

Burley – in - Wharfedale Submission Neighbourhood Development Plan

Paragraph 8 of Schedule 4b

‘Basic Conditions’ Statement

Burley – in – Wharfedale Parish Council



1.0 LEGAL REQUIREMENTS

The Submission Plan is being submitted by a qualifying body

This Submission Plan is being submitted by a qualifying body, namely Burley – in – Wharfedale Parish Council.

What is being proposed is a neighbourhood development plan

The plan proposal relates to planning matters (the use and development of land) and has been prepared in accordance with the statutory requirements and processes set out in the Town and Country Planning Act 1990 (as amended by the Localism Act 2011) and the Neighbourhood Planning Regulations 2012.

The proposed Neighbourhood Plan states the period for which it is to have effect

The proposed Neighbourhood Plan states the period for which it is to have effect. That period is from the Plan being made up to 2030 (the same period as the emerging Bradford Core Strategy).

The policies do not relate to excluded development

The Neighbourhood Plan proposal does not deal with county matters (mineral extraction and waste development), nationally significant infrastructure or any other matters set out in Section 61K of the Town and Country Planning Act 1990.

The proposed Neighbourhood Plan does not relate to more than one neighbourhood area and there are no other neighbourhood development plans in place within the neighbourhood area.

The Neighbourhood Plan proposal relates to the Burley – in - Wharfedale Neighbourhood Area and to no other area. There are no other Neighbourhood Plans relating to that neighbourhood area.

2.0 BASIC CONDITIONS

Having regard to national policy and advice contained in guidance issued by the Secretary of State, it is appropriate to make the Plan

The Burley – in - Wharfedale Neighbourhood Development Plan has been produced with appropriate regard to the guidance contained within the National Planning Policy Framework (NPPF). Paragraphs 183-185 of the NPPF outline specific guidance in relation to the production of Neighbourhood Plans. Paragraph 184 states that “The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the local area. Neighbourhood Plans must be in general conformity with the strategic policies of the local plan.” The Neighbourhood Plan has been drafted with regard to the relevant strategic planning policies for Bradford Metropolitan District, and the comprehensive evidence base that supports these policies.

Paragraph 184 also states that Neighbourhood Plans should “not promote less development than set out in the Local Plan or undermine its strategic policies”. The Burley – in - Wharfedale Neighbourhood Plan does not undermine the strategic policies of the Metropolitan District Council; the Plan aims to support these policies by protecting community facilities and local employment opportunities, supporting walking and cycling, supporting new housing, meeting local housing needs, promoting a more attractive and viable retail centre, protecting the character and setting of Burley – in - Wharfedale, including important views, designating local green spaces and protecting open spaces.

The Plan has regard to the twelve core planning principles set out within paragraph 17 of the Framework, as set out in Table 1 below:

Table 1: NPPF Core Planning Principles and the Burley – in - Wharfedale Submission Neighbourhood Development Plan

NPPF Core Planning Principle	Regard that the Burley – in - Wharfedale Neighbourhood Development Plan has to guidance
Planning should be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and Neighbourhood Plans setting out a positive vision for the future of the area. Plans should be kept up to date, and be based on joint working and co-operation to address larger than local issues. They should provide a practical framework within which decisions on planning applications can be made with a high	The Parish Council has produced the Submission Plan in line with this guidance. It will provide a framework to ensure that development is genuinely plan-led, and through involvement of the local community in shaping its policies and proposals through consultation, the Plan will empower local people to shape their surroundings. The vision, objectives, policies and proposals in the Plan have been developed with a thorough approach to community engagement. The Plan sets out a positive vision

NPPF Core Planning Principle	Regard that the Burley – in - Wharfedale Neighbourhood Development Plan has to guidance
degree of predictability and efficiency.	for the area up to 2030. The Neighbourhood Plan sets out a concise and practical suite of policies (17 in total) to guide development management decisions.
Planning should not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives.	The Submission Neighbourhood Plan offers the local community the opportunity to shape the future development of Burley – in - Wharfedale in a creative way, ensuring that its quality and distinctiveness is enhanced by protecting important local green spaces, supporting existing employment opportunities, protecting community facilities, whilst at the same time supporting new housing and employment growth.
Planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities.	<p>This Submission Neighbourhood Plan refines and amplifies strategic policies set out in the adopted Bradford Replacement Unitary Development Plan and the emerging Bradford Core Strategy. The Submission Neighbourhood Plan seeks to protect existing sources of employment (Policies BW4, BW7, BW8 and BW9). Policy BW7 encourages the development of retail, office, commercial and community uses in Burley – in – Wharfedale local retail centre.</p> <p>Policies BW5 and BW6 support the development of new affordable and market housing and promote the delivery of an appropriate range of types and sizes of housing in relation to the existing stock and the local housing market.</p>
Planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.	The Submission Neighbourhood Plan protects the character, form and setting of Burley – in - Wharfedale under Policy BW1 which indicates that new development should be of good design and in keeping with the

NPPF Core Planning Principle	Regard that the Burley – in - Wharfedale Neighbourhood Development Plan has to guidance
	surrounding area. There should be no significant adverse impact on residential amenity for existing or future residents.
<p>Planning should take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it.</p>	<p>The Burley – in - Wharfedale Neighbourhood Development Plan seeks to protect the surrounding countryside by promoting the development of land within the settlement boundary (Policy BW1) and aims to protect and enhance services and facilities vital to supporting a thriving rural community (Policies BW7, BW8, BW16 and BW17).</p> <p>Development outside Burley – in – Wharfedale’s settlement boundary is restricted (Policy BW2).</p>
<p>Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy).</p>	<p>The Submission Neighbourhood Plan promotes an approach which reduces reliance on the private car and improves the pedestrian environment, for example, through highway design and the incorporation of cycle routes and footpaths in new developments (Policy BW1). Policies BW13, BW14 and BW15 promote improvements to the local footpath/cycle network. Policy BW16 supports the development of new community facilities that are easily accessible by walking, cycling and public transport.</p>
<p>Planning should contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in the Framework.</p>	<p>The Submission Neighbourhood Plan is fully consistent with this principle.</p> <p>The Plan provides a policy framework for protecting local green spaces (Policy BW11), allotments (Policy BW12) and green infrastructure (Policy BW15). This should have a beneficial impact on the natural environment.</p> <p>Proposals for increasing opportunities for walking and cycling have the</p>

NPPF Core Planning Principle	Regard that the Burley – in - Wharfedale Neighbourhood Development Plan has to guidance
	potential to reduce traffic flow through the area, thereby reducing carbon emissions and, with their concomitant environmental improvements, are likely to have a positive impact on air quality.
Planning should encourage the effective use of land by reusing land that has been previously developed (Brownfield land), provided that it is not of high environmental value.	The Submission Plan seeks to safeguard locally important open spaces from new development whilst at the same time encouraging the development of land within the Burley – in – Wharfedale settlement boundary (Policy BW1)
Planning should promote mixed-use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as wildlife, recreation, flood risk mitigation, carbon storage or food production).	The Submission Plan recognises that open space/green infrastructure can perform multiple functions in Policy BW15 and in Policy BW11 which designates several local green spaces.
Planning should conserve heritage assets 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	Policy BW1 requires new development to preserve and enhance Burley – in – Wharfedale’s historic core and Conservation Area whilst Policy BW2 seeks to protect built heritage assets outside the settlement boundary.
Planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable	The Submission Neighbourhood Plan seeks to focus development in sustainable locations by promoting development within Burley - in – Wharfedale’s settlement boundary and facilitates sustainable patterns of transport, by improving local connectivity through improved routes for walking and cycling. (Policies BW1, BW13, BW14 and BW15)
Planning should take account of and support local strategies to	The Neighbourhood Plan is fully in accord with this principle. Policies in

NPPF Core Planning Principle	Regard that the Burley – in - Wharfedale Neighbourhood Development Plan has to guidance
improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural services to meet local needs	the plan safeguard and seek to improve local green spaces (Policy BW11) and allotments (Policy BW12). The Plan also protects local community facilities (Policy BW17) and supports the development of new or extended community and health facilities (Policy BW16).

Have Special Regard to the Desirability of Preserving any Listed Building or its Setting or any Features of Special Architectural or Historic Interest

There are 82 Listed Buildings and Scheduled Monuments in the neighbourhood area which are listed in Appendix 2 of the Submission Neighbourhood Plan and Policies BW1 and BW2 seek to protect and enhance the locally distinctive historic environment.

[Note: this Basic Condition only applies to Neighbourhood Development Orders but has been included for the sake of completeness].

Have Special Regard to the Desirability of Preserving or Enhancing Character or Appearance of any Conservation Area

Policy BW1 seeks to preserve and enhance the character of the Burley – in – Wharfedale Conservation Area.

[Note: this Basic Condition only applies to Neighbourhood Development Orders but has been included for the sake of completeness].

The making of the neighbourhood development plan is not likely to have a significant effect on a European site (as defined in the Conservation of Habitats and Species Regulations 2010(2)) or a European offshore marine site (as defined in the Offshore Marine Conservation (Natural Habitats, &c.) Regulations 2007(3)) (either alone or in combination with other plans or projects).

Strategic Environmental Assessment (SEA)

To meet the ‘basic conditions’ which are specified by law a Neighbourhood Development Plan must be compatible with EU obligations. Furthermore, as at 9th February 2015, Regulation 15 of the 2012 Neighbourhood Planning Regulations was amended to require that when a plan is submitted to the Local Planning Authority it should include either an environmental report prepared in accordance with the applicable regulations or where it has been determined as unlikely to have significant environmental effects, a statement of reasons for the determination. A SEA screening report was prepared to determine whether or not the content of the draft Burley – in - Wharfedale Neighbourhood Plan required a Strategic Environmental Assessment (SEA) in accordance with the European Directive 2001/42/EC and associated Environmental Assessment of Plans and Programmes Regulations 2004. A Habitats Regulations Assessment screening report was also undertaken to determine whether a Habitats Regulations Assessment (HRA) is required in accordance with Article 6(3) of the EU Habitats

Directive and with Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended). The draft screening report was subsequently sent to the relevant statutory bodies: Natural England, Historic England and the Environment Agency to clarify whether they agreed with the SEA/HRA Screening Reports' findings as to whether the plan requires a full SEA and/or HRA assessment.

Requirement for HRA / legislative Background

Article 6 (3) of the EU Habitats Directive (Council Directive 92/43/EEC) and regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended) requires that an appropriate assessment of plans and programmes is carried out with regard to the conservation objectives of European Sites (Natura 2000 sites) and that other plans and projects identify any significant effect that is likely for any European Site. In the context of neighbourhood planning, a Habitats Regulation Assessment (HRA) is required where a Neighbourhood Plan is deemed likely to result in significant negative effects occurring on protected European Sites (Natura 2000 sites) as a result of the plan's implementation. The South Pennine Moors Special Protection Area/Special Area of Conservation Phase 2 falls within the neighbourhood area. Consequently, the impact on this site had to be considered.

Screening Determination

Strategic Environmental Assessment (SEA)

A screening assessment to determine the need for a SEA in line with regulations and guidance was undertaken and the screening conclusion can be found in Section 5 of the SEA/HRA Screening Report Update, January 2017. The screening assessment found that it is unlikely that significant environmental effects will occur as a result of the implementation of the Burley – in - Wharfedale Neighbourhood Plan. Consequently, from the findings of the screening assessment it was recommended that a full SEA does not need to be undertaken for the Burley – in - Wharfedale Neighbourhood Plan. This was confirmed through the responses from Historic England, Natural England and the Environment Agency (Appendix 1 of the SEA/HRA Screening Report Update, January 2017).

HRA

A screening assessment to determine the need for HRA in line with regulations and guidance was undertaken and the screening conclusion can be found in Section 6 of the SEA/HRA Screening Report Update, January 2017. It found that it was unlikely that the neighbourhood plan will

result in any significant negative impacts on internationally designated wildlife sites which have not already been examined and addressed as part of the Habitats Regulations Assessment conducted for the Bradford Core Strategy and Proposed Modifications. As such, it was recommended that a full Appropriate Assessment is not required. This was confirmed through the response from Natural England although it was highlighted that the incorrect qualifying species had been identified in the original SEA/HRA Screening Report and a number of changes to the draft Neighbourhood Plan were also suggested. The SEA/HRA Screening Report has been updated to incorporate the correct qualifying species for the South Pennine Moors SPA/SAC and the Submission Burley – in- Wharfedale Neighbourhood Development Plan has been amended to reflect Natural England’s advice

Contribute to the Achievement of Sustainable Development

The Submission Neighbourhood Development Plan contributes strongly to the achievement of sustainable development.

Paragraphs 6-10 of the National Planning Policy Framework outline the Government’s definition of sustainable development.

The UK Government’s interpretation of the concept of sustainable development builds on that of the UN resolution 24/187, which is ‘meeting the needs of the present without compromising the ability of future generations to meet their own needs.’

The NPPF amplifies this simple definition, at paragraph 7, stating that sustainable development has three dimensions, economic, social and environmental. Planning needs to perform a number of roles in relation to these issues:

- ❑ “an economic role - contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- ❑ a social role - supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of the present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well- being; and

- an environmental role - contributing to protecting and enhancing our natural, built and historic environment; and as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.”

In Paragraph 6, the NPPF states that “the policies in paragraphs 18-219, taken as a whole, constitute the Government’s view of what sustainable development in England means in practice for the planning system”.

Table 1 above gives a clear and comprehensive narrative of how the framework complies with the Core Planning Principles of the NPPF, and by corollary, the achievement of sustainable development.

Table 2 below summarises how the policies in the Submission Burley - in Wharfedale Neighbourhood Development Plan contribute to the economic, social and environmental aspects of sustainable development.

Table 2: Submission Plan’s contribution to the economic, social and environmental aspects of sustainable development.

