Baildon Town Council in the centre of Baildon. In 2022 the Library based in Ian Clough Hall was re-located to this much smaller, though still central, facility due to the Hall being demolished by CBMDC for a range of reasons. The nearby

Baildon Club building (1-3 Northgate) was purchased by CBMDC to house a replacement Library and develop associated community facilities – a key space for cultural and recreation activities in the heart of the village. BTC’s “Vision for the new Baildon Library and Cultural Centre” can be found at Appendix H. At the time of writing in 2026 CBMDC have been unable to progress the development of the Baildon Club due to financial issues.

Schools

- 10.6 Baildon is served by 4 primary schools; Sandal Primary School, Baildon CE Primary School, Hoyle Court Primary School, Baildon Glen Primary School (which together have the capacity to accommodate 1,417 pupils) and Titus Salt Secondary School. The secondary school (and sixth form) is located adjacent to Roberts Park in Baildon NA (Shipley Ward). It has the capacity to accommodate 1,520 pupils. Pupils’ attainment levels at Key Stages 1,2 and 4 (GCSE) are above national average. The schools and their green spaces provide important facilities outside of the school day for community activities, events and sport.

Baildon Policy 17 – Protecting and Enhancing Community Facilities and Public Houses.

Where planning permission is required, the change of use of these facilities will only be supported for other health, education or community type uses (such as community halls, local clubhouses, schools, public houses and children's day nurseries).

When a non-community use (e.g. housing) is proposed to replace it, either by conversion or re-development, then development will only be supported if:

- a) the proposal includes alternative provision, on a site within the locality, of equivalent or enhanced facilities. Such sites should be accessible by public transport, walking and cycling and have adequate car parking to CBMDC standards and be of sustainable and inclusive design (see Baildon Design Code and other NP Plan policies).
- b) Where facilities are no longer suitable or viable for continued community facility use, satisfactory evidence is put forward by the applicant that there is no longer a need or demand for the facility.

There is a presumption in favour of the protection of the existing community facilities listed below:

Community Hubs

- BP17/1- Wesley's Community Hub (includes The Fold)
- BP17/2 - Baildon Community Link
- BP17/3 - St James's Community Hub
- BP17/4 - St Hugh's Community Centre

Schools

- BP17/5 - Sandal Primary School
- BP17/6 - Baildon CE Primary School
- BP17/7 – Hoyle Court Primary School
- BP17/8 – Baildon Glen Primary School
- BP17/9 – Titus Salt Secondary School

Library

- BP17/10 – Baildon Library

Churches

- BP17/11 – St John's Church
- BP17/12 - The Moravian Church
- BP17/13 - St Hugh's Church
- BP17/14 - St James's Church
- BP17/15 - St Aidan's RC Church
- BP17/16 - Baildon Methodist Church
- BP17/17 – Church on the Green
- BP17/18 – Bradford Subud Hall
- BP17/19 – Kingdom Hall of Jehovah's Witnesses

Pubs (PH) and Clubs:

- BP17/20 – The Angel PH
- BP17/21 - The Malt Shovel PH
- BP17/22 - The Bull PH
- BP17/23 - The Copper Beech Club
- BP17/24 - The Old Glen House PH
- BP17/25 - The Junction PH

BP17/26 - The New Inn PH
BP17/27 - The Halfway House PH
BP17/28 - Former textile mill and warehouse at 7a Westgate (operating as The Garden Bar)
BP17/29 - Baildon Hall
BP17/30 - Baildon Golf Club
BP17/31 - Baildon Rugby and Cricket Sports Club
BP17/32 - Baildon Soldiers and Sailors Club, The Shroggs
BP17/33 – Wood Bottom Working Men’s Club
BP17/34 – Hoyle Court Masonic Lodge
BP17/35 – Bar 12

Public Toilets

BP17/36 Northgate Public Toilets

Cultural Hub

BP17/37 Proposals for refurbishment or procurement of an existing or a new central building in Baildon, which provides many facilities for a Cultural hub will be supported.

Background and justification – Sport and Recreation

10.7 Sport, recreation and leisure facilities are another key component of the fabric of the local community which are essential for health, wellbeing and community cohesion. The facilities identified in Policy 18 will be protected.

10.8 National planning policy states:

“Access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities and can deliver wider benefits for nature and support efforts to address climate change. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.” (Paragraph 98, NPPF).

10.9 The NPPF goes on to state that “Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or

b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.”

Allotments

10.10 Baildon Town Council manages two allotment sites run on their behalf by the Baildon Horticultural Society. These provide 164 plots for produce and permitted livestock. There is strong demand which is being met in Baildon with only a few plots not let. The Baildon NP will protect existing allotment sites for local food growing, recreation and the health and social benefits they provide.

Bracken Hall Countryside Centre (BHCC)

10.11 BHCC is a long-established enterprise which was taken over from CBMDC by Baildon Town Council in 2013. At the time of writing there is 8 years 7 months to run on a 20-year lease. BTC is responsible for managing and funding the Countryside Centre, supported by the Friends of Bracken Hall, and it is operated as a not-for-profit community asset. A full year-round activity programme on countryside themes is delivered to a range of audiences.

Baildon Policy 18 – Protecting and Enhancing Sport and Recreation Facilities

There will be a presumption in favour of the protection of the existing sport and recreation facilities listed below and identified on the Baildon Policies Map:

Sports and fitness facilities

- BP18/1 - Tong Park Cricket Club
- BP18/2 - Baildon Golf Club
- BP18/3 - Haworth Road Cricket Club (at Green Lane)
- BP18/4 - Bowling Green & Tennis Courts, Temple Rhydding Drive
- BP18/5 - Saltaire Cricket Club (also within the Roberts Park Listed Park and Designated Local Green Space)
- BP18/6 - Trinity Dynamos Football Club, playing fields at the Dell.
- BP18/7 - Nuffield Health & Fitness Gym
- BP18/8 – Baildon Rugby and Cricket Club
- BP18/9 – Esholt Golf Driving Range
- BP18/10 – Baildon Rifle and Pistol Club
- BP18/11 - Sandal Sports Grounds
- BP18/12 – Titus Salt School Sports Ground
- BP18/13 – Church of England School Sports Ground

Playgrounds (all managed by Bradford Council)

- BP18/14 - Jenny Lane Playground
- BP18/15 - Roberts Park Playground
- BP18/16 - Thompson Lane Playground
- BP18/17 - Cliffe Avenue Playground
- BP18/18 - Tong Park Playground
- BP18/19 - Southcliffe Playground
- BP18/20 - Dewhirst Playground
- BP18/21 - West Lane Oakleigh Playground

Allotments

- BP18/22 - Thompson Lane Allotments
- BP18/23 - Charlestown Allotments

Bracken Hall Countryside Centre and Bracken Hall Green

- BP18/24 - Bracken Hall Countryside Centre and the Green

Proposals leading to the loss of these sports or recreation facilities will only be supported when:

- a) The applicant has undertaken an assessment which clearly shows the identified facility is surplus to requirements; and
- b) The loss resulting from the proposed development would be replaced by new, equivalent or better provision in terms of quantity and quality in a location accessible to existing users, including residents of the neighbourhood area; or
- c) The development is for alternative sports and recreation provision, the needs of which clearly outweigh the loss of the existing identified facility.