Sustainable Development Role	Neighbourhood Development Plan’s Contribution
Economic	The Submission Neighbourhood Plan seeks to improve accessibility to local employment opportunities by protecting existing employment premises (Policy BW9) and supports the Burley-in-Wharfedale local centre (Policies BW7 and BW8)
Social	The Neighbourhood Plan sets a strong framework that will help to support the achievement of sustainable social development. The plan protects local community facilities and promotes health and well-being by protecting green spaces and allotments and improving the local footpath/cycleway network in order to maximise accessibility to residents. (Policies BW1, BW11, BW12, BW13, BW14, BW15, BW16 and BW17). A mix of housing and the provision of affordable housing is encouraged (Policies BW5 and BW6)
Environmental	The Submission Neighbourhood Plan includes a number of policies (Policies BW1, BW2, BW3 and BW4) that seek to protect and enhance the character, form and setting of Burley-in-Wharfedale. Local green spaces are identified for protection from development. Green infrastructure is protected and enhanced (Policy BW15).

Be in General Conformity with Strategic Local Planning Policy

The Submission Neighbourhood Plan is in general conformity with strategic Local Plan policies contained in the adopted Replacement Unitary Development Plan 2005 and has been prepared with regard to the reasoning and evidence informing the emerging Bradford Core Strategy.

Planning Practice Guidance 2014 para 009 advises that *“Neighbourhood plans, when brought into force, become part of the development plan for the neighbourhood area. They can be developed before or at the same time as the local planning authority is producing its Local Plan.”*

A draft neighbourhood plan or Order must be in general conformity with the strategic policies of the development plan in force if it is to meet the basic condition. A draft Neighbourhood Plan or Order is not tested against the policies in an emerging Local Plan although the reasoning and evidence informing the Local Plan process may be relevant to the consideration of the basic conditions against which a neighbourhood plan is tested.”

Table 3 below sets out the way that the Neighbourhood Plan conforms to the relevant strategic policies from the Adopted Plan and has had regard to the reasoning and evidence informing the policies in the emerging Bradford Core Strategy.

Table 3 Conformity with Local Strategic Planning Policy

<i>Burley-in-Wharfedale Neighbourhood Development Plan</i>	<i>Replacement Bradford Unitary Development Plan, 2005</i>	<i>Reasoning and Evidence – Emerging Bradford Core Strategy Policies</i>
<p>Policy BW1 – New Development Within the Settlement Boundary</p> <p>Burley in Wharfedale has a distinctive character which is derived from its historic core and setting within the Wharfe Valley. To conserve and enhance this, all new development proposals will be expected to reinforce the existing character of the settlement and to integrate with their surroundings. To achieve this, proposals for new development within the settlement boundary as shown on Map 2, will be required to demonstrate consideration of the following:</p> <p>a. Appropriate use of materials. The use of traditional natural materials, where possible and appropriate in terms of the design and quality of the development proposal, taking into account the</p>	<p>Policy UDP3 New development will need to ensure that the quality of the built and natural environment is maintained and where practical improved. In particular development should:</p> <ol style="list-style-type: none"> (1) promote sustainable design and enshrine the principles of good urban design (2) maintain or enhance heritage assets, environmental resources and biodiversity. (3) maintain or enhance the character or quality of the environment. <p>Policy UR3 Development will be permitted provided that it does not have an adverse effect on: the surrounding environment; or the occupants of adjoining land.</p>	<p>Strategic Core Policy 1 (SC1): Overall Approach and Key Spatial Priorities (extract) A. Manage the delivery of development and change to meet the needs of the district to 2030 in order to deliver the Spatial Vision and achieve sustainable development in line with National Planning Policy Framework. B. Planning decisions as well as plans, strategies, programmes and investment decisions should seek to:</p> <ol style="list-style-type: none"> 1. Transform economic, environmental and social conditions of the District 2. Manage and spread the benefits of continued growth of the Bradford economy as part of the Leeds City Region. 3. Enhance the role of Bradford District within the wider Leeds City Region as an important business location with a good supply of labour, housing, services including retail and associated community provision. 4. Optimise the opportunities provided by the close proximity of Leeds Bradford

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
<p>character of the site and the surrounding area.</p> <p>b. New building should be well related to accessible open spaces in order to contribute towards healthy lifestyles.</p> <p>c. Proposals should take account of, and be well integrated with, the existing settlement pattern and surrounding uses;</p> <p>d. New development within the settlement boundary but on the edge of the settlement should respect the character of the surrounding landscape, provide views out to the landscape where possible and appropriate, and, where possible, avoid the formation of a hard edge to the village boundary. (See also Policy BW3)</p> <p>e. The height, shape and layout</p>	<p>Policy TM2</p> <p>Planning permission for new development or change of use will not be granted unless:</p> <p>(1) the Council is satisfied that the proposal does not adversely affect existing and proposed transport infrastructure or services, including public transport and walking and cycling facilities, in the vicinity of the site, or the local environment; or</p> <p>(2) improvements considered necessary by the Council to overcome any adverse impact of the proposal will be secured by agreement or undertaken as part of the development.</p> <p>Policy TM8</p> <p>The Council will require the provision, where appropriate, of new pedestrian and cycle links through development sites and open spaces, especially where these will provide links to existing routes.</p> <p>Policy D1</p> <p>All development proposals should make a positive contribution to the environment and quality of life through high quality design,</p>	<p>International Airport as an international business gateway for the District and the region</p> <p>5. Support, protect and enhance the roles of the Principal Towns of Ilkley, Keighley and Bingley and the Local Growth Centres of Queensbury, Thornton, Silsden and Steeton with Eastburn as hubs for the local economy, housing and community and social infrastructure and encourage diversification of the rural economy of the district.</p> <p>6. Support the Local Service Centres as defined in Policy SC4 to meet local needs for homes and local services.</p> <p>7. Protect and enhance the District’s environmental resources including areas of international and national importance, such as the South Pennine Moors, the character and qualities of the Districts heritage, landscape and countryside and maximise the contribution they can make to the delivery of wider economic and social objectives.</p> <p>8. Ensure resilience and become adaptable to environmental threats to the District</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
<p>of buildings should be planned so as to retain views to the countryside from street level wherever possible (See also Policy BW3).</p> <p>f. Road designs in new developments should seek to reduce traffic speeds by unobtrusive methods, and via the enhancement of the pedestrian environment.</p> <p>g. Cycle routes and footpaths should be incorporated in new developments and link into the wider network (see also Policy BW15):</p> <p>h. External lighting should protect residential amenity, local character and biodiversity from light pollution by ensuring that it is of an appropriate scale, especially in the Conservation Area, where wall mounted</p>	<p>layout and landscaping. In particular they should:</p> <ol style="list-style-type: none"> (1) be well related to the existing character of the locality in terms of design, scale, massing, height and materials; (2) provide a quality setting for the development; (3) retain, and where appropriate enhance, important ecological and landscape features; (4) not intrude on to prominent skylines; (5) relate to existing natural and built features, landmarks or views that contribute to the area; (6) incorporate adequate design arrangements for servicing, waste handling, recycling and storage; (7) allow for flexibility to adapt to meet changing needs and circumstances and provide for access for those with physical disabilities; (8) not harm the amenity of prospective or existing users and residents. <p>Good contemporary design which is sympathetic or complementary to its setting will be welcomed.</p>	<p>and minimise the District’s exposure to those threats.</p> <ol style="list-style-type: none"> 9. Avoid increasing flood risk, and manage land and river catchments for flood mitigation, renewable energy generation, biodiversity enhancement and increased tree cover. 10. Ensure that transport management and investment decisions support and help deliver the spatial strategy, in particular sustainable patterns of development, inclusive access to jobs and facilities, and shift to sustainable forms of movement. 11. Ensure that developments are of high quality and well designed and that they contribute to inclusive built and natural environments which protect and enhance local settings, and heritage and reinforce or create a sense of local character and distinctiveness. <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u></p> <p>Amend the wording as follows:</p> <ol style="list-style-type: none"> ‘5. Support, protect and enhance the roles of the Principal Towns of Ilkley, Keighley

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<p>lights should be given preference and light intensity reduced without compromising safety. Appropriate measures should be taken to minimise the level of light spillage and glare.</p>	<p>Policy D5 Development proposals should be designed so that important existing and new landscape features are incorporated as an integral part of the proposal. In particular proposals should:</p> <ol style="list-style-type: none"> (1) conserve and integrate existing natural features (2) use new landscape features such as planting, shelter belts, green wedges and green corridors to integrate development with the wider landscape (3) integrate new and existing development at the boundaries through the continuity of landscape (4) create areas of habitat value from additional planting rather than purely decorative planting <p>Where appropriate developers will be required to make arrangements for adequate maintenance of any new provision</p> <p>Policy BH7 Development within or which would affect the setting of Conservation Areas will be expected to be of the highest standards of design and to preserve or enhance the</p>	<p>and Bingley and the Local Growth Centres of Burley in Wharfedale, Menston, Queensbury, Thornton, Silsden and Steeton with Eastburn as hubs for the local economy, housing and community and social infrastructure and encourage diversification of the rural economy of the district.’</p> <p>Amend the wording as follows: ‘6. Support the Local Service Centres as defined in Policy SC4 in providing for homes and local services.</p> <p><i>A good quality environment is critical to the social, economic and environmental wellbeing of the District. Pressures on our environmental assets and resources are likely to increase with the demands for growth.</i></p> <p><i>The District is large and diverse, in terms of land area it is mainly ‘rural’ in character. The City of Bradford and the towns of Ilkley, Keighley and Bingley need to provide a strong focus for local communities, in terms of service provision and employment and housing opportunities. Other settlements have the potential to grow in a managed and sustainable way in particular the</i></p>

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	<p>character or appearance of the conservation area.</p>	<p><i>Local Growth Centres derived in Policy SC4. This will help to promote greater self-sufficiency in rural areas.</i></p> <p>Strategic Core Policy 4 (SC4): Hierarchy of Settlements (extract)</p> <p>Local Service Centres and Rural Areas</p> <p>Within the Local Service Centres of Addingham, Baildon, Burley In Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Wilsden the emphasis will be on smaller scale developments which meet local needs 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. Planning decisions and plans, strategies, investment decisions and programmes should seek to:</p> <ol style="list-style-type: none"> 1. Achieve a high standard of design that protects and enhances settlement and landscape diversity and character.

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		<ol style="list-style-type: none"> <li data-bbox="1393 312 2007 507">2. Support innovative means of accessing and delivering services and the reduction of isolation particularly through the development of high speed broadband access in rural areas. <li data-bbox="1393 544 2007 655">3. Retain and improve local services and facilities, particularly in Local Service Centres. <li data-bbox="1393 692 2007 804">4. Support economic diversification, including leisure and tourism offer, live work and home working. <li data-bbox="1393 841 2007 911">5. Meet local needs for both market and affordable housing. <li data-bbox="1393 948 2007 1098">6. Create new and improve existing green areas, networks and corridors including the urban fringe to enhance biodiversity and recreation. <li data-bbox="1393 1134 2007 1331">7. Improve public transport links between Local Service Centres and to the Regional City of Bradford, Principal Towns of Ilkley, Keighley and Bingley, the Regional City of Leeds, and the

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		<p>Principal Towns of Halifax and Skipton.</p> <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u> Amend parts A and B of the policy relating to the Local Growth Centres:</p> <p>‘Local Growth Centres</p> <p>A. Burley in Wharfedale, Menston, Queensbury, and Thornton, Steeton with Eastburn and Silsden are the most sustainable local centres and accessible to higher order settlements such as Bradford, Keighley and Ilkley. All are located along key road and public transport corridors and should therefore make a significant contribution to meeting the districts needs for housing, employment and provide for supporting community facilities.</p> <p>B. The roles of Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury and Thornton as accessible, attractive and vibrant places to live, work and invest should be enhanced.’</p> <p>Amend the first paragraph of the ‘Local Service Centres’ section of Policy SC4 as follows:</p>

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		<p>Local Service Centres and Rural Areas</p> <p>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 developments 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.</p> <p>Planning decisions and plans, strategies, investment decisions and programmes should seek to:</p> <ol style="list-style-type: none"> 1. Achieve a high standard of design that protects and enhances settlement and landscape diversity and character. 2. Support innovative means of accessing and delivering services and the reduction of isolation particularly through the development of high speed broadband access in rural areas. 3. Retain and improve local services and

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		<p>facilities, particularly in Local Service Centres.</p> <p>4. Support economic diversification, including leisure and tourism offer, live work and home working.</p> <p>5. Create new and improve existing green areas, networks and corridors including the urban fringe to enhance biodiversity and recreation.</p> <p>6. Improve public transport links between Local Service Centres and to the Regional City of Bradford, Principal Towns of Ilkley, Keighley and Bingley, the Regional City of Leeds, and the Principal Towns of Halifax and Skipton</p> <p><i>Greater emphasis needs to be placed on the design and management of the public realm. Well-designed places, buildings and public places are essential to achieving and sustaining urban renaissance and reducing crime.</i></p> <p><i>It is important that the growth and change which occurs within the Local Growth Centres is achieved without detracting significantly from their character and distinctiveness. Elements that should be</i></p>

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		<p><i>protected wherever possible include valued open spaces within settlements, and historic buildings and their settings.</i></p> <p>Strategic Core Policy SC9: Making Great Places</p> <p>A. Planning decisions as well as plans, development proposals and investment decisions should contribute to creating high quality places, and attractive, cohesive, sustainable settlements through:</p> <ol style="list-style-type: none"> 1. Understanding the place and wider context, and taking opportunities to improve areas and make them as good as they can be. 2. Being place specific by responding to the District’s distinctive features and character, and being appropriate to the local context. 3. Creating a strong sense of place through the design of the buildings, streets and spaces. 4. Providing a well-connected network of attractive routes and spaces that are safe and easy to move around for all members of the community. 5. Designing places which can adapt to changing circumstances and needs, and which will function well over the long