Allotments BP18/22 and BP18/23

The existing allotments, listed above and shown on the Policies Map, will be protected. The partial loss and/or complete redevelopment of current allotment provision will only be supported where replacement provision is provided, of at least equivalent quality, and in a location accessible for existing and future plot holders.

Linked Policies Summary

Paragraph 98, NPPF

11.0 Objective 6 - Economy

To support a thriving village centre and local economy.

Introduction

- 11.1 Baildon has a population of over 17,000, with high levels of economic activity and relatively low levels of unemployment. Like other places across Bradford District, Baildon has been shaped by waves of economic activity, particularly the textile industry, with numerous buildings including former mills still surviving today.
- 11.2 Baildon has also been shaped significantly by its proximity to other larger centres of economic activity, especially Bradford. Baildon has for centuries been a place of recreation and outdoor activities for those living in more urban environments, and this can be seen most prominently in the Shipley Glen Tramway and Shipley Glen itself.
- 11.3 In addition, when Bradford was at the height of its boom as the textile capital of the UK, wealthier families chose to reside in the clean air of Baildon, whilst still being within easy commuting distance of Bradford by carriage, and later by early cars. Baildon then has a solid history as a commuter settlement, and although the “travel to work” area is now regional (commuting to Bradford, Leeds and wider West Yorkshire), national and sometimes international, the local economy of Baildon is shaped by its attractiveness, good connections and quality of life for those who work elsewhere.
- 11.4 Baildon’s main employment zone is in the mixed-use industrial, business, retail and residential area which lies north of the River Aire and south of Otley Road (A6038). This complements the Shipley mixed use employment zone on the other side of the River Aire. Land falling between the A6038 and the River is predominantly commercial and industrial although with several areas of housing. It offers a wide range of employment both to residents of Baildon and the district as a whole.
- 11.5 Baildon centre (known as the Village Centre) lies towards the highest point of Baildon, and has a modest retail and service offering, together with a number of lively pubs cafes and bars who frequently offer live music for their customers. The well-used Baildon Library is here, together with health services. As stated above, the prosperity of Baildon rests on a range of economic activity, including its attractiveness as a commuter settlement, and the village centre is a crucial focal point for all sorts of community activities, services and entertainment. Baildon also has a strengthening visitor economy offering a combination of beautiful countryside but also easy access to Saltaire, Bradford and Leeds.
- 11.6 Baildon lies on a very steep hill which leads to strong patronage of local shopping centres by adjacent communities. These local centres are of vital importance, allowing residents to walk to local shops and some services, rather than drive up the hill to the centre.
- 11.7 Important local shopping centres include:
 - Threshfield (Station Road)
 - Coach Road
 - Retail areas along Otley Road including Charlestown (St John’s Court)
 - Woodbottom.

Planning policy can help to set out what uses are acceptable in these areas, and what improvements and enhancements could be made to maintain their health and vitality.

11.8 Baildon has significant numbers working in self-employment and people who work from home. Support services such as good mobile and broadband are essential, as well as good transport links to other economic centres.

11.9 The following topics are considered in more detail: -

- A. Economic Development in Baildon
- B. Baildon Village Centre
 - i. Historical features and Baildon Village Centre in 2026
 - ii. Boundary for the Village Centre
 - iii. Village Centre usage and layout
 - iv. Streetscapes and shopfronts
 - v. Car Parking in the Village centre
- C. Maintaining Local Shopping Areas
- D. The Visitor Economy

Background and justification

11.10 Supporting the local economy and local job creation was one of the top 4 issues identified by residents in the survey for the Baildon Plan Update 2019.

11.11 Bradford Council's Policies for economic development in Baildon are contained in Sub Area Policy AD2: [Investment Priorities for Airedale](https://tinyurl.com/CBMDC-Investment-Priorities). (https://tinyurl.com/CBMDC-Investment-Priorities). Bradford Council's policy for employment uses is in the saved RUDP Policy E6 Employment Zones which is superseded by the [Core Strategy Policy EC4](https://tinyurl.com/CBMDC-Core-Strategy) (https://tinyurl.com/CBMDC-Core-Strategy)

11.12 Most of Baildon is identified in the Core Strategy (Policy SC4) as a Local Service Centre. These centres form the fourth tier in the settlement hierarchy and provide services and facilities that serve the needs of, and are accessible to, people living in the surrounding rural areas. This designation means that the level and pace of growth that will take place is lower and slower compared to urban areas. Bradford's emerging Local Plan (at the time of writing) does not propose to change the role and status of Baildon within the settlement hierarchy – it is proposed to remain as a Local Service Centre.

11.13 However, the largest area of economic activity and employment in Baildon lies within the area bounded by the River Aire and Otley Road, which is identified as an area of development. This is set out in Bradford's Local Plan 2020-2038 Strategic Policy SP3 and applies to the Regional City of Bradford including Shipley and 'Lower' Baildon. [Bradford Council's Regional City Policy](https://www.tinyurl.com/CBMDC-Regional-City-Policy) (https://www.tinyurl.com/CBMDC-Regional-City-Policy) It states:

"The Regional City of Bradford including Shipley and Lower Baildon will provide the prime focus of new housing development and of employment, shopping and health, leisure, business and public services in the District. Focusing development, investment and activity on the Regional City of Bradford, Shipley and Lower Baildon offers the greatest scope to:

- re-use land and buildings
- make the most of existing infrastructure and investment
- lower carbon emissions and reduce the need to travel and maximise accessibility to services and facilities

- encourage more active travel over short distances and encourage the use of public transport.”