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		<p>term.</p> <p><i>Responding to, and taking advantage of, the district’s distinctive features including its topography, waterways, green networks and landscape features as well as its patterns of development and built form can help create memorable places and reinforce local character. This can be further supported through the arrangement of buildings, routes and spaces and their relationship to each other to provide variety and interest, and attractive, well defined street scenes. Designs should be appropriate to their local context in terms of scale, density, layout and appearance and should not have an adverse impact on the character and amenity of the area.</i></p> <p>Policy TR3: Public Transport, Cycling and Walking (extract)</p> <p>The Council through planning and development decisions and transport policies will safeguard and improve public transport, walking and cycling infrastructure and services through the following measures:</p> <p>A. The accessibility standards, (as set out in Appendix 3), along with the key transport networks for highway and bus (as identified in LTP 3 Appendix C) and the rail network, will be</p>

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		<p>used to guide the allocation and phasing of development sites in Allocations DPD and the Area Action Plans DPD. Development should make use of walking, cycling and existing public transport services or provide a focus and investment for viable new services.</p> <p>F. Require that the layout of new development encourages walking and cycling by taking the opportunities to connect to the existing street and path network, local facilities and public transport in obvious and direct ways.</p> <p>G. Require that new development creates attractive places that encourage walking and cycling by providing a permeable network of routes that are well overlooked, and which balance the needs of all users by treating highways as streets rather than as roads.</p> <p><i>Strategic improvements to walking and cycling are also set out in the Local Transport Plan, Local Infrastructure Plan and Bradford’s Cycling Strategy. Localised improvements will also be sought through the planning application process, through the design and layout and of high quality developments</i></p> <p>Policy HO9: Housing Quality</p>

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		<p>A. New housing development should be high quality and achieve good design.</p> <p>B. The Council will encourage all new housing developments to meet the highest possible sustainable design and construction standards. Subject to feasibility and / or viability, the minimum acceptable standards with reference to the Code for Sustainable Homes or any national equivalent will be: n Code Level 4 from the date of adoption, and n Zero Carbon Housing from 1st April 2016</p> <p>C. New homes should be designed to be accessible and easily adaptable to support the changing needs of families and individuals over their lifetime, including people with disabilities.</p> <p>D. New development should provide private outdoor space for homes, unless site constraints make this clearly unfeasible and/or unviable.</p> <p>E. New homes should be well laid out internally and should provide suitable space standards appropriate to the type of home. Rooms should receive adequate levels of daylight.</p> <p>F. New development should provide adequate storage for bins, recycling and cycles. These should be located or designed in a way which is both convenient for residents and supports the quality of the street scene.</p>

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		<p>G. Specific guidance on housing quality and design on an area or site basis will be set out as necessary in the Allocations DPD, Bradford City Centre and Shipley & Canal Road AAPs and Neighbourhood Plans. Higher standards of sustainable design and construction may be required for certain sites or areas where it is feasible and viable to do so.</p> <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u></p> <p>Amend Policy HO9 as follows:</p> <p>‘A. New housing development should be high quality and achieve good design.</p> <p>B. The Council will encourage and support new residential developments to achieve high sustainable design and construction standards. Subject to feasibility and / or viability, the minimum acceptable sustainable housing standards are set out in the building regulations</p> <p>C. Larger housing sites should include a proportion of new homes which are designed to be accessible and easily adaptable to support the changing needs of families and individuals over their lifetime, including older</p>

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		<p>people and people with disabilities.</p> <p>D. New development should provide private outdoor space for homes, unless site constraints make this clearly unfeasible and/or unviable.</p> <p>E. New homes should be well laid out internally and should provide suitable space standards appropriate to the type of home. Rooms should receive adequate levels of daylight.</p> <p>F. New development should provide adequate storage for bins, recycling and cycles. These should be located or designed in a way which is both convenient for residents and supports the quality of the street scene.</p> <p>G. Specific guidance on housing quality and design on an area or site basis will be set out as necessary in the Allocations DPD, Bradford City Centre and Shipley & Canal Road AAPs and Neighbourhood Plans. Higher standards of sustainable design and construction may be required for certain sites or areas where it is feasible and viable to do so.'</p> <p><i>Well designed homes can improve people's quality of life through the appearance and feel of the dwelling, the provision of private outdoor space, well laid out rooms and natural light. Homes which</i></p>

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		<p><i>are designed to be adaptable can enable people to stay within their communities when their circumstances change such as having a family, growing old or developing a disability. A lack of space within homes has been shown to impact on basic lifestyle needs, as well as people’s health, educational attainment and family relationships.</i></p> <p><i>Criterion G allows for further guidance on housing quality and design on an area or site basis to be set out as necessary in the Allocations DPD, Bradford City Centre and Shipley & Canal Road AAP’s and Neighbourhood Plans.</i></p> <p>Policy DS1: Achieving Good Design Planning Decisions including Plans, development proposals, and investment decisions should contribute to achieving good design and high quality places through:</p> <ul style="list-style-type: none"> A. Taking a holistic, collaborative approach to design putting the quality of the place first. B. Being informed by a good understanding of the site/area and its context. C. Working with local communities and key stakeholders to develop shared visions for the future of their areas. D. Taking opportunities to improve places, including transforming areas which have the potential for change and supporting the

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		<p>regeneration aspirations of the district.</p> <p>E. Referring schemes where appropriate to design review and acting on the recommendations of the review.</p> <p>F. Taking a comprehensive approach to redevelopment in order to avoid piecemeal development which would compromise wider opportunities and the proper planning of the area.</p> <p><i>For plans and development proposals there should be evidence of an analysis of the existing landscape, movement patterns and urban character as well as consideration of any relevant strategies, regeneration initiatives and opportunities which may exist to improve the area. Early engagement with local communities and key stakeholders can help to identify opportunities and aspirations which can then be used to inform plans and designs. During the course of the plan some communities may seek to prepare Neighbourhood Development Plans which could set out design guidance and visions for their areas.</i></p> <p>Policy DS3: Urban Character Plans and development proposals should create a strong sense of place and be</p>

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		<p>appropriate to their context in terms of layout, scale, density, details and materials. In particular designs should:</p> <ul style="list-style-type: none"> A. Respond to the existing positive patterns of development which contribute to the character of the area, or be based on otherwise strong ideas. Innovative and contemporary approaches to design which respond to and complement the local context will be supported. B. Retain and integrate existing built features which could contribute to creating a distinctive identity. C. Take opportunities to create new public spaces, landmark buildings, landscape features (including street trees), views and public art as an integral part of the design. D. Provide variety on larger developments with different character areas and a hierarchy of street types. E. Create attractive streetscapes and spaces which are defined and animated by the layout, scale and appearance of the buildings. F. Display architectural quality and create original architecture or tailor standard solutions to the site. G. Contribute positively to skylines through the roofscape of new development.

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		<p>H. Ensure that tall buildings are appropriate to their location, are of high quality design and that they do not detract from key views or heritage assets or create unacceptable local environmental conditions.</p> <p>I. Design shop front units which are consistent with the character, scale, quality and materials of the existing façade, building and street scene of which they form part.</p> <p><i>Many places in Bradford District have positive patterns of development which provide them with a distinctive character. This can include:</i></p> <ul style="list-style-type: none"> - <i>The layout of buildings, streets and spaces, building forms and densities, and plot shapes and sizes.</i> - <i>The relationship of the built form to the landform and landscape.</i> - <i>The use of materials and details and the architectural style/local vernacular.</i> - <i>The history, culture and traditions of the area.</i> <p><i>Design proposals should identify and seek to respond to and reinforce locally distinctive patterns of development</i></p> <p>Policy DS4: Streets and Movement Plans and development proposals should take the opportunities to encourage people to walk, cycle and use public transport through:</p>

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		<p>A. Creating a network of routes which are well overlooked and convenient and easy for all people to understand and move around.</p> <p>B. Connecting to existing street and path networks, public transport and places where people want to go in obvious and direct ways, and where necessary improving existing routes and public transport facilities.</p> <p>C. Integrating existing footpaths/cycle routes on the site into the development.</p> <p>D. Take an approach to highway design which supports the overall character of the place and which encourages people to use streets as social spaces rather than just as routes for traffic movement.</p> <p>E. Take a design led approach to car parking so that it supports the street scene and pedestrian environment whilst also being convenient and secure.</p> <p><i>A key factor of successful places is the ease with which people can move around them. Therefore design proposals should seek to create a network of connected streets and spaces which give people maximum choice in making their journeys, with a presumption in favour of walking, cycling and public transport. Layouts based around long cul-de-sacs</i></p>

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		<p><i>should be avoided.</i></p> <p><i>New streets and paths should be connected to existing routes and developments to create neighbourhoods which are easy to move around and where people can easily access local services and facilities. It is important that connections to existing routes are designed to be clear, direct, well lit and safe.</i></p>
<p>Policy BW2 – Development Outside the Settlement Boundary</p> <p>Development proposals outside the settlement boundary as shown on Map 2 need to satisfy national and local policies relating to development within the Green Belt and will be supported when they, where appropriate:</p> <p>a) do not have an adverse impact on the cultural, ecological and archaeological importance of key features of Wharfedale; and</p> <p>b) protect moorland habitats; and</p> <p>c) protect and enhance the role of the River Wharfe for green infrastructure (see also Policy</p>	<p>Policy UDP3</p> <p>New development will need to ensure that the quality of the built and natural environment is maintained and where practical improved. In particular development should:</p> <ol style="list-style-type: none"> (1) promote sustainable design and enshrine the principles of good urban design (2) maintain or enhance heritage assets, environmental resources and biodiversity. (3) maintain or enhance the character or quality of the environment. <p>Policy D1</p> <p>All development proposals should make a positive contribution to the environment and</p>	<p>Strategic Core Policy 1 (SC1): Overall Approach and Key Spatial Priorities (extract)</p> <p>A. Manage the delivery of development and change to meet the needs of the district to 2030 in order to deliver the Spatial Vision and achieve sustainable development in line with National Planning Policy Framework. B. Planning decisions as well as plans, strategies, programmes and investment decisions should seek to:</p> <ol style="list-style-type: none"> 1. Transform economic, environmental and social conditions of the District 2. Manage and spread the benefits of continued growth of the Bradford economy as part of the Leeds City Region. 3. Enhance the role of Bradford District within the wider Leeds City Region as an

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<p>BW15); and</p> <p>d) where appropriate, preserve field patterns, tree cover and “the wider context of moorland, river and woodland; and</p> <p>e) do not have an adverse impact on natural and built heritage assets.</p>	<p>quality of life through high quality design, layout and landscaping. In particular they should:</p> <ol style="list-style-type: none"> (1) be well related to the existing character of the locality in terms of design, scale, massing, height and materials; (2) provide a quality setting for the development; (3) retain, and where appropriate enhance, important ecological and landscape features; (4) not intrude on to prominent skylines; (5) relate to existing natural and built features, landmarks or views that contribute to the area; (6) incorporate adequate design arrangements for servicing, waste handling, recycling and storage; (7) allow for flexibility to adapt to meet changing needs and circumstances and provide for access for those with physical disabilities; (8) not harm the amenity of prospective or existing users and residents. <p>Good contemporary design which is sympathetic or complementary to its setting will be welcomed.</p>	<p>important business location with a good supply of labour, housing, services including retail and associated community provision.</p> <ol style="list-style-type: none"> 4. Optimise the opportunities provided by the close proximity of Leeds Bradford International Airport as an international business gateway for the District and the region 5. Support, protect and enhance the roles of the Principal Towns of Ilkley, Keighley and Bingley and the Local Growth Centres of Queensbury, Thornton, Silsden and Steeton with Eastburn as hubs for the local economy, housing and community and social infrastructure and encourage diversification of the rural economy of the district. 6. Support the Local Service Centres as defined in Policy SC4 to meet local needs for homes and local services. 7. Protect and enhance the District’s environmental resources including areas of international and national importance, such as the South Pennine Moors, the character and qualities of the Districts heritage, landscape and

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	<p>Policy D5 Development proposals should be designed so that important existing and new landscape features are incorporated as an integral part of the proposal. In particular proposals should:</p> <ol style="list-style-type: none"> (1) conserve and integrate existing natural features (2) use new landscape features such as planting, shelter belts, green wedges and green corridors to integrate development with the wider landscape (3) integrate new and existing development at the boundaries through the continuity of landscape (4) create areas of habitat value from additional planting rather than purely decorative planting <p>Where appropriate developers will be required to make arrangements for adequate maintenance of any new provision</p> <p>Policy NE3A Within the landscape character areas identified in Policy NE3 development likely to</p>	<p>countryside and maximise the contribution they can make to the delivery of wider economic and social objectives.</p> <ol style="list-style-type: none"> 8. Ensure resilience and become adaptable to environmental threats to the District and minimise the District’s exposure to those threats. 9. Avoid increasing flood risk, and manage land and river catchments for flood mitigation, renewable energy generation, biodiversity enhancement and increased tree cover. 10. Ensure that transport management and investment decisions support and help deliver the spatial strategy, in particular sustainable patterns of development, inclusive access to jobs and facilities, and shift to sustainable forms of movement. 11. Ensure that developments are of high quality and well designed and that they contribute to inclusive built and natural environments which protect and enhance local settings, and heritage and reinforce or create a sense of local character and distinctiveness.