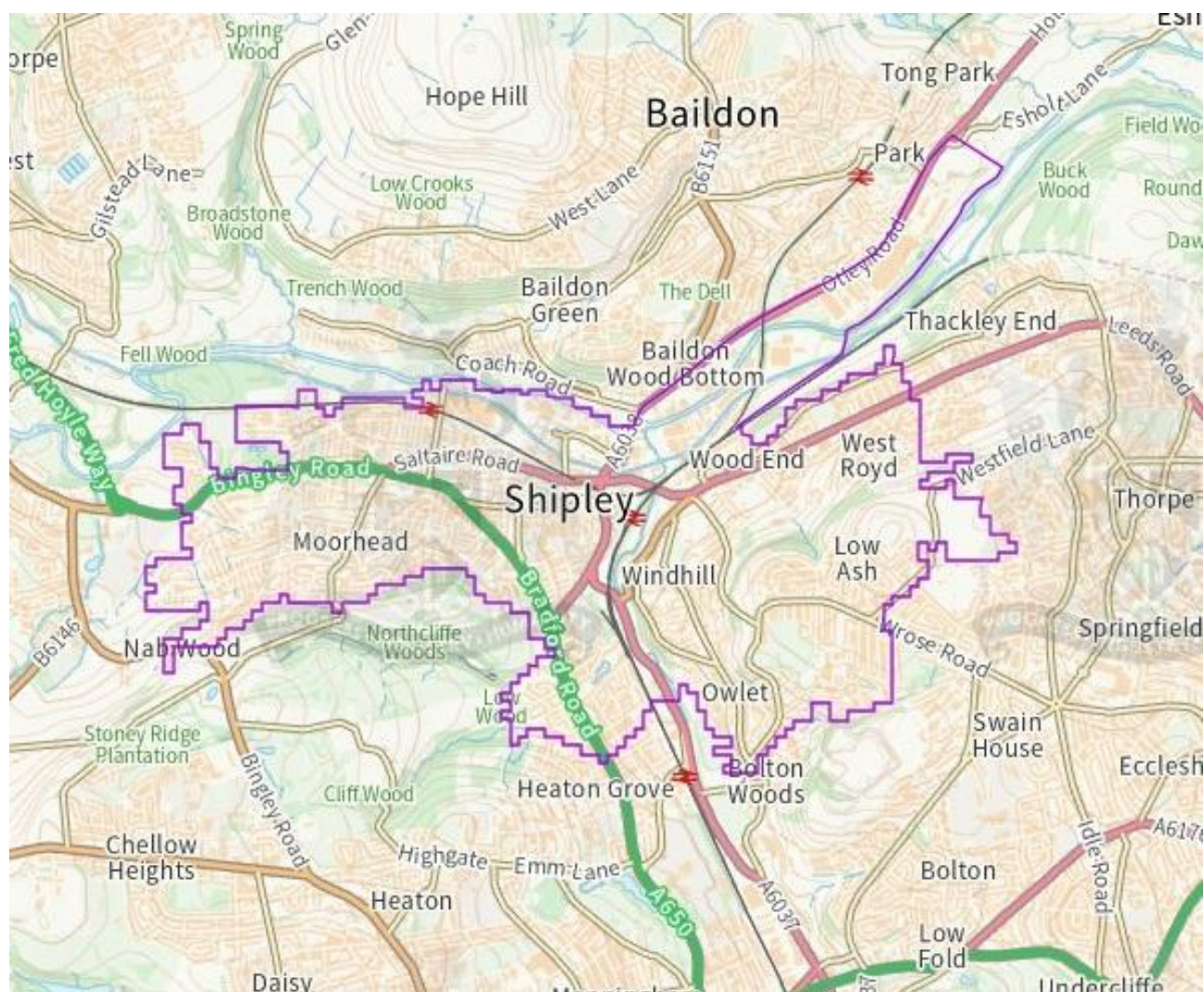
11.14 Although the boundaries are not co-terminus, the Baildon Neighbourhood Area fall within parts of the following designations to support the economy:

- Shipley Towns Fund
- Shipley Business Development Zone
- Shipley Area Employment Zone
- Baildon Otley Road Economic Area (BOREA)

a) Shipley Towns Fund

[Shipley Towns Fund](https://www.bradford.gov.uk/regeneration/shipley-towns-fund/shipley-towns-fund-area-map/) (<https://www.bradford.gov.uk/regeneration/shipley-towns-fund/shipley-towns-fund-area-map/>).

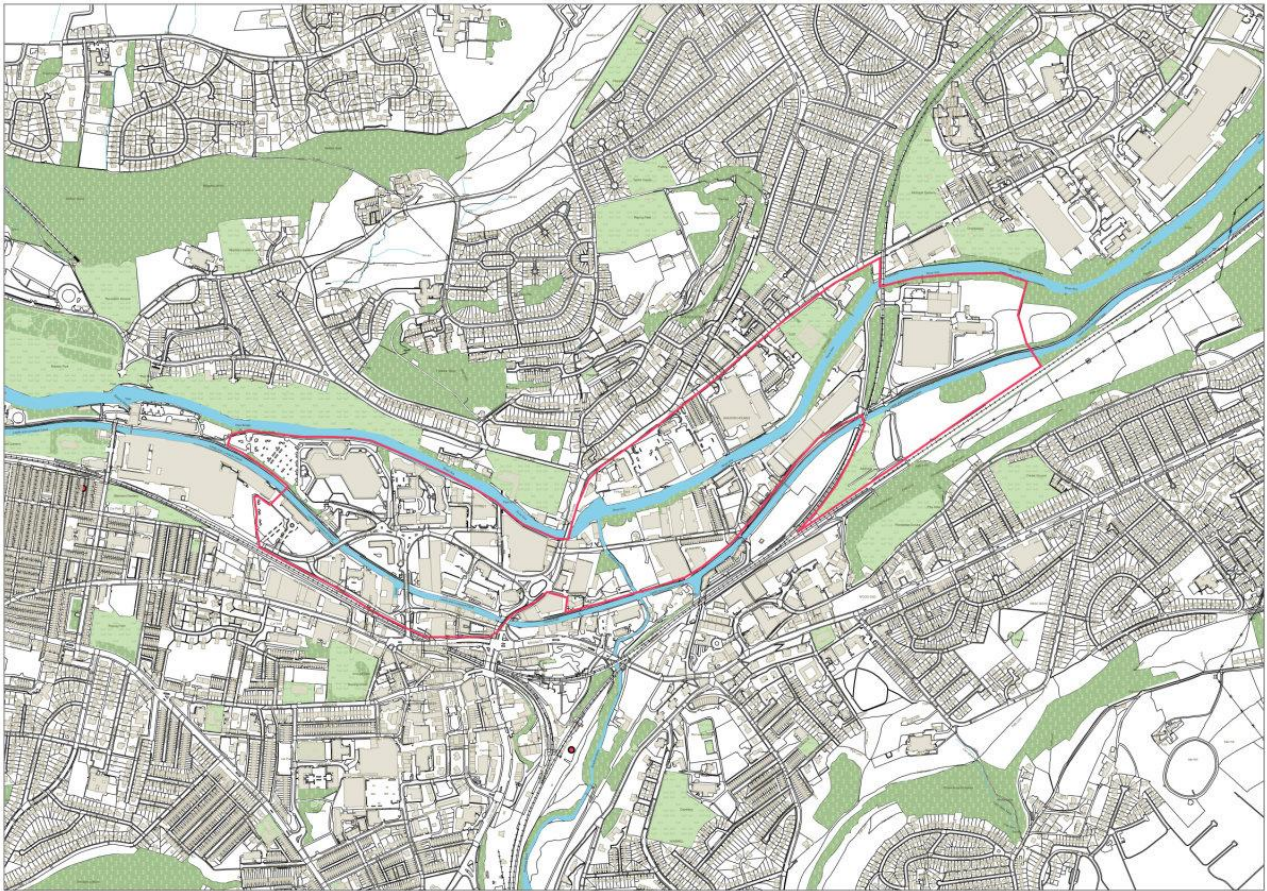
Figure 12. Parts of Baildon Neighbourhood Area fall into the [Shipley Towns Fund](https://www.bradford.gov.uk/regeneration/shipley-towns-fund/shipley-towns-fund-area-map/)
(<https://www.bradford.gov.uk/regeneration/shipley-towns-fund/shipley-towns-fund-area-map/>).



Source: Bradford Council PSGA AC0000823741

b) Shipley Business Development Zone

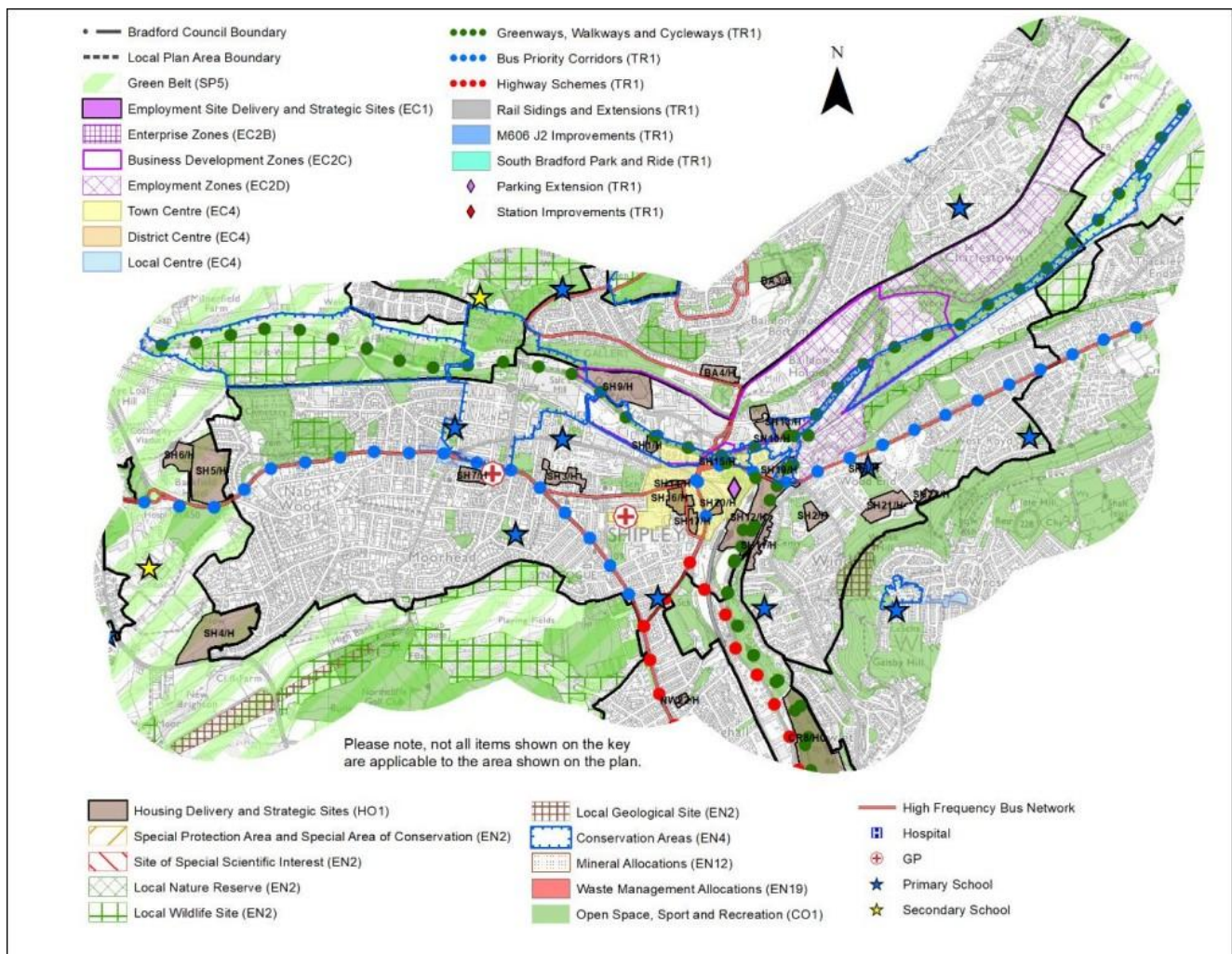
Figure 13. Parts of the Baildon Neighbourhood Area also fall within the [Shipley Business Development Zone](https://bradford.gov.uk/regeneration/towns-fund/bradford-business-development-zone-report/) (<https://bradford.gov.uk/regeneration/towns-fund/bradford-business-development-zone-report/>)