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	<p>affect the appearance of the landscape will be assessed having regard to the extent to which it would:</p> <ul style="list-style-type: none"> • cause unacceptable visual intrusion; • introduce or remove incongruous landscape elements; • cause the disturbance or loss of or help to maintain: <p>(1) landscape elements that contribute to local distinctiveness;</p> <p>(2) historic elements which contribute significantly to landscape character and quality, such as field, settlement or road patterns, and landform;</p> <p>(3) semi-natural vegetation which is characteristic of that landscape type;</p> <p>(4) the visual condition of landscape elements.</p>	<p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u></p> <p>Amend the wording as follows:</p> <p>‘5. Support, protect and enhance the roles of the Principal Towns of Ilkley, Keighley and Bingley and the Local Growth Centres of Burley in Wharfedale, Menston, Queensbury, Thornton, Silsden and Steeton with Eastburn as hubs for the local economy, housing and community and social infrastructure and encourage diversification of the rural economy of the district.’</p> <p>Amend the wording as follows:</p> <p>‘6. Support the Local Service Centres as defined in Policy SC4 in providing for homes and local services.</p> <p><i>The District offers a high quality environment, including Green Flag award winning Public Parks and gardens and Moorland countryside. The character and qualities of the countryside needs to be protected and enhanced in their own right, as well as for the important species and habitats they</i></p>

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		<p><i>include. It also offers a key opportunity to stimulate new economic activity, particularly for more isolated and peripheral rural areas.</i></p> <p>Strategic Core Policy SC8: Protecting the South Pennine Moors and their Zone of Influence Development will not be permitted where it would be likely to lead to an adverse effect upon the integrity, directly or indirectly, of the South Pennine Moors Special Protection Area and Special Area of Conservation. To ensure these sites are not harmed, a number of zones have been identified:</p> <p>Zone A No development involving a net increase in dwellings would be permitted within a suitable buffer area around the upland heath/ South Pennine Moors (normally 400m) unless, as an exception, the form of residential development would not have an adverse effect upon the sites' integrity.</p> <p>Zone Bi Zone Bi would apply between 400m and 2.5km of the designated Site boundary Within Zone Bi the Council will take a precautionary approach to the review and</p>

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		<p>identification of potential Greenfield sites for development based on an assessment of carrying capacity using the available evidence from bird and habitat surveys and appropriate additional monitoring. The underlying principles will be to avoid loss or degradation of areas outside European Sites that are important to the integrity of sites and that sufficient foraging resources continue to be available, in order to ensure the survival of bird populations.</p> <p>Zone Bii Zone Bii would apply between 2.5km and up to 7km of the designated Site boundary Within Zone Bii appropriate assessment is still likely to identify significant adverse effects in combination with other proposals, however appropriate avoidance or mitigation measures should allow development to take place.</p> <p>Zones Bi and Bii Within Zones Bi (taking into account the need to avoid loss or degradation of areas outside European Sites that are important to the integrity of the sites) and Zone Bii residential developments that result in a net increase of one or more dwellings will be required to contribute to:</p> <ol style="list-style-type: none"> 1. The provision of additional natural

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		<p>greenspace and appropriate facilities to deflect pressure from moorland habitats and the long-term maintenance and management of that greenspace.</p> <p>2. The implementation of access management measures, which may include further provision of wardens, in order to reduce the impact of visitors</p> <p>3. A programme of habitat management and manipulation and subsequent monitoring and review of measures</p> <p>To mitigate impacts on European Sites due to the increase in population, an approach will be adopted that sets out a mechanism for the calculation of the planning contribution.</p> <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u></p> <p>Delete Policy SC8 in full and replace with comprehensively redrafted policy as follows:</p> <p>‘Strategic Core Policy (SC8): Protecting the South Pennine Moors SPA and the South Pennine Moors SAC and their zone of influence</p> <p>In this Policy:</p>

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		<p>Zone A is land up to 400m from the South Pennine Moors Special Protection Area (“SPA”) and South Pennine Moors Special Area of Conservation (“SAC”) boundary;</p> <p>Zone B is land up to 2.5km from the SPA and SAC boundary; and.</p> <p>Zone C is land up to 7km from the SPA and SAC boundary.</p> <p>Subject to the derogation tests of Article 6(4) of the Habitats Directive, in all Zones development will not be permitted where it would be likely to lead, directly or indirectly, to an adverse effect (either alone or in combination with other plans or projects), which cannot be effectively mitigated, upon the integrity of the SPA or the SAC.</p> <p>In conducting the above assessment the following approach will apply:</p> <p>In Zone A no development involving a net increase in dwellings would be permitted unless, as an exception, the development and/or its use would not have an adverse effect</p>

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		<p>upon the integrity of the SPA or SAC.</p> <p>In Zone B it will be considered, based on such evidence as may be reasonably required, whether land proposed for development affects foraging habitat for qualifying species of the SPA.</p> <p>In Zone C, in respect of residential developments that result in a net increase of one or more dwellings, it will be considered how recreational pressure on the SPA or SAC, that such development might cause, will be effectively mitigated. The mitigation may be:</p> <p>(i) such that the developer elects to offer, either onsite and / or deliverable outside the boundary of the development site, such as the provision of accessible natural greenspace and/or other appropriate measures; or</p> <p>(ii) in the form of a financial contribution from the developer to:</p> <ol style="list-style-type: none"> 1. the provision of additional natural greenspace and appropriate measures to deflect pressure from moorland habitats and the long-term maintenance and management of that greenspace; 2. the implementation of access management

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		<p>measures, which may include further provision of wardens, in order to reduce the impact of visitors;</p> <p>3. a programme of habitat management and manipulation and subsequent monitoring and review of measures.</p> <p>To mitigate impacts on the SPA and SAC due to the increase in population, an SPD will set out a mechanism for the calculation of the financial contributions, by reference to development types, the level of predicted recreational impact on the SPA or SAC, and the measures upon which such contributions will be spent.’</p> <p>Sub Area Policy WD1: Wharfedale (extract) <u>D. Environment</u></p> <ol style="list-style-type: none"> 1. Recognise the importance of cultural associations, ecological significance, archaeological interest (as the setting of pre-historic remains) and landscape character of Rombald’s Ridge and its contribution towards the setting and visitor appeal of Ilkley. 2. Protect and enhance the integrity and mosaic of moorland habitats of Ilkley Moor and Rombalds Moor, areas of

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		<p>importance to the North Pennines SPA/SAC and views from Rombald’s ridge towards the Yorkshire Dales.</p> <ol style="list-style-type: none"> 3. Protect and enhance the role of the River Wharfe, as a key green infrastructure corridor and the ecosystem services it provides in relation to biodiversity, water quality, flood risk reduction, formal and informal recreation and connection to national assets beyond the District boundary. 4. Recognise the importance of field patterns, tree cover and the wider context of moorland, river and woodland in providing habitats for a diverse range of species and contributing towards Wharfedale’s distinctive character and its role as a gateway to the wider countryside. 5. Conserve and enhance the designated and undesignated heritage assets. <p>Policy EN4: Landscape A. Development Decisions as well as Plans, policies and proposals should make a positive contribution towards the conservation,` management and enhancement of the diversity</p>

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		<p>of landscapes within the District of:</p> <ul style="list-style-type: none"> • Airedale • Rombalds Ridge • Thornton and Queensbury • Wharfedale • Esholt Tong Valley • South Bradford • Pennine Upland • Worth and North Beck Valley • Wilsden <p>This should use the approach set out in the Landscape Character Assessment SPD.</p> <p>B. The following criteria will also be used to assess whether change can be considered acceptable:</p> <ol style="list-style-type: none"> 1. The potential for adverse landscape and/ or visual effects 2. The importance of cultural associations, historic elements in the landscape and the setting of settlements and heritage assets 3. The opportunity to contribute towards positive restoration of landscapes, particularly in the urban fringe, achieve greater habitat connectivity, enhancement of characteristic semi-natural vegetation and accessible

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		<p>natural greenspace</p> <p>In circumstances where impacts can be managed and the degree of change made acceptable, contributions need to relate to the scale of the project under consideration, the significance of any assets affected.</p> <p>Where there is potential for adverse landscape and/ or visual effects, a landscape and visual impact assessment or appraisal will be required. Proposals also need to fulfil the criteria set out in Policy DS2 Working with the Landscape.</p> <p><i>A detailed landscape character assessment of the District has been carried out, subject to consultation and published in the adopted Landscape Character SPD.</i></p> <p><i>The character of the Districts' landscapes is very varied, ranging from the rugged open moorland of the South Pennine uplands to rolling farmland, and open river valleys to wooded hillsides. The diversity of landscape character areas, form an important element in Bradford's identity and the quality of life of its residents. The landscape backdrop is a significant influence on the character of individual settlements. Identified landscape character is</i></p>

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		<p><i>therefore considered to be a key component of local distinctiveness that helps to create a ‘sense of place’.</i></p> <p>Policy DS2: Working with the Landscape Planning Decisions including Plans and development proposals should take advantage of existing features, integrate development into the wider landscape and create new quality spaces. Wherever possible designs should:</p> <ul style="list-style-type: none"> A. Retain existing landscape and ecological features and integrate them within developments as positive assets. B. Work with the landscape to reduce the environmental impact of development. C. Take opportunities to link developments into the wider landscape and green space networks. D. Ensure that new landscape features and open spaces have a clear function, are visually attractive and fit for purpose, and have appropriate management and maintenance arrangements in place. E. Use plant species which are appropriate to the local character and conditions. <p><i>Landscape and ecological features can include the</i></p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p><i>following: trees and woodlands, hedgerows, rivers, canals and streams, ponds, reservoirs and mill dams, wetlands, green networks and wildlife corridors, the topography including natural valley landforms, the orientation of the landform, stone walls including field patterns, species rich grassland, rock outcrops Retaining and responding to existing features can provide the opportunity to create memorable and distinctive places if used in a positive manner. For instance they can inform the layout of development and form the basis for open spaces, focal points, views and character areas.</i></p>
<p>Policy BW3 – Views</p> <p>Development should not adversely affect important views out of and into the village. Where appropriate, development proposals should take into account any adverse impacts on the views listed below and identified on Map 4, through landscape appraisals and impact studies.</p> <p>a. View from Burley Moor to village</p>	<p>Policy UDP3</p> <p>New development will need to ensure that the quality of the built and natural environment is maintained and where practical improved. In particular development should:</p> <ol style="list-style-type: none"> (1) promote sustainable design and enshrine the principles of good urban design (2) maintain or enhance heritage assets, environmental resources and biodiversity. (3) maintain or enhance the character or 	<p>Policy EN4: Landscape</p> <p>A. Development Decisions as well as Plans, policies and proposals should make a positive contribution towards the conservation,` management and enhancement of the diversity of landscapes within the District of:</p> <ul style="list-style-type: none"> • Airedale • Rombalds Ridge • Thornton and Queensbury • Wharfedale • Esholt Tong Valley • South Bradford • Pennine Upland

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
<p>b. View from Sun Lane bridleway to Burley Moor</p> <p>c. View to the Chevin</p> <p>d. View to the northern slopes of the valley to Askwith and Clifton from Burley Woodhead School</p> <p>Where development proposals are in close proximity to open areas of countryside, they should take into account any adverse impacts on visual links to the countryside from within the development and from public roads and open spaces.</p>	<p>quality of the environment.</p> <p>Policy D1</p> <p>All development proposals should make a positive contribution to the environment and quality of life through high quality design, layout and landscaping. In particular they should:</p> <p>(1) be well related to the existing character of the locality in terms of design, scale, massing, height and materials;</p> <p>(2) provide a quality setting for the development;</p> <p>(3) retain, and where appropriate enhance, important ecological and landscape features;</p> <p>(4) not intrude on to prominent skylines;</p> <p>(5) relate to existing natural and built features, landmarks or views that contribute to the area;</p> <p>(6) incorporate adequate design arrangements for servicing, waste handling, recycling and storage;</p> <p>(7) allow for flexibility to adapt to meet changing needs and circumstances and provide for access for those with physical disabilities;</p>	<ul style="list-style-type: none"> • Worth and North Beck Valley • Wilsden <p>This should use the approach set out in the Landscape Character Assessment SPD.</p> <p>B. The following criteria will also be used to assess whether change can be considered acceptable:</p> <ol style="list-style-type: none"> 1. The potential for adverse landscape and/ or visual effects 2. The importance of cultural associations, historic elements in the landscape and the setting of settlements and heritage assets 3. The opportunity to contribute towards positive restoration of landscapes, particularly in the urban fringe, achieve greater habitat connectivity, enhancement of characteristic semi-natural vegetation and accessible natural greenspace <p>In circumstances where impacts can be managed and the degree of change made acceptable, contributions need to relate to the scale of the project under consideration, the significance of any assets affected.</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
	<p>(8) not harm the amenity of prospective or existing users and residents. Good contemporary design which is sympathetic or complementary to its setting will be welcomed.</p>	<p>Where there is potential for adverse landscape and/ or visual effects, a landscape and visual impact assessment or appraisal will be required. Proposals also need to fulfil the criteria set out in Policy DS2 Working with the Landscape.</p> <p><i>Within Bradford open moorland provides the backdrop to the wide shallow valleys of the rivers Aire and Wharfe, where locations along the moorland edge offer long extensive views.</i></p>
<p>Policy BW4 – Housing on Infill Sites Within Burley Settlement Boundary</p> <p>Proposals for housing development on infill sites within the settlement boundary for Burley village (see Map 2) will be supported when they:</p> <ul style="list-style-type: none"> a) re-use previously developed land or existing buildings; b) would not lead to the loss of a community facility (see Policy BW17) or source of local 	<p>Policy UDP1</p> <p>The location of development to meet the needs of the district will be made by:</p> <ul style="list-style-type: none"> (1) focusing on the urban areas (2) encouraging the most effective use of brownfield sites and buildings (3) concentrating development in areas with good public transport links (4) concentrating development in areas with proximity to essential and wider facilities and services (5) phasing the release of land for housing development 	<p>Strategic Core Policy 1 (SC1): Overall Approach and Key Spatial Priorities (extract)</p> <p>A. Manage the delivery of development and change to meet the needs of the district to 2030 in order to deliver the Spatial Vision and achieve sustainable development in line with National Planning Policy Framework. B. Planning decisions as well as plans, strategies, programmes and investment decisions should seek to:</p> <ul style="list-style-type: none"> 1. Transform economic, environmental and social conditions of the District 2. Manage and spread the benefits of continued growth of the Bradford

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
<p>employment (see Policy BW9); and</p> <p>c) they would not result in the loss of an open space identified as being important to the community (see Policies BW11 and BW12), or</p> <p>d) they would not lead to the loss of a residential garden which is important to the distinctive, spacious character of a particular area.</p>	<p>Policy BH10 Planning permission for the development of important open areas of land or gardens within or adjacent to a Conservation Area will not be granted if the land:</p> <p>(1) makes a significant contribution to the character of the Conservation Area.</p> <p>(2) provides an attractive setting for the buildings within it</p> <p>(3) is important to the historical form and layout of the settlement</p> <p>(4) affords the opportunity for vistas in or out of the Conservation Area which are historically or visually significant</p> <p>(5) contains natural water features trees and hedgerows which the development proposals propose to destroy</p>	<p>economy as part of the Leeds City Region.</p> <p>3. Enhance the role of Bradford District within the wider Leeds City Region as an important business location with a good supply of labour, housing, services including retail and associated community provision.</p> <p>4. Optimise the opportunities provided by the close proximity of Leeds Bradford International Airport as an international business gateway for the District and the region</p> <p>5. Support, protect and enhance the roles of the Principal Towns of Ilkley, Keighley and Bingley and the Local Growth Centres of Queensbury, Thornton, Silsden and Steeton with Eastburn as hubs for the local economy, housing and community and social infrastructure and encourage diversification of the rural economy of the district.</p> <p>6. Support the Local Service Centres as defined in Policy SC4 to meet local needs for homes and local services.</p> <p>7. Protect and enhance the District’s environmental resources including</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>areas of international and national importance, such as the South Pennine Moors, the character and qualities of the Districts heritage, landscape and countryside and maximise the contribution they can make to the delivery of wider economic and social objectives.</p> <p>8. Ensure resilience and become adaptable to environmental threats to the District and minimise the District’s exposure to those threats.</p> <p>9. Avoid increasing flood risk, and manage land and river catchments for flood mitigation, renewable energy generation, biodiversity enhancement and increased tree cover.</p> <p>10. Ensure that transport management and investment decisions support and help deliver the spatial strategy, in particular sustainable patterns of development, inclusive access to jobs and facilities, and shift to sustainable forms of movement.</p> <p>11. Ensure that developments are of high quality and well designed and that they contribute to inclusive built and natural environments which protect and</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>enhance local settings, and heritage and reinforce or create a sense of local character and distinctiveness.</p> <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u></p> <p>Amend the wording as follows:</p> <p>‘5. Support, protect and enhance the roles of the Principal Towns of Ilkley, Keighley and Bingley and the Local Growth Centres of Burley in Wharfedale, Menston, Queensbury, Thornton, Silsden and Steeton with Eastburn as hubs for the local economy, housing and community and social infrastructure and encourage diversification of the rural economy of the district.’</p> <p>Amend the wording as follows:</p> <p>‘6. Support the Local Service Centres as defined in Policy SC4 in providing for homes and local services.</p> <p>Strategic Core Policy 4 (SC4): Hierarchy of</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>Settlements (extract)</p> <p>Local Service Centres and Rural Areas</p> <p>Within the Local Service Centres of Addingham, Baildon, Burley In Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Wilsden the emphasis will be on smaller scale developments which meet local needs 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. Planning decisions and plans, strategies, investment decisions and programmes should seek to:</p> <ol style="list-style-type: none"> 1. Achieve a high standard of design that protects and enhances settlement and landscape diversity and character. 2. Support innovative means of accessing and delivering services and the reduction of isolation particularly through the development of high speed broadband access in rural areas.

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>3. Retain and improve local services and facilities, particularly in Local Service Centres.</p> <p>4. Support economic diversification, including leisure and tourism offer, live work and home working.</p> <p>5. Meet local needs for both market and affordable housing.</p> <p>6. Create new and improve existing green areas, networks and corridors including the urban fringe to enhance biodiversity and recreation.</p> <p>7. Improve public transport links between Local Service Centres and to the Regional City of Bradford, Principal Towns of Ilkley, Keighley and Bingley, the Regional City of Leeds, and the Principal Towns of Halifax and Skipton.</p> <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u></p> <p>Amend parts A and B of the policy relating to</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>the Local Growth Centres:</p> <p>‘Local Growth Centres</p> <p>A. Burley in Wharfedale, Menston, Queensbury, and Thornton, Steeton with Eastburn and Silsden are the most sustainable local centres and accessible to higher order settlements such as Bradford, Keighley and Ilkley. All are located along key road and public transport corridors and should therefore make a significant contribution to meeting the districts needs for housing, employment and provide for supporting community facilities.</p> <p>B. The roles of Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury and Thornton as accessible, attractive and vibrant places to live, work and invest should be enhanced.’</p> <p>Amend the first paragraph of the ‘Local Service Centres’ section of Policy SC4 as follows:</p> <p>Local Service Centres and Rural Areas</p> <p>Within the Local Service Centres of Addingham, Baildon, Cottingley, Cullingworth, Denholme,</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>East Morton, Harden, Haworth, Oakworth, Oxenhope, Wilsden the emphasis will be on a smaller scale of developments 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.</p> <p>Planning decisions and plans, strategies, investment decisions and programmes should seek to:</p> <ol style="list-style-type: none"> 1. Achieve a high standard of design that protects and enhances settlement and landscape diversity and character. 2. Support innovative means of accessing and delivering services and the reduction of isolation particularly through the development of high speed broadband access in rural areas. 3. Retain and improve local services and facilities, particularly in Local Service Centres. 4. Support economic diversification, including leisure and tourism offer, live work and home

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>working.</p> <p>5. Create new and improve existing green areas, networks and corridors including the urban fringe to enhance biodiversity and recreation.</p> <p>6. Improve public transport links between Local Service Centres and to the Regional City of Bradford, Principal Towns of Ilkley, Keighley and Bingley, the Regional City of Leeds, and the Principal Towns of Halifax and Skipton</p> <p><i>It is important that the growth and change which occurs within the Local Growth Centres is achieved without detracting significantly from their character and distinctiveness. Elements that should be protected wherever possible include valued open spaces within settlements, and historic buildings and their settings.</i></p> <p>Policy HO1: The District’s Housing Requirement (extract)</p> <p>A. Provision will be made within the Local Plan to facilitate the scale of new housing development as set out in Table HO1.</p> <p>B. After allowing for net completions over the</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>period 2004-13 and an allowance for the projected reduction in the number of vacant homes, the Local Plan will allocate land to meet the remaining requirement for at least 42,100 homes over the period 2013 to 2030;</p> <p>C. Forthcoming DPDs will assess the projected losses to the existing housing stock from clearance and change of use and increase the level of allocations to compensate accordingly</p> <p>Policy HO2: Strategic Sources of Housing Supply</p> <p>A. The dwelling targets set out in Policy HO1 will be met through:</p> <ol style="list-style-type: none"> 1. Housing completions since April 2004 and 2. Existing commitments with planning permission and 3. Unimplemented but deliverable or developable sites allocated for residential development in the RUDP 4. Safeguarded land sites identified in the RUDP 5. Additional new deliverable and developable sites allocated for housing development within the forthcoming Local Plan Development Plan Documents: <ul style="list-style-type: none"> • the Allocations DPD • the Bradford City Centre AAP • the Shipley & Canal Road AAP and

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<ul style="list-style-type: none"> • Local Neighbourhood Plans. <p>B. Specific area based initiatives to help deliver the supply targets will include:</p> <ol style="list-style-type: none"> 1. Growth areas as follows: <ol style="list-style-type: none"> i) The development of an Urban Eco Settlement in the Shipley and Canal Road Corridor ii) Bradford City Centre iii) SE Bradford, and iv) Queensbury, Thornton , Silsden and Steeton With Eastburn. 2. An urban extension at Holme Wood; 3. Local green belt releases where consistent with the Plan’s sustainability principles and where other sources of supply have proved insufficient within the relevant settlement or strategic planning sub area. <p>Policy HO3: Distribution of Housing Development (extract)</p> <p>A. In accordance with the vision and spatial principles set out in this Plan, the forthcoming Allocations, Bradford City Centre and Shipley & Canal Road DPD’s will allocate sufficient land to meet the residual housing requirement of 42,100 for the district between April 2013 and April 2030. This requirement will be apportioned as follows:</p> <p>3,500 (8% of the district total) within the</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>Bradford City Centre Area AAP; 3,200 (8% of the district total) within the Shipley & Canal Road Corridor AAP; 35,400 (84% of the district total) within the Allocations DPD.</p> <p>B. The Apportionments between the different settlements of the district will be as follows:</p> <p>Local Service Centres (3,350) Divided as follows:</p> <ul style="list-style-type: none"> Addingham 200 East Morton 100 Baildon 450 Harden 100 Burley In Wharfedale 200 Haworth 500 Cottingley 200 Menston 400 Cullingworth 350 Oakworth 200 Denholme 350 Oxenhope 100 Wilsden 200 <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u></p> <p>The following modifications are made to Policy</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>HO3:</p> <p>Policy HO3: Distribution of Housing Development</p> <p>A. In accordance with the vision and spatial principles set out in this Plan, the forthcoming Allocations, Bradford City Centre and Shipley & Canal Road DPD’s will allocate sufficient land to meet the residual housing requirement of at least 42,100 for the district between April 2013 and April 2030. This requirement will be apportioned as follows:</p> <p>3,500 (8.3% of the district total) within the Bradford City Centre Area AAP; 3,100 (7.4% of the district total) within the Shipley & Canal Road Corridor AAP; 35,500 (84.3% of the district total) within the Allocations DPD</p> <p>The following modifications are made to Policy HO3:</p> <p>B. The Apportionments between the different settlements of the district will be as follows:</p> <p>The Principal Towns (6,900) Divided as follows:</p> <p>Ilkley 1,000 Bingley 1,400 Keighley 4,500</p> <p>Local Growth Centres (4,900) Divided as follows:</p> <p>Burley in Wharfedale 700 Menston 600</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies														
		<p>Queensbury 1,000 Steeton with Eastburn 700 Silsden 1,200 Thornton 700</p> <p>Local Service Centres (2,550) Divided as follows:</p> <table data-bbox="1395 539 2000 807"> <tr> <td>Addingham 200</td> <td>East Morton 100</td> </tr> <tr> <td>Baildon 350</td> <td>Harden 100</td> </tr> <tr> <td>Haworth 400</td> <td></td> </tr> <tr> <td>Cottingley 200</td> <td>Menston 400</td> </tr> <tr> <td>Cullingworth 350</td> <td>Oakworth 200</td> </tr> <tr> <td>Denholme 350</td> <td>Oxenhope 100</td> </tr> <tr> <td>Wilsden 200</td> <td></td> </tr> </table> <p>Modifications are made to part B and C of the policy as follows:</p> <p>B. The plan period will be split into 2 phases with phase 1 covering the first 8 years and the second phase the final 7 years of the plan period to 2030. The Allocations DPD will therefore need to allocate sufficient land to meet 8/15 of its housing requirement as specified in Policy HO3 within the first phase and 7/15 of its housing requirement within the second phase.</p>	Addingham 200	East Morton 100	Baildon 350	Harden 100	Haworth 400		Cottingley 200	Menston 400	Cullingworth 350	Oakworth 200	Denholme 350	Oxenhope 100	Wilsden 200	
Addingham 200	East Morton 100															
Baildon 350	Harden 100															
Haworth 400																
Cottingley 200	Menston 400															
Cullingworth 350	Oakworth 200															
Denholme 350	Oxenhope 100															
Wilsden 200																

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>C. Detailed proposals for the allocation of sites within these phases and the trigger mechanisms for releasing land will be set out within the Allocations DPD but will be based on the following principles:</p> <p>Criteria 7 of Policy HO4 is amended as follows:</p> <p>7. The need to ensure an even delivery pattern within smaller settlements and rural areas where sites are aimed at meeting local and affordable housing need over the whole period of the Local Plan.</p> <p>Additional criteria D and E are inserted as follows:</p> <p>D. Consideration will be given to bringing forward large or complex sites within the first phase where this would aid delivery in full in the plan period or where it would help to secure required investment and infrastructure;</p> <p>E. The Council will maintain a five year supply (plus NPPF buffer) of deliverable housing sites through considering release of the subsequent phase of sites to help address any persistent shortfall.</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>Within Table HO3 delete the following from the Local Service Centres section and then insert the same text within the Local Growth Centres section:</p> <p>“Burley In Wharfedale 518” “Menston 362”</p> <p>Amend the first line of the Local Growth Centres section of the table as flows: Local Growth Centres 3,076</p> <p>Amend the first line of the Local service Centres section of the table as follows: Local Service Centres 3,970</p> <p>Policy HO6: Maximising the Use of Previously Developed Land (extract)</p> <p>A. In order to meet both the objectives of delivering housing growth and managing that growth in a sustainable way, the plans, programmes and strategies of the Council will give priority to the development of previously developed land and buildings. This will mean achieving the maximum possible overall proportion of housing development on previously developed land consistent with:</p> <ol style="list-style-type: none"> 1. the deliverable and developable land supply; 2. the need to maintain a 5 year land supply of deliverable sites;