Source: Bradford Council PSGA AC0000823741

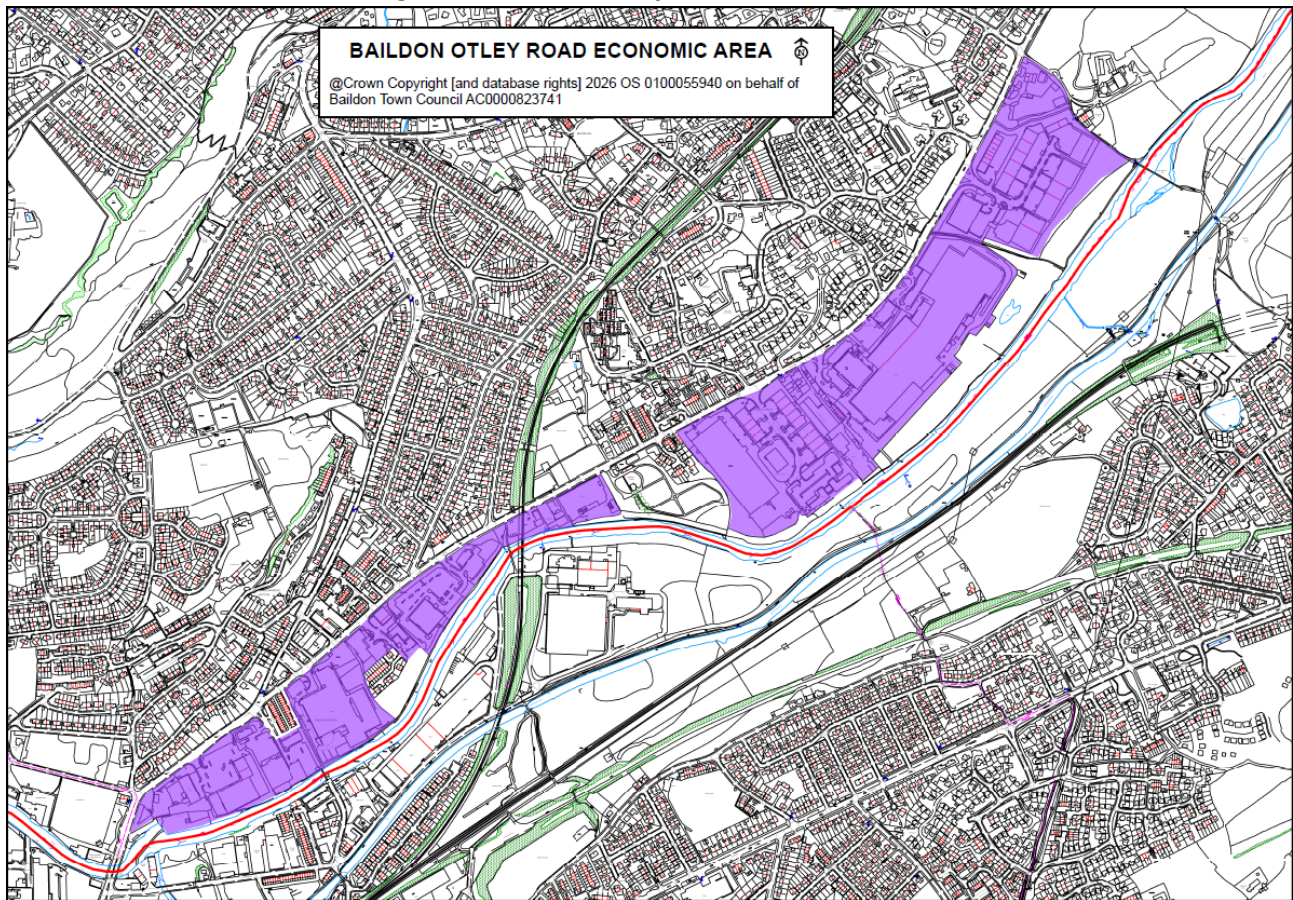
c) Shipley Area Employment Zone

Figure 14. Parts of Baildon Neighborhood Area fall into the [Shipley Area Employment Zone](https://tinyurl.com/Shipley-Area-Employment-Zone).
<https://tinyurl.com/Shipley-Area-Employment-Zone>



Source: Bradford Council PSGA AC0000823741

d) Baildon Otley Road Economic Area

Figure 15: Baildon Otley Road Economic Area

A. Economic development in Baildon

Background and justification

- 11.15 The section on economic development should also be read in conjunction with the Policies on Housing above.
- 11.16 The area between the A6038 Otley Road and the River Aire is known as Charlestown. Within this area there is a mix of large retail units, trade counters, industrial/business units, workshops, factory units and residential properties. Larger employers include DENSO Marston, H.C. Slingsby, Manor Coating Systems and Printcraft.
- 11.17 In Bradford's Core Strategy planning policy this area is part of the Regional City of Bradford site ref: S/E6.3: Shipley. It is also identified in the emerging Local Plan within Policy EC2D as well as within draft Local Area Plan for Shipley. At the point of publication of the draft 2020 Local Plan, it was not proposed to amend the boundary of the Employment Zone from that set out in the saved policies of the RUDP.
- 11.18 However, the Employment Zone (as identified) in 2025 did not include the area located between the River Aire and Otley Road to the west encompassing Lower Holme, the Wickes DIY store, BM Home Store, Inspired Carpet, the Travel Xpress depot and the various car dealerships. However, this area was identified under draft Local Plan Policy ED2C (and within the Local Area Plan for Shipley 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.
- 11.19 Tong Park Industrial Estate is a large commercial centre built around the former mill buildings of the former Denby Mill and it houses many businesses. Whilst not in the NA it does fall into Baildon Ward and sits within the Bradford District. The continuation of this employment and business usage is strongly supported as a vital ingredient in the local economy.
- 11.20 There is also a lack of clarity in respect of the Eastern boundary of the economic area , as can be seen from the maps above. The Shipley Towns Fund extends all the way to the bottom of Esholt Lane, whereas the Shipley Business Development zone excludes completely the large new business area to the west of Buck Lane. The development of this business park was strongly opposed by the local community who sought to maintain access for Baildon to the river which forms it's boundary.

Due to these inconsistent boundaries, for clarity in Baildon Neighbourhood Plan, this area is clearly defined and will be referred to within this Plan as '**Baildon Otley Road Economic Area**' (**BOREA**). The **BOREA** (see figure 15) has Buck Lane as its eastern boundary, thereby protecting further "creep " of industrial development along the river frontage. To note: this boundary defines the area of development within Baildon which is supported by Neighbourhood Plan, in accordance with Bradford's strategic plan. It does not seek to define a new 'zone', but provides clarity of boundaries in order to guide any future plans which may follows especially in relation to the emerging Local Plan.

- 11.21 The frontage to the River Aire has been protected to some degree despite extensive commercial development of this area, and the Denso Marston nature reserve is a strong example of business support for local amenity and the natural environment. It is essential that this river frontage is fully protected in years to come, and opportunities sought to improve pedestrian access and enjoyment of the River frontage and increase biodiversity.
- 11.22 Within the Neighbourhood area there is already substantial housing development behind Berry Close within the 'Employment Zone' and this Plan proposes that more development could be sustained.

- 11.23 Baildon is not currently well served by broadband and mobile coverage. All sorts of businesses are hampered by poor digital connectivity. Any opportunities to improve this will be strongly supported.

Baildon Policy 19 – Supporting Economic Development in Baildon

BP19/1 Proposals for economic and employment development within Use Classes B2, B8 and E(g) in the Baildon Otley Road Economic Area will be supported when:

- a. In all future documents and maps produced by Bradford council or other agencies the title of BAILDON is included whenever the proposals include policies which related to the Baildon Neighbourhood Area and that boundaries for such plans going forward are all aligned with the BOREA identified in this Plan.
- b. Access is retained for the River Aire frontage as a local amenity for residents and visitors.
- c. It is of a high-quality design reflecting high standards of sustainability and of a scale compatible with the surrounding area and adjacent land uses.
- d. It is appropriate in terms of its impact on the capacity and safety of the surrounding highway network, including the provision of sufficient car parking and loading space within the curtilage of the site, in line with the parking standards established under Bradford Core Strategy Policy TR2. Where appropriate, proposals should be accompanied by a Transport Assessment or Transport Statement.
- e. Provides opportunities for visitors and employees to travel by non-car modes including by public transport, walking and cycling. Where appropriate, proposals should be accompanied by a Travel Plan
- f. Does not have an unacceptable adverse impact on the amenity of neighbouring residents and occupiers.

BP19/2 Proposals for development of use outside Use Classes B2, B8 and E(g) in the 'Baildon Otley Road Economic Area' will only be permitted where the provisions of Part C of Bradford Core Strategy Policy EC4 are met.

BP19/3 Within the whole Neighbourhood Area the development of small business or retail units will be supported within any development or redevelopment to support small business start-ups, subject to meeting other neighbourhood plan and District Local Plan policy requirements, including those relating to the location of development, amenity, accessibility and environmental impacts

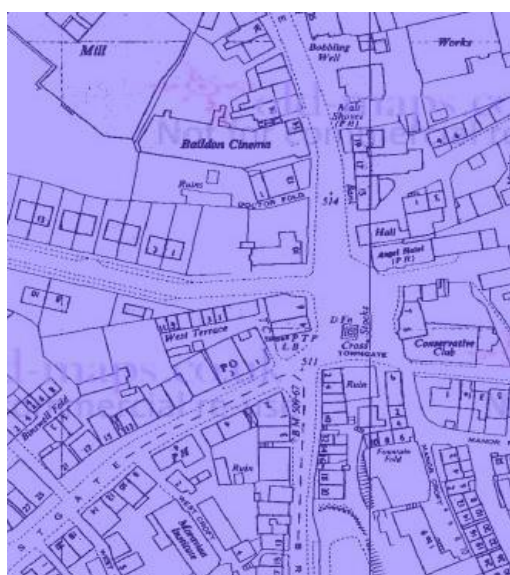
BP19/4 Within the whole NA initiatives to improve digital connectivity including improved broadband connections and/or mobile telecommunications to support domestic and business will be supported, subject to being consistent with the provision of the Baildon Design Code and other relevant policies relating to Conservation Areas and Local Green Spaces.

B. Baildon Village Centre

i. Historical Features and Baildon Village Centre in 2026

- 11.24 Baildon once had a central square in common with market squares in historic towns and villages across the country. In 1862, Barnsley Beck, a natural waterway running down from the moors and through the centre of Baildon to the River Aire, was culverted and now flows under the central roundabout and lower car park. In the 1960's, many old buildings were demolished, as well as housing, and the centre was laid out with the large roundabout that we see today. The Ian Clough Hall, (now demolished) was built in 1971 by Baildon Urban District Council, with a large car park adjacent to accommodate heavy regular usage of the Hall.
- 11.25 The Potted Meat Stick (properly named the Frances Ferrand Memorial Fountain) and the Stocks area (comprising the stocks and market cross) are the heart of Baildon Village Centre, although these historical features do not sit in their original locations. It is important that if the design or layout of Baildon Centre changes, that these key historic features remain and are protected. These historic features are crucial to the identity and character of Baildon Village Centre and deserve the highest possible protection.

Figure 16. The village centre before development and today



Baildon pre-1960



Baildon post mid 1960s

- 11.26 Westgate is the centre of the retail and service Village Centre, and many historical features remain. It hosts a mixture of new and long-standing businesses. However, local research has shown that Westgate is much more than a route through the centre. Due to the historic design of folds and passages, a local study showed that no less than 38 residential properties use Westgate as their sole vehicular access, which means that pedestrianisation of this street is impractical.
- 11.27 The regular Baildon Farmers' Market, which takes place monthly, continues to attract great support from the Baildon community and elsewhere with a regular attendance of approximately 25 stalls. It makes a significant contribution to the footfall and economy in the centre of Baildon, with many other businesses reporting increased trading on those days. The award-winning market enhances community identity with regular music and other entertainment and supports small local food and drink producers from across Yorkshire.

- 11.28 During recent years, in response to the success of large-scale community events such as the Harley Rally, the Christmas Lights switch on, Baildon Carnival and Baildon's Remembrance Parade, road closures in the central areas have been used very successfully to open up the area for safe pedestrian use by the diversion of cars. It is important that these current usages which contribute to Baildon Centre are protected any development in the centre of Baildon. Baildon Village Centre retains its 'village feel' in large part due to the many historical buildings located around the central area, including the Malt Shovel public house (listed) and the Towngate Rooms (proposed as a non-designated heritage asset). Although Baildon is a town, the nomenclature of Baildon Town Centre has never been adopted locally, instead reference is made to 'the village' or 'Baildon Village Centre' and this has now been formally agreed by Baildon Town Council to avoid confusion. Although there are also numerous modern buildings in the central area, Baildon Village Centre retains its attractiveness and prosperity today due to the preservation of these much-loved historic features.
- 11.29 It is notable that in Baildon Village Centre, the occupancy level of the commercial premises is high. There are, in 2026, no charity shops. There has been a notable shift towards personal services (such as hairdressers and barbers, beauticians and nail bars) over recent years, but a wide variety of independent shops remain. Baildon benefits from a resilient and popular evening economy, with a wide variety of bars, restaurants and pubs. Visitors regularly are drawn to these attractions from further afield, especially during the large-scale events mentioned above. There is a long tradition of community involvement and civic pride – voluntary groups such as Litterfree Baildon and Baildon in Bloom are essential ingredients in keeping Baildon Village Centre as a popular service centre for Baildon residents and visitors alike.
- 11.30 There are no longer any banking services in Baildon Village Centre and no Post Office. Only one cash point remains within the Co-Op supermarket. Baildon Town council has made an application for a Banking hub but at the time of writing this had not been successful.
- 11.31 BTC provides well-used public toilets of a high standard which support economic activity (including tourism and public events) in the centre of Baildon. There is also evidence that public toilets are notable features which attract and support the mobile and outdoor workforce.
- 11.32 Policy 20 seeks to retain the vibrancy and vitality of Baildon Local Centre by supporting development of uses in Class E (Commercial, Business and Service) and Class F (Local Community and Learning). Residential development will, therefore, only be supported on upper floors. It is important that these current usages which contribute to the Baildon Village Centre are protected.

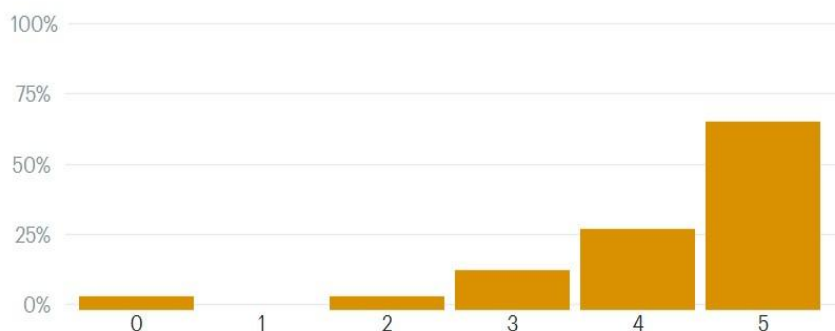
ii. Boundary of Baildon Village Centre

- 11.33 Following local representations, the 2022 consultation proposed a change to the boundary of the local (village) centre, and this was supported during the consultation.
- 11.34 The 2025 public consultation also had wide support for all aspects of proposed Policies relating to Baildon Village Centre, boundary, usage and public realm.