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>3. the need to coordinate development with infrastructure provision; and 4. the need to maintain delivery of the scale and type of homes required throughout the plan period;</p> <p>B. District wide, a minimum of 50% of total new housing development over the Local Plan period will be on previously developed land.</p> <p>C. In order to achieve the district wide target of 50%, the Allocations, Bradford City Centre and Shipley and Canal Road DPDs should bring forward land and manage its release so as to deliver at least the following proportions of housing development on previously developed land:</p> <p>In the Local Service Centres a minimum of 35%</p> <p>D. The Council will monitor performance against these targets and will take action if performance slips outside of the defined acceptable ranges as set out in the housing implementation framework.</p> <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u></p> <p>Amend Policy HO6 as follows: 'A. that growth in a sustainable way, the plans, programmes and strategies of the Council will give priority to the development of previously</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>developed land and buildings. This will mean achieving the maximum possible overall proportion of housing development on previously developed land consistent with:</p> <ol style="list-style-type: none"> 1. the deliverable and developable land supply; 2. the need to maintain a 5 year land supply of deliverable sites; 3. the need to coordinate development with infrastructure provision; and 4. the need to maintain delivery of the scale and type of homes required throughout the plan period; <p>B. District wide, 50% of total new housing development over the Local Plan period will be on previously developed land.</p> <p>C. In order to achieve the district wide target of 50%, the Allocations, Bradford City Centre and Shipley and Canal Road DPD's should bring forward land and manage its release so as to deliver the following proportions of housing development on previously developed land:</p> <ul style="list-style-type: none"> • In the Regional City of Bradford 55% • In the Principal Towns 50% <p>In the Local Growth Centres 15%</p> <ul style="list-style-type: none"> • In the Local Service Centres 35% <p>D. The Council will monitor performance</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>against these targets and will take action if performance slips outside of the defined acceptable ranges as set out in the housing implementation framework.'</p> <p><i>If growth in Bradford is to be accommodated in a sustainable way then it is essential that the land supply available for development is used in the most effective way. This means making best use of previously developed (brownfield) land which is currently deliverable for the provision of new homes and using a range of direct and indirect initiatives to bring forward other areas of such land over the plan period.</i></p>
<p>Policy BW5 – Mix and Type of Housing</p> <p>All new housing proposals for 10 units or more, or on sites of 0.4ha and above, will be expected to provide range of housing types and/or sizes, including terraced houses, detached properties and bungalows. In providing these homes developers should also have regard to the surrounding area, avoiding unsympathetic house types in sensitive locations and seeking to use</p>	<p>Policy UR3</p> <p>Development will be permitted provided that it does not have an adverse effect on:</p> <p>the surrounding environment; or</p> <p>the occupants of adjoining land.</p> <p>Policy D1</p> <p>All development proposals should make a positive contribution to the environment and</p>	<p>Policy HO8: Housing Mix A. The council, will ensure that a mix and balance of housing is provided to meet the needs of the district’s growing and diverse population.</p> <p>B. 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 or information. The location and nature of the site and its surroundings and the profile of the existing stock in the area should also be considered.</p>

<i>Burley-in-Wharfedale Neighbourhood Development Plan</i>	<i>Replacement Bradford Unitary Development Plan, 2005</i>	<i>Reasoning and Evidence – Emerging Bradford Core Strategy Policies</i>
<p>mix as a means of offering a housing choice to the whole community and adding variety to the street scene.</p>	<p>quality of life through high quality design, layout and landscaping. In particular they should:</p> <ol style="list-style-type: none"> (1) be well related to the existing character of the locality in terms of design, scale, massing, height and materials; (2) provide a quality setting for the development; (3) retain, and where appropriate enhance, important ecological and landscape features; (4) not intrude on to prominent skylines; (5) relate to existing natural and built features, landmarks or views that contribute to the area; (6) incorporate adequate design arrangements for servicing, waste handling, recycling and storage; (7) allow for flexibility to adapt to meet changing needs and circumstances and provide for access for those with physical disabilities; (8) not harm the amenity of prospective or existing users and residents. <p>Good contemporary design which is sympathetic or complementary to its setting will be welcomed.</p>	<p>C. Specific guidance on housing mix on an area or site basis will be set out as necessary in the Allocations DPD, Bradford City Centre and Shipley & Canal Road AAPs and Neighbourhood Plans.</p> <p>D. Within the district there will be a need for all types and sizes of housing but there should be a particular emphasis of the following strategic priorities:</p> <ol style="list-style-type: none"> 1. Delivering more family housing across the district 2. Delivering sufficient affordable housing in accordance with Policy HO11 and meeting the needs of people on lower incomes and first time buyers 3. Increasing the supply of larger homes across the district, particularly in areas suffering from high levels of overcrowding 4. Increasing the supply of accessible housing which is able to meet people’s needs throughout their lives 5. Increasing the supply of high quality flats, particularly in city and town centres and accessible locations 6. Supporting the provision of specialist accommodation for older people in suitable locations and in areas of greatest demand

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		<p><i>Housing choice is essential in meeting the wider housing needs of the district. Sustainable mixed communities require a variety of housing in terms of size, type, tenure and price to meet the needs of different households. A key objective is to ensure that planned housing growth will deliver a mix and balance of housing, which meets the future needs of the district’s population.</i></p> <p><i>Developments will be expected to take account of housing need and demand, have regard to the composition of the local housing stock and to respond to site related issues through imaginative design solutions.</i></p> <p>Policy HO9: Housing Quality</p> <p>A. New housing development should be high quality and achieve good design.</p> <p>B. The Council will encourage all new housing developments to meet the highest possible sustainable design and construction standards. Subject to feasibility and / or viability, the minimum acceptable standards with reference to the Code for Sustainable Homes or any national equivalent will be: n Code Level 4 from the date of adoption, and n Zero Carbon Housing from 1st April 2016</p> <p>C. New homes should be designed to be accessible and easily adaptable to support the</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>changing needs of families and individuals over their lifetime, including people with disabilities.</p> <p>D. New development should provide private outdoor space for homes, unless site constraints make this clearly unfeasible and/or unviable.</p> <p>E. New homes should be well laid out internally and should provide suitable space standards appropriate to the type of home. Rooms should receive adequate levels of daylight.</p> <p>F. New development should provide adequate storage for bins, recycling and cycles. These should be located or designed in a way which is both convenient for residents and supports the quality of the street scene.</p> <p>G. Specific guidance on housing quality and design on an area or site basis will be set out as necessary in the Allocations DPD, Bradford City Centre and Shipley & Canal Road AAPs and Neighbourhood Plans. Higher standards of sustainable design and construction may be required for certain sites or areas where it is feasible and viable to do so.</p> <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u></p> <p>Amend Policy HO9 as follows:</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>'A. New housing development should be high quality and achieve good design.</p> <p>B. The Council will encourage and support new residential developments to achieve high sustainable design and construction standards. Subject to feasibility and / or viability, the minimum acceptable sustainable housing standards are set out in the building regulations</p> <p>C. Larger housing sites should include a proportion of new homes which are designed to be accessible and easily adaptable to support the changing needs of families and individuals over their lifetime, including older people and people with disabilities.</p> <p>D. New development should provide private outdoor space for homes, unless site constraints make this clearly unfeasible and/or unviable.</p> <p>E. New homes should be well laid out internally and should provide suitable space standards appropriate to the type of home. Rooms should receive adequate levels of daylight.</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>F. New development should provide adequate storage for bins, recycling and cycles. These should be located or designed in a way which is both convenient for residents and supports the quality of the street scene.</p> <p>G. Specific guidance on housing quality and design on an area or site basis will be set out as necessary in the Allocations DPD, Bradford City Centre and Shipley & Canal Road AAPs and Neighbourhood Plans. Higher standards of sustainable design and construction may be required for certain sites or areas where it is feasible and viable to do so.'</p> <p><i>A key objective for the district is to ensure that new housing creates popular neighbourhoods with high standards of quality and design. It is important that new housing is designed to create high quality places where people aspire to live, which supports strong communities and healthy lifestyles, and responds to the impacts of climate change. Delivering a sufficient supply of high quality housing is critical to supporting economic growth and facilitating a low carbon economy.</i></p>

<i>Burley-in-Wharfedale Neighbourhood Development Plan</i>	<i>Replacement Bradford Unitary Development Plan, 2005</i>	<i>Reasoning and Evidence – Emerging Bradford Core Strategy Policies</i>
<p>Policy BW6 – Provision of Affordable Housing</p> <p>All proposals for new housing on developments of five units or more should provide up to 15% affordable housing, taking into account site viability.</p> <p>Affordable housing should generally be provided on-site and must be fully integrated with the market housing throughout the development.</p> <p>Affordable housing must be visually indistinguishable from the market housing.</p> <p>Affordable housing must be of a type, size and tenure that meets local needs.</p>	<p>Policy H9 On planning applications for substantial residential development the Council will negotiate for a proportion of affordable housing based on the extent and type of need, the suitability of the site or building in the case of conversions, and the economics of provision.</p> <p>Policy H10 The Council will permit affordable housing development in rural areas which meets a proven local need that cannot be accommodated in any other way, on land that would not normally receive planning permission for residential development provided that it satisfies all of the following criteria:</p> <p>(1) it would not undermine the purposes of the Green Belt in that area</p> <p>(2) it is within the settlement or forms a small scale natural extension to it</p> <p>(3) it has satisfactory arrangements that both ensure the housing remains affordable and reserves the housing for local needs. These arrangements shall remain in force in perpetuity.</p>	<p>Strategic Core Policy 4 (SC4): Hierarchy of Settlements (extract)</p> <p>Local Service Centres and Rural Areas</p> <p>Within the Local Service Centres of Addingham, Baildon, Burley In Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Wilsden the emphasis will be on smaller scale developments which meet local needs 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. Planning decisions and plans, strategies, investment decisions and programmes should seek to:</p> <ol style="list-style-type: none"> 1. Achieve a high standard of design that protects and enhances settlement and landscape diversity and character. 2. Support innovative means of accessing and delivering services and the reduction of isolation particularly through the development of high speed

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>broadband access in rural areas.</p> <ol style="list-style-type: none"> 3. Retain and improve local services and facilities, particularly in Local Service Centres. 4. Support economic diversification, including leisure and tourism offer, live work and home working. 5. Meet local needs for both market and affordable housing. 6. Create new and improve existing green areas, networks and corridors including the urban fringe to enhance biodiversity and recreation. 7. Improve public transport links between Local Service Centres and to the Regional City of Bradford, Principal Towns of Ilkley, Keighley and Bingley, the Regional City of Leeds, and the Principal Towns of Halifax and Skipton. <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u></p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>Amend parts A and B of the policy relating to the Local Growth Centres:</p> <p>‘Local Growth Centres</p> <p>A. Burley in Wharfedale, Menston, Queensbury, and Thornton, Steeton with Eastburn and Silsden are the most sustainable local centres and accessible to higher order settlements such as Bradford, Keighley and Ilkley. All are located along key road and public transport corridors and should therefore make a significant contribution to meeting the districts needs for housing, employment and provide for supporting community facilities.</p> <p>B. The roles of Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury and Thornton as accessible, attractive and vibrant places to live, work and invest should be enhanced.’</p> <p>Amend the first paragraph of the ‘Local Service Centres’ section of Policy SC4 as follows:</p> <p>Local Service Centres and Rural Areas</p> <p>Within the Local Service Centres of Addingham,</p>

<i>Burley-in-Wharfedale Neighbourhood Development Plan</i>	<i>Replacement Bradford Unitary Development Plan, 2005</i>	<i>Reasoning and Evidence – Emerging Bradford Core Strategy Policies</i>
		<p>Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope, Wilsden the emphasis will be on a smaller scale of developments 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.</p> <p>Planning decisions and plans, strategies, investment decisions and programmes should seek to:</p> <ol style="list-style-type: none"> 1. Achieve a high standard of design that protects and enhances settlement and landscape diversity and character. 2. Support innovative means of accessing and delivering services and the reduction of isolation particularly through the development of high speed broadband access in rural areas. 3. Retain and improve local services and facilities, particularly in Local Service Centres. 4. Support economic diversification, including

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>leisure and tourism offer, live work and home working.</p> <p>5. Create new and improve existing green areas, networks and corridors including the urban fringe to enhance biodiversity and recreation.</p> <p>6. Improve public transport links between Local Service Centres and to the Regional City of Bradford, Principal Towns of Ilkley, Keighley and Bingley, the Regional City of Leeds, and the Principal Towns of Halifax and Skipton</p> <p>Policy HO11: Affordable Housing (extract)</p> <p>A. The council will work with partners to ensure that there is a sufficient supply of good quality affordable housing distributed throughout the district, particularly in the areas of highest need.</p> <p>B. Subject to viability, the council will negotiate for up to the following proportions of affordable housing on residential developments:</p> <p>Up to 30% in Wharfedale</p> <p>Affordable housing should be provided on-site and be indistinguishable from and well integrated with market housing, unless off-site</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>provision or a financial contribution can be robustly justified and would support the creation of inclusive and mixed communities.</p> <p>C. Affordable housing will be required on sites of 15 dwellings or more and on sites over 0.4 hectares in size. The site size threshold is lowered to 5 dwellings in Wharfedale</p> <p>D. The council will seek to ensure an appropriate mix of affordable housing in terms of size, type and tenure having regard to robust evidence of local need, site suitability and viability.</p> <p>E. Where an applicant can provide robust, up to date and verifiable evidence to support the view that a site would be unviable if affordable housing targets are required then the exact amount of affordable housing, or financial contribution to be delivered, will be determined by economic viability having regard to individual site and market conditions.</p> <p>Rural Affordable Housing</p> <p>F. Consideration will be given to allocating rural exception sites within specific rural settlements in the Allocations DPD and in Neighbourhood Plans where sufficient affordable sites to meet local need cannot otherwise be delivered.</p> <p>G. The criteria for assessing speculative proposals for rural exceptions via planning</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>applications will be set out in the Allocations DPD and will give priority to protecting the most sensitive sites and those areas of land where development would significantly undermine the openness of the green belt.</p> <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u></p> <p>Amend criterion C under Policy HO11 as follows:</p> <p>‘C. Affordable housing will be required on developments of 15 units or more. The site size threshold is lowered to 5 units or more in Wharfedale, and the villages of Haworth, Oakworth, Oxenhope, Denholme, Cullingworth, Harden, Wilsden, and Cottingley. ‘</p> <p><i>Access to affordable housing is a major issue in the district. Inaccessible home ownership and housing benefit reform is making housing less affordable for many households. Strategic aims for the council are to ensure an adequate supply of affordable homes to buy or rent that match household incomes, build sustainable neighbourhoods by ensuring that new homes of the right type are built in the right</i></p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p><i>location, and to support the economy by new home building and ensuring homes remain affordable.</i></p> <p><i>House price affordability ratios vary across the district, with Wharfedale having affordability ratios similar to the least affordable areas in the region such as North Yorkshire.</i></p>
<p>Policy BW7 – Burley Local Centre</p> <p>Within the defined local centre, (see Map 5), a range of uses will be considered appropriate, including the following:</p> <ul style="list-style-type: none"> a) A1 retail uses, excluding units of 150 square metres gross or more; b) Financial and professional services and places to eat and drink (A2, A3, A4 and A5 uses) c) Community Facilities; d) Residential uses on upper floors; and e) Office uses (B1). 	<p>Policy UDP6</p> <p>To sustain and enhance the vitality and viability of centres, through promoting their role and giving sequential preference to meeting retail, leisure and office development needs within centres</p> <p>Policy CR1A</p> <p>Retail development will be permitted in the following locations:</p> <ul style="list-style-type: none"> (1) within the central shopping areas of the city centre and town centres or, where sites cannot be found within the central shopping areas, a flexible approach having been taken, within the defined boundary of the city or town centres or in the expansion areas where it accords with the Proposals Reports; (2) Within the retail areas of district 	<p>Strategic Core Policy 4 (SC4): Hierarchy of Settlements (extract)</p> <p>Local Service Centres and Rural Areas</p> <p>Within the Local Service Centres of Addingham, Baildon, Burley In Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Wilsden the emphasis will be on smaller scale developments which meet local needs 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. Planning decisions and plans, strategies, investment decisions and programmes should seek to:</p> <ul style="list-style-type: none"> 1. Achieve a high standard of design that