Policy on Baildon Village Centre usage and public realm

Do you agree with the Policy on Baildon Village Centre usage (0 don't agree, and 5 strongly agree)?

Average Rating: 4.2



Residents Commented

- "Consideration given to closing Northgate for Farmers Market: Pedestrianisation is an important community -strengthening facility".
- "This document does not address the most urgent need to encourage more retail businesses back into the village that are actually useful to residents on a daily basis. Look at any thriving small town ...These other places have charity shops, butchers, bakery, greengrocers, hardware, eco/refill store, and a choice of food shopping outlets. They have decent cafes, restaurants and bars with an individual identity and quality offer..."
- "USAGE: The public toilets are very important. Particularly when you have young children, and as you get older.
- "Whilst it may be impractical to pedestrianise Westgate, it certainly does not need to be a through road. A parallel route runs along the grove. The eastern end should be blocked off with SuDS and the junction with the B6151 moved closer to the roundabout. - The roundabout is overly wide and does nothing to restrict speeds... "

11.35 Bradford's Local Plan identifies Baildon Centre as a "local Centre "- Policy EC5 providing local services to meet the needs of the local surrounding area.

11.36 However, the boundary as currently drawn by Bradford currently excludes significant areas of commercial businesses and services which play a vital role in sustaining the vibrancy of Baildon Centre. It is important that these centrally located properties continue to fulfil a commercial purpose. These omissions include the following:

- a. He many shops in Browgate south of the roundabout should be included within the commercial centre as these premises are viable and attract much footfall. This is also the location of the only remaining chemist in the village centre.
- b. Wesley's and adjacent commercial properties on Newton Way are well used and should be included. Wesley's attracts large numbers day and evening and is frequently the location of cultural events including concerts, talks etc. as well as an important large meeting space for Baildon.
- c. The Grove public car park is essential for access to adjacent businesses in Northgate.
- d. Areas to the north of Hall Cliffe including the community garden and space to the rear of 1-3 Northgate. Hall Cliffe Garden is the main accessible open space in the centre of Baildon.
- e. East of Browgate, the area used by Baildon Farmers Market and car parking
- f. The commercial footprint of the Co-operative Supermarket, Baildon's only major supermarket, and the public toilets opposite, on Northgate.

Baildon Policy 20 – Maintain the Vitality and Viability of the Village Centre

The following measures will be supported:

BP20/1 The boundary of Baildon Village Centre will as per the boundary marked on the Village Centre Boundary Policies Inset Map.

BP20/2 Proposals for development within this area will be supported which contribute to the Centre's vibrancy and vitality, providing retail, hospitality and service functions (including bringing empty floor space at first floor level and above for residential use as appropriate). Where planning permission is required, proposals falling within Use Class E and F1/F2 (Learning and Non-Residential Institutions/Local Communities) and public houses/drinking establishments (Use Class Sui Generis) will be supported subject to other policies in the neighbourhood plan.

BP20/3 Where planning permission is required, proposals for change of use of existing premises occupied by Class E, F and pub/drinking establishments will not be supported unless all three conditions are met:

- a. It can be demonstrated that the premises are no longer commercially viable for its current use.
- b. The existing use has been actively marketed for its current use for a period of 6 months.
- c. The proposed use will make a positive contribution to vitality and viability of the Local Centre.

Baildon Policy 21 – Village Centre – Public Realm

The following measures will be supported:

BP21/1 Proposals which improve that character and appearance of the village centre will be supported including:

- a. Environmental and public realm improvements at key gateways to the village centre
- b. Retention and enhancement of key open spaces, or their replacement were they to be developed.
- c. Landscaping, planting and provision of street trees
- d. Improvements to bus infrastructure, including considering the relocation of existing bus turning point. Any changes would need to ensure no detriment to passenger facilities.
- e. Ensuring adequate car and cycle parking provision
- f. Provision of electric vehicle charging infrastructure

BP21/2 Improvements which aid pedestrian, cycle and bus movements, accessibility and safety.

BP21/3 Environmental and public realm improvements (including signage and seating) at key gateways into the village centre.

BP21/4 Development proposals should make a positive contribution to the design and visual appearance of streetscape and townscape in Baildon Village Centre whilst reflecting its historic nature and Conservation Area status.

BP21/5 Proposals for the provision of public art within the Village Centre will be supported, subject to meeting other policy requirements the neighbourhood plan and Baildon Design Guidelines and Design Codes (where planning permission is required).

Baildon Town Council Supporting Actions – Baildon Village Centre

1. BTC remains open to proposals for the reconfiguration of Baildon Village Centre, but currently has no plans to do so, because of the many physical constraints which would have to be overcome.
2. BTC supports the Fair-Trade kite mark.
3. BTC supports the development of a banking hub

Baildon Policy 22 – Shopfronts

The following measures will be supported:

BP22/1 Proposals for new or replacement shopfronts within Baildon Village Centre should clearly demonstrate how they accord with the Baildon Design Guidelines and Design Code as well as Bradford Council's Shopfront Guide SPD 2026. This sets out a series of design principles for applicants to consider in preparing their development proposals. One of these principles relates to the provision of security measures for properties within Conservation Areas and/or that are Listed Buildings. Consideration should be given to ensure that:

- They are of traditional construction and retain existing traditional and period features and styles, where possible. Where such features are to be removed, they should be replaced with suitable modern alternatives of traditional design.
- In respect of shopfront fascia signs, be of a form appropriate to the other elements and proportionate to the shop front and should not have a negative impact on the frontage of upper floors; and
- Security grilles should be internal, wherever possible, and allow views of internal space and lighting, to promote active frontages. External shutters should not be used unless justified on community safety grounds.

v. Car parking provision for the Village Centre

Introduction

- 11.40 Baildon is built on a steep hill with the primary Village Centre located at the top of that hill. Whilst still encouraging walking and cycling, it is a fact that large proportions of the population are unable to walk or cycle up the hill to the village centre, This includes older people, those with buggies or small children, many with a range of disabilities including but not limited to wheelchair users.
- 11.41 This means that *as complementary to policies on sustainable transport*, sufficient public car parking in the centre of Baildon is essential for the maintenance of economic activity and the development of Baildon Village Centre.
- 11.42 Supporting the local economy and local job creation was one of the top 4 issues identified in the survey for the Baildon Plan Update 2019.

Baildon Policy 23 – Car Parking provision for Baildon Village Centre

BP23/1 Village Centre public car parks all owned by Bradford Council (as shown on the Policies Map) should be protected. These include:

- Ian Clough Car Park
- The Grove Car Park
- Jenny Lane Car Park
- Car park off Pennithorne Avenue

Such provision should include adequate facilities for cycle parking, disabled parking bays

Where development is proposed equivalent provision should be provided in or adjacent to the Village Centre in a sustainable location

BP23/2 Developments which reduce car parking provision within the central areas or near local shopping areas will only be supported if the provision is replaced elsewhere.

Baildon Town Council Supporting Actions – Parking

1. In recognition of the unique topography of Baildon, to avoid excluding part of the community (particularly young children, older people, and others of limited mobility) where new commercial or community facilities are approved in the Village Centre or within a 10 minute walk of the centre, Baildon Town Council will seek to work with car park providers for the flexible use of car parking areas.

C. Maintaining local shopping areas

- 11.43 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 NP will seek to support the role of the following retail/commercial areas:

- **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
- **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.
- **Retail areas along Otley Road including Charlestown (St John's Court) and Woodbottom.** 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). **Woodbottom** is located on the northern edge of Otley Road, close to its junction with Woodcot Avenue and contains a newsagents/convenience store, hot food takeaways and various personal services
- **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.
- The Service Station and Convenience store at the eastern boundary of the area
- There are also other important smaller dispersed shops e.g. on Langley Lane and Cliffe Lane West.

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.

- 11.44 An authorized use within Use Class E (Commercial, Business and Services) has much more flexibility to change to another use within same use class without the need for planning permission. This applies provided that no building work is needed to bring about the change, and subject to any conditions on the existing planning permission to restrict the use.
- 11.45 In August 2021, changes were also made to the Permitted Development Rights regime to reflect the “new” use classes, in particular, class MA, which authorizes a change of use of any building and land within its curtilage from a use within Class E to a use as a dwelling (Class C3) without the needed for planning permission (although prior notification is required).
- 11.46 Town Centre uses such as public houses/wine bars/other drinking establishments, hot food takeaways, live music venues, and cinemas/concert halls/bingo halls/dance halls are all categorized in the Use Classes Order as being “sui generis”, meaning that they are within a class of their own and cannot normally be changed to any other use without planning permission.

Baildon Policy 24 – Maintaining Local Shopping Areas

Within the local shopping areas listed below and shown on the Policies Map, development falling within Use Classes E (Commercial, Business and Services) and F (Local Community and Learning) will be supported:

BP24/1 - Threshfield (Station Road)

BP24/2 - Coach Road

BP24/3 - Retail areas along Otley Road including Charlestown (St John's Court) and Woodbottom

BP24/4 - Berry Drive

D. The Visitor Economy

Background and justification – visitor economy

- 11.47 Tourism, leisure and recreation have been central to Baildon's economy for centuries, including events which make the area a lively place to visit and support continued growth.
- 11.48 In recent years, the development of the visitor economy in the neighbourhood area has been identified as a key priority. A successful website 'Visit Baildon' to market Baildon more effectively has been developed. Events such as the Harley Davidson Rideout bring thousands of visitors to Baildon with an ever-expanding annual calendar of cultural activities attracting visitors in increasing numbers, including Yorkshire Day, Baildon Carnival, the Scarecrow Festival and the Christmas Lights event. Economic proposals for visitors are encouraged where they contain actions to balance increased or changed use with protection in line with designations and best practice.
- 11.49 Baildon is fortunate to include an Elite large hotel with Spa and Golf course (Hollins Hall Hotel and Country Club), which whilst not in the Neighbourhood Area does fall within the Baildon boundary, and attracts guests from far and wide. Baildon also has seen growing numbers of short-term visitor rentals as well as conventional guest house accommodation. There are also several caravan and camping /glamping enterprises within or very close to Baildon's boundaries.
- 11.50 The Town Council will support sustainable proposals to further develop the visitor economy in the neighbourhood area including visitor use of the countryside and businesses based in the village or the countryside, subject to meeting the requirements of planning policies and other relevant regulatory regimes.
- 11.51 It is recognized that with the greater use of moorland and surrounding countryside comes responsibilities for protecting the environment from footpath wear and tear, litter management and behaviours which may cause damage to the setting.
- 11.52 The precise boundaries of Baildon are confused (see above) and this has many implications for both service providers, local businesses and residents. In particular many perceive Baildon to be the actual village centre, rather than the many neighbourhoods right up to the southern boundary with the River Aire. This can lead up to parts of Baildon feeling 'left out' or not included, addresses can be incorrect etc.
- 11.53 Clearer branding is needed to promote Baildon's location consistently for residents, visitors, employers and stakeholders. Current boundary signage is often unclear, poorly maintained, in the wrong place or non-existent.

Baildon Policy 25 – Developing the Visitor Economy

Proposals for the development of the visitor economy in the neighbourhood area, particularly developing well marked ‘gateways’ into Baildon, will be supported. This includes facilities to support tourism – such as better way marking, public toilets, signage, car and cycle parking and public seating. The following measures will be supported:

BP25/1 ‘Welcome to Baildon’ boundary signs will be supported:

- on the A6038 Otley Road at Baildon Bridge at the Shipley boundary
- on the A6038 Hollins Hill at the Guiseley/Leeds boundary
- on Old Hollings Hill at the Guiseley/Leeds boundary
- on Glovershaw Lane/Spring Lane at the Eldwick boundary
- on Hawksworth Road before Low Springs
- at the Roberts Park end of the River Aire footbridge
- at the Buck Lane end of the River Aire footbridge from Thackley
- at the Lower Holme end of the River Aire footbridge from Dock Lane, Shipley
- off Otley Road at the end of the River Aire footbridge from Dockfield Road, Shipley

Baildon Town Council Supporting Actions – Visitor Economy

BTC will:

1. support specific existing and additional community events in Baildon and ensure that such events are widely advertised to bring them to the attention of the community and businesses and demonstrate the broadest range of public and local business engagement, cost effectiveness and wide-ranging marketing to maximise participation.
2. Work with partners to develop clearer branding to promote Baildon consistently across signage and media.
3. support [Visit Baildon website](https://visitbaildon.co.uk/) (https://visitbaildon.co.uk/) and associated activities to promote Baildon tourism offer.

Linked Policies Summary

Bradford Council Sub Area Policy AD2: Investment Priorities for Airedale.
 Bradford District Local Plan 2020-2038 Strategic Policy SP3 (hierarchy of settlements)
 Bradford District Local Plan - Policy EC4 (local centres)
 Bradford District Local Plan Policy TR2 (transport)
 Bradford Council Shopfront SPD March 2026

12.0 Appendices

Appendix A.1	Baildon Housing Needs Assessment
Appendix A.2	Housing Needs Assessment Addendum
Appendix B.1	Baildon Design Codes Extract
Appendix B.2	Baildon Design Codes Checklist
Appendix C	Footpaths
Appendix D	Baildon Local Green Spaces Assessment
Appendix E	Views and Vistas in Baildon
Appendix F.1	National Heritage List of Listed Buildings
Appendix F.2	National Heritage List of Scheduled Monuments
Appendix G	Protecting Baildon's Non-designated Heritage Assets
Appendix H	Vision for the new Baildon Library and Cultural Centre
Appendix I	Cycle Baildon Strategy 2021

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