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
	<p>centres, and within local centres, as defined on the Proposals Map; provided it is of a scale which is compatible with the role of the centre and the catchment it serves, and, together with recent and potential development arising from unimplemented current planning permissions, would be unlikely to have an adverse effect on the vitality and viability of any equivalent or higher order centre.</p> <p>Burley-in-Wharfedale is identified as a Local Centre</p> <p>Policy CR3A Small shops will be permitted provided that the development would not lead to the creation of a shop or group of shops which collectively would have an adverse effect on the vitality or viability of the city centre or any named town, district or local centre.</p> <p>Policy TM2 Planning permission for new development or</p>	<p>protects and enhances settlement and landscape diversity and character.</p> <p>2. Support innovative means of accessing and delivering services and the reduction of isolation particularly through the development of high speed broadband access in rural areas.</p> <p>3. Retain and improve local services and facilities, particularly in Local Service Centres.</p> <p>4. Support economic diversification, including leisure and tourism offer, live work and home working.</p> <p>5. Meet local needs for both market and affordable housing.</p> <p>6. Create new and improve existing green areas, networks and corridors including the urban fringe to enhance biodiversity and recreation.</p> <p>7. Improve public transport links between Local Service Centres and to the Regional City of Bradford, Principal</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
	<p>change of use will not be granted unless:</p> <p>(1) the Council is satisfied that the proposal does not adversely affect existing and proposed transport infrastructure or services, including public transport and walking and cycling facilities, in the vicinity of the site, or the local environment; or</p> <p>(2) improvements considered necessary by the council to overcome any adverse impact of the proposal will be secured by agreement or undertaken as part of the development.</p> <p>Policy D1 All development proposals should make a positive contribution to the environment and quality of life through high quality design, layout and landscaping. In particular they should:</p> <p>(1) be well related to the existing character of the locality in terms of design, scale, massing, height and materials;</p> <p>(2) provide a quality setting for the development;</p> <p>(3) retain, and where appropriate enhance, important ecological and</p>	<p>Towns of Ilkley, Keighley and Bingley, the Regional City of Leeds, and the Principal Towns of Halifax and Skipton.</p> <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u></p> <p>Amend parts A and B of the policy relating to the Local Growth Centres:</p> <p>‘Local Growth Centres</p> <p>A. Burley in Wharfedale, Menston, Queensbury, and Thornton, Steeton with Eastburn and Silsden are the most sustainable local centres and accessible to higher order settlements such as Bradford, Keighley and Ilkley. All are located along key road and public transport corridors and should therefore make a significant contribution to meeting the districts needs for housing, employment and provide for supporting community facilities.</p> <p>B. The roles of Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury and Thornton as accessible, attractive and vibrant places to live, work and invest should</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
	<p>landscape features;</p> <p>(4) not intrude on to prominent skylines;</p> <p>(5) relate to existing natural and built features, landmarks or views that contribute to the area;</p> <p>(6) incorporate adequate design arrangements for servicing, waste handling, recycling and storage;</p> <p>(7) allow for flexibility to adapt to meet changing needs and circumstances and provide for access for those with physical disabilities;</p> <p>(8) not harm the amenity of prospective or existing users and residents.</p> <p>Good contemporary design which is sympathetic or complementary to its setting will be welcomed.</p>	<p>be enhanced.'</p> <p>Amend the first paragraph of the 'Local Service Centres' section of Policy SC4 as follows:</p> <p>Local Service Centres and Rural Areas</p> <p>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 developments 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.</p> <p>Planning decisions and plans, strategies, investment decisions and programmes should seek to:</p> <ol style="list-style-type: none"> 1. Achieve a high standard of design that protects and enhances settlement and landscape diversity and character. 2. Support innovative means of accessing and

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>delivering services and the reduction of isolation particularly through the development of high speed broadband access in rural areas.</p> <p>3. Retain and improve local services and facilities, particularly in Local Service Centres.</p> <p>4. Support economic diversification, including leisure and tourism offer, live work and home working.</p> <p>5. Create new and improve existing green areas, networks and corridors including the urban fringe to enhance biodiversity and recreation.</p> <p>6. Improve public transport links between Local Service Centres and to the Regional City of Bradford, Principal Towns of Ilkley, Keighley and Bingley, the Regional City of Leeds, and the Principal Towns of Halifax and Skipton</p> <p>Sub Area Policy WD1: Wharfedale (extract) <u>C. Economic Development</u></p> <p>1. Ilkley will have an important role as the Principal Town in Wharfedale with cultural, retail, tourism and leisure functions.</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>2. Support the role of Ilkley Town Centre as a location for a mix of retail, leisure and office development, on an appropriate scale, benefiting from excellent rail and road connectivity.</p> <p>3. Support the centres of Burley-in-Wharfedale, Addingham and Menston for limited retail and leisure development to meet day to day needs and benefit from excellent road and/or rail links.</p> <p>Policy EC5: City, Town, District and Local Centres (extract) Planning decisions, plans, town centre strategies, investment decisions and programmes should seek to sustain and enhance the vitality and viability of a network and hierarchy of centres in the Bradford District (Figure EC1) by ensuring that new, appropriate scale of retail, leisure and office development is encouraged in sequentially preferable locations.</p> <p>D. The following 46 Local Centres within urban areas and villages should be the focus for appropriately sized local supermarkets and a variety of small shops of a local nature to meet</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>people’s day to day needs and minimise their need to travel.</p> <p>Addingham, Allerton, Baildon, Barkerend Road, Bolton Junction, Burley-in-Wharfedale, Carlisle Road/Whetley Hill, Clayton, Cottingley, Crossflatts, Cross Road (Keighley), Cullingworth, Denholme, Duckworth Lane, Eccleshill, Fell Lane/Oakworth Road (Keighley), Frizinghall, Harden, Haworth (Main Street), Haworth (Mill Hey), Heaton, Holme Wood, Horton Grange, Idle, Laisterdyke, Leeds Road, Lidget Green, Low Moor, Marshfields (Manchester Road), Menston, Oak Lane (Manningham), Oakworth, Princeville, Queensbury, Riddlesden, Saltaire, Silsden, Steeton with Eastburn, Sticker Lane, Thornton, Undercliffe, White Abbey Road, Wibsey, Wilsden, Wrose, Wyke.</p> <p>E. The sequential test will apply to all planning applications for main town centre uses that are not in an existing centre and are not in accordance with the Development Plan Documents. Main town centre uses (as defined in NPPF Annex 2) should be located in centres, then in edge of centre locations and only if</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>suitable sites are not available should out of centre sites be considered.</p> <p>When considering edge of centre and out of centre proposals, preference will be given to accessible sites that are well connected to the centre. Applicants and the Council will demonstrate flexibility on issues such as format and scale. The sequential test will not be applied to applications for small scale rural offices or other small scale rural development.</p> <p>F. When assessing applications for retail, office and leisure development not in accordance with the Development Plan Documents and in an edge of centre or out of centre location, the Council will require an impact assessment if development is over:</p> <ol style="list-style-type: none"> 1. 1,500 square metres gross of floor space for Bradford city centre 2. 1,000 square metres gross of floor space for Keighley, Shipley, Bingley, Ilkley 3. 500 square metres gross of floor space for District Centres. 4. 200 square metres gross of floor space for Local Centres <p>I. Small Shop Units (under 150 square metres gross of floor space) within walking distance of most residential properties will be permitted,</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>provided that the development will not lead to the creation of a shop or group of small shops which collectively would have a significant adverse impact on the vitality and viability of the network and hierarchy of City, Town, District and Local Centres.</p> <p><i>The Bradford District Retail and Leisure Study (2013) as the evidence base, has informed Policy EC5 City, town, district and local centres. The Core Strategy objectives include strengthening the role and performance of the city centre and the town centres. Despite the recent growth in employment in these areas, the Districts city and town centres still require an economic, social and environmental “renaissance”. These centres need to be regarded as the heart of their local communities and efficient hubs of connected economic activity, accessible by public transport.</i></p>
<p>Policy BW8 – Development outside the Defined Local Centre</p> <p>Outside of the defined local centre (Map 5), retail and service development proposals (use Class A2 – Financial and professional services) will be supported when:</p> <p>a) They are under 150 square</p>	<p>Policy UDP6</p> <p>To sustain and enhance the vitality and viability of centres, through promoting their role and giving sequential preference to meeting retail, leisure and office development needs within centres</p> <p>Policy CR3A</p> <p>Small shops will be permitted provided that</p>	<p>Policy EC5: City, Town, District and Local Centres (extract)</p> <p>Planning decisions, plans, town centre strategies, investment decisions and programmes should seek to sustain and enhance the vitality and viability of a network and hierarchy of centres in the Bradford District (Figure EC1) by ensuring that new, appropriate scale of retail, leisure and office development is</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
<p>metres gross floorspace; or</p> <p>b) There are no suitable sites available within, or adjacent to, the local centre; and</p> <p>c) They are within walking distance of most residential properties and will not lead to the creation of a shop or group of small shops which collectively would have a significant adverse impact on the type and range of uses within the defined Burley local centre or the vitality and viability of nearby centres; and</p> <p>d) There is adequate capacity for servicing and they do not adversely impact on traffic flows or parking or increases traffic congestion.</p>	<p>the development would not lead to the creation of a shop or group of shops which collectively would have an adverse effect on the vitality or viability of the city centre or any named town, district or local centre.</p> <p>Policy TM2</p> <p>Planning permission for new development or change of use will not be granted unless:</p> <p>(1) the Council is satisfied that the proposal does not adversely affect existing and proposed transport infrastructure or services, including public transport and walking and cycling facilities, in the vicinity of the site, or the local environment; or</p> <p>(2) improvements considered necessary by the council to overcome any adverse impact of the proposal will be secured by agreement or undertaken as part of the development.</p> <p>Policy D1</p> <p>All development proposals should make a positive contribution to the environment and quality of life through high quality design, layout and landscaping. In particular they</p>	<p>encouraged in sequentially preferable locations.</p> <p>D. The following 46 Local Centres within urban areas and villages should be the focus for appropriately sized local supermarkets and a variety of small shops of a local nature to meet people’s day to day needs and minimise their need to travel.</p> <p>Addingham, Allerton, Baildon, Barkerend Road, Bolton Junction, Burley-in-Wharfedale, Carlisle Road/Whetley Hill, Clayton, Cottingley, Crossflatts, Cross Road (Keighley), Cullingworth, Denholme, Duckworth Lane, Eccleshill, Fell Lane/Oakworth Road (Keighley), Frizinghall, Harden, Haworth (Main Street), Haworth (Mill Hey), Heaton, Holme Wood, Horton Grange, Idle, Laisterdyke, Leeds Road, Lidget Green, Low Moor, Marshfields (Manchester Road), Menston, Oak Lane (Manningham), Oakworth, Princeville, Queensbury, Riddlesden, Saltaire, Silsden, Steeton with Eastburn, Sticker Lane, Thornton, Undercliffe, White Abbey Road, Wibsey, Wilsden, Wrose, Wyke.</p> <p>E. The sequential test will apply to all planning</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
	<p>should:</p> <ol style="list-style-type: none"> (1) be well related to the existing character of the locality in terms of design, scale, massing, height and materials; (2) provide a quality setting for the development; (3) retain, and where appropriate enhance, important ecological and landscape features; (4) not intrude on to prominent skylines; (5) relate to existing natural and built features, landmarks or views that contribute to the area; (6) incorporate adequate design arrangements for servicing, waste handling, recycling and storage; (7) allow for flexibility to adapt to meet changing needs and circumstances and provide for access for those with physical disabilities; (8) not harm the amenity of prospective or existing users and residents. <p>Good contemporary design which is sympathetic or complementary to its setting will be welcomed.</p>	<p>applications for main town centre uses that are not in an existing centre and are not in accordance with the Development Plan Documents. Main town centre uses (as defined in NPPF Annex 2) should be located in centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered.</p> <p>When considering edge of centre and out of centre proposals, preference will be given to accessible sites that are well connected to the centre. Applicants and the Council will demonstrate flexibility on issues such as format and scale. The sequential test will not be applied to applications for small scale rural offices or other small scale rural development.</p> <p>F. When assessing applications for retail, office and leisure development not in accordance with the Development Plan Documents and in an edge of centre or out of centre location, the Council will require an impact assessment if development is over:</p> <ol style="list-style-type: none"> 1. 1,500 square metres gross of floor space for Bradford city centre 2. 1,000 square metres gross of floor space for Keighley, Shipley, Bingley, Ilkley 3. 500 square metres gross of floor space for District Centres.

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>4. 200 square metres gross of floor space for Local Centres</p> <p>I. Small Shop Units (under 150 square metres gross of floor space) within walking distance of most residential properties will be permitted, provided that the development will not lead to the creation of a shop or group of small shops which collectively would have a significant adverse impact on the vitality and viability of the network and hierarchy of City, Town, District and Local Centres.</p> <p><i>The Council, through Policy EC5.1 recognises that as part of existing and new residential developments, there is a need to promote a mix of uses in order to provide opportunities to undertake day to day activities, including work. Policy EC5.1 therefore permits small shop units (under 150 square metres gross of floor space) which are of purely neighbourhood significance within walking distance of most properties provided that the development will not lead to the creation of a shop or a group of small shops which collectively would have a significant adverse impact on the vitality and viability of the network and hierarchy of centres. Small shop units will be particularly valuable in rural areas of the District where they can help to maintain rural services and support a thriving rural</i></p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<i>economy. Proposals for small shop units under 150 square metres gross of floor space are unlikely to prejudice the overall pattern of shopping provision or have a significant adverse impact on the network and hierarchy of city, town, district and local centres.</i>
<p>Policy BW9 - Protecting Existing Employment Premises – Business and Industrial Developments Falling Within Use Classes B1, B2, B8</p> <p>The retention of existing employment land and buildings will be supported. Where planning permission is required, re-development for non-employment uses or change of use of existing employment premises will only be permitted when:</p> <ul style="list-style-type: none"> a) The employment premises have been empty for at least two years and during that time actively marketed for employment use at the current local market rate without securing a viable alternative employment use; and b) The site is no longer suitable 	<p>Policy E4</p> <p>In settlements in rural areas not subject to Policy GB1 the development or redevelopment of existing employment land or buildings for other uses will not be permitted unless:</p> <ul style="list-style-type: none"> (1) the proposal contributes positively to the re-use of a Listed Building or other historic buildings in a Conservation Area; or (2) the proposal contributes positively to preserving or enhancing the character of a Conservation Area; or (3) it is no longer appropriate to continue as an employment use because of the adverse effect on the surrounding land uses; or (4) the building has become functionally redundant for employment use. 	<p>Policy EC4: Sustainable Economic Growth</p> <p>The Council through planning and development decisions and supporting economic development tools will seek to manage economic and employment growth in a sustainable manner. These mechanisms will include:</p> <ul style="list-style-type: none"> A. Assessing all site proposals submitted as potential site allocations against their deliverability and their sustainability. B. Monitoring the availability and suitability of employment sites on a 3 year rolling basis so as to ensure that they continue to meet current or long term needs for economic development and these sites will be protected and retained for such development. A portfolio of the best sites, representing at least a 5 year supply of market ready sites will be identified and

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<p>for such use in terms of location, accessibility, adjacent land uses and environmental impacts</p>		<p>protected for those purposes.</p> <p>C. Refusing Planning Permission for the alternative development, including piecemeal development, of land and buildings currently or last in use for business or industrial purposes within both urban and rural areas unless, it can be demonstrated to the Council that a site is no longer suitable for such use in terms of:</p> <ol style="list-style-type: none"> 1. Location 2. Accessibility 3. Adjacent land uses 4. Environmental impacts 5. Market significance – where it can be shown that the site has been continuously marketed for employment uses at local land values for a period for at least 2 years <p>D. Identifying Strategic Employment Zones within the Allocations DPD where development proposals for non employment uses will not be permitted unless it can be demonstrated that the proposal relates to a use which supports the function of the employment zone as a</p>

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		<p>predominantly industrial area.</p> <p>E. Supporting priority business sectors and clusters through the provision of appropriately located sites and premises.</p> <p>F. Encouraging economic enterprises which develop or enhance the viability of tourism, culture and leisure based activities, and the built and natural environment, whilst having regard to accessibility and sustainable transport local character and design.</p> <p>G. Promoting developments which help diversify and strengthen the rural economy of the District including support for rural industries, reuse of existing buildings, farm diversification , support for live – work opportunities and through the extension of high speed broadband to rural communities.</p> <p>H. Supporting the provision of live- work premises.</p> <p>I. Ensuring that new developments of more than 1000 sq metres of non residential floorspace will meet ‘BREEAM Very Good’ standards on buildings and by 2019 will meet</p>

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		‘BREEAM EXCELLENT’ unless, having regard to the type of development involved and its design, this is not feasible or viable.
<p>Policy BW10 – Design of New Car Parking in Residential Development</p> <p>New housing development will need to address the car parking needs it generates as set out in the Bradford Core Strategy DPD.</p> <p>Wherever possible, car parking should be accommodated within the curtilage of the dwelling in the form of garages, undercroft parking and/or car parking spaces and designed to minimise their visual impact and complement the development that they serve.</p>	<p>Policy TM12 In determining planning applications for residential developments the Council will require provision of parking in accordance with the Council’s adopted standards, as set out in Appendix C. Lower standards apply for developments of affordable housing and for units located in the city and town centres with very good levels of public transport accessibility. Car free housing developments will be encouraged in areas of very good public transport accessibility.</p> <p>Policy TM19A In determining planning applications the Council will consider the potential impact on traffic management and road safety and will seek any consequential improvements.</p> <p>Policy D1 All development proposals should make a positive contribution to the environment and quality of life through high quality design,</p>	<p>Strategic Core Policy 4 (SC4): Hierarchy of Settlements (extract)</p> <p>Local Service Centres and Rural Areas</p> <p>Within the Local Service Centres of Addingham, Baildon, Burley In Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Wilsden the emphasis will be on smaller scale developments which meet local needs 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. Planning decisions and plans, strategies, investment decisions and programmes should seek to:</p> <ol style="list-style-type: none"> 1. Achieve a high standard of design that protects and enhances settlement and landscape diversity and character. 2. Support innovative means of accessing

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	<p>layout and landscaping. In particular they should:</p> <ol style="list-style-type: none"> (1) be well related to the existing character of the locality in terms of design, scale, massing, height and materials; (2) provide a quality setting for the development; (3) retain, and where appropriate enhance, important ecological and landscape features; (4) not intrude on to prominent skylines; (5) relate to existing natural and built features, landmarks or views that contribute to the area; (6) incorporate adequate design arrangements for servicing, waste handling, recycling and storage; (7) allow for flexibility to adapt to meet changing needs and circumstances and provide for access for those with physical disabilities; (8) not harm the amenity of prospective or existing users and residents. <p>Good contemporary design which is sympathetic or complementary to its setting will be welcomed.</p>	<p>and delivering services and the reduction of isolation particularly through the development of high speed broadband access in rural areas.</p> <ol style="list-style-type: none"> 3. Retain and improve local services and facilities, particularly in Local Service Centres. <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u></p> <p>Amend parts A and B of the policy relating to the Local Growth Centres:</p> <p>‘Local Growth Centres</p> <p>A. Burley in Wharfedale, Menston, Queensbury, and Thornton, Steeton with Eastburn and Silsden are the most sustainable local centres and accessible to higher order settlements such as Bradford, Keighley and Ilkley. All are located along key road and public transport corridors and should therefore make a significant contribution to meeting the districts needs for housing, employment and provide for supporting community facilities.</p>

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		<p>B. The roles of Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury and Thornton as accessible, attractive and vibrant places to live, work and invest should be enhanced.’</p> <p>Amend the first paragraph of the ‘Local Service Centres’ section of Policy SC4 as follows:</p> <p>Local Service Centres and Rural Areas</p> <p>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 developments 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.</p> <p>Planning decisions and plans, strategies, investment decisions and programmes should seek to:</p> <ol style="list-style-type: none"> 1. Achieve a high standard of design that

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		<p>protects and enhances settlement and landscape diversity and character.</p> <p>2. Support innovative means of accessing and delivering services and the reduction of isolation particularly through the development of high speed broadband access in rural areas.</p> <p>3. Retain and improve local services and facilities, particularly in Local Service Centres.</p> <p>Policy TR2: Parking Policy The Council through planning and development decisions and transport policies will seek to manage car parking to help manage travel demand, support the use of sustainable travel modes, meet the needs of disabled and other groups whilst improving quality of place. These to include the following mechanisms:</p> <p>A. The assessment of new developments against indicative parking standards contained in Appendix 4.</p> <p>B. A progressive reduction in long stay parking in town centres and other highly accessible locations (other than at railway stations to serve rail users and at other locations serving a park and ride function) and transfer of some parking spaces to short stay, subject to</p>

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		<p>consideration of possible implications for traffic congestion</p> <p>C. A reduction of on-street parking by the use of on-street parking controls in town centres and other highly accessible locations, to maximise a move to sustainable travel modes in conjunction with provision of high quality public transport, walking and cycling networks and environmental improvements.</p> <p>D. Provision of rail and bus based park and ride facilities (including necessary bus priority measures to achieve journey time savings) will be appropriate where they are financially viable, support the use of public transport and help reduce congestion (and where on the rail network do not add to existing capacity problems).</p> <p>E. Consideration of charges on non-residential parking where this is done in conjunction with the application of other measures to encourage people to switch to more sustainable modes.</p> <p>F. Improve the quality of parking in the city and town centres for shoppers and other short stay uses so that it is convenient, safe and secure. Parking charges that are appropriate, related to demand, and that do not undermine the vitality of town centres with differential pricing being used to discourage all-day parking. Associated</p>

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		<p>proportionate parking enforcement will be undertaken to ensure the effectiveness of the Policy</p> <p>G. Require new developments to take a design led approach to parking which is well integrated within the overall layout so that it supports the street scene and local character, and creates a safe and pleasant environment even in parking areas.</p> <p><i>It is important that parking is located within new developments so that it supports the overall quality of the area and does not detract away from the character and quality of street scenes. Poorly designed arrangements can dominate street scenes and make for poor pedestrian environments. Large surface car parks and buildings set back behind driveways should be avoided. More appropriate solutions can involve below buildings parking, courtyards and on-street parking. Provision of surface car parking should be designed within the overall landscaping of the development and should create quality place.</i></p> <p>Policy DS1: Achieving Good Design</p>

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		<p>Planning Decisions including Plans, development proposals, and investment decisions should contribute to achieving good design and high quality places through:</p> <ul style="list-style-type: none"> A. Taking a holistic, collaborative approach to design putting the quality of the place first. B. Being informed by a good understanding of the site/area and its context. C. Working with local communities and key stakeholders to develop shared visions for the future of their areas. D. Taking opportunities to improve places, including transforming areas which have the potential for change and supporting the regeneration aspirations of the district. E. Referring schemes where appropriate to design review and acting on the recommendations of the review. F. Taking a comprehensive approach to redevelopment in order to avoid piecemeal development which would compromise wider opportunities and the proper planning of the area. <p>Policy DS4: Streets and Movement</p>

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		<p>Plans and development proposals should take the opportunities to encourage people to walk, cycle and use public transport through:</p> <ul style="list-style-type: none"> A. Creating a network of routes which are well overlooked and convenient and easy for all people to understand and move around. B. Connecting to existing street and path networks, public transport and places where people want to go in obvious and direct ways, and where necessary improving existing routes and public transport facilities. C. Integrating existing footpaths/cycle routes on the site into the development. D. Take an approach to highway design which supports the overall character of the place and which encourages people to use streets as social spaces rather than just as routes for traffic movement. E. Take a design led approach to car parking so that it supports the street scene and pedestrian environment whilst also being convenient and secure. <p><i>If not well designed car parking can detract from the character and quality of an area. Arrangements such as large surface car parks and buildings set back from the street behind driveways can</i></p>

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		<p><i>dominate street scenes, make for poor pedestrian environments and interrupt the relationship between the building and the street.</i></p> <p><i>It is important that parking is located within new developments so that it supports the overall quality of the area. Solutions can include basement parking, courtyards and on-street parking. Other solutions, particularly for residential development, can include parking between buildings, beneath upper storey structures, or within garages set back behind dwellings.</i></p> <p><i>Where surface car parks are proposed they should be conceived of as an integral part of the landscape proposals for the development with a focus on creating a quality place. Similarly, where front of building parking is proposed the impact should be minimised through appropriate landscape and boundary treatments.</i></p>
<p>Policy BW11 – Protecting Local Greenspaces</p> <p>The area of land listed below and identified on Map 6 are designated as Local Green Spaces. New development will not be permitted other than in very special</p>	<p>Policy UDP2 Areas of restraint from development in the countryside and the built up areas are defined through:</p> <p>(1) the general extent of the Green Belt and exceptionally; through making a significant addition to the green belt the north of Addingham to control</p>	<p>Strategic Core Policy 6 (SC6): Green Infrastructure</p> <p>A. Planning decisions as well as Plans, policies, strategies and investment decisions will support and encourage the maintenance, enhancement and extension of networks of multi-functional spaces, routes and key</p>

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<p>circumstances.</p> <ul style="list-style-type: none"> a) Grange Park; b) Recreation Ground; c) Cricket Ground d) Sun Lane Nature Reserve e) Manse Crescent Wildflower Garden f) Victoria Park g) Village Green h) Burley House Field i) The Lawn/Main Street <p>Development of these green spaces will be permitted when it is for a suitable leisure or recreation use that would enhance the existing facility.</p> <p>Loss of these space will only be considered when suitable, equivalent or better, alternative provision is proposed.</p>	<p>the extent of the village, and through changes to the Green Belt detailed in the proposals reports. and</p> <p>(2) the countryside which together with urban and village greenspaces, have an amenity, recreational or nature conservation value to the community which are protected and enhanced for their own sakes and for public enjoyment.</p> <p>(3) the extent of washland and the indicative floodplains.</p> <p>Policy BH10 Planning permission for the development of important open areas of land or gardens within or adjacent to a Conservation Area will not be granted if the land:</p> <ul style="list-style-type: none"> (1) makes a significant contribution to the character of the Conservation Area. (2) provides an attractive setting for the buildings within it (3) is important to the historical form and layout of the settlement (4) affords the opportunity for vistas in or 	<p>areas of Green Infrastructure, as an integral part of the urban fabric and to improve urban and rural connectivity.</p> <p>The sub-regional drivers of:</p> <ul style="list-style-type: none"> - Promoting quality of place and a successful economy - Achieving greater resilience to climate change - Encouraging healthy living and sustainable transport and reversing biodiversity decline <p>Are supported as a basis for programmes of joint investment with partner organisations.</p> <p>B. The River Corridors of the Aire and Wharfe and the South Pennine Moors are identified as strategic Green Infrastructure assets due to the opportunities offered to enhance the living landscape as a resource for people and wildlife and to address future needs for flood alleviation, water management, carbon capture and</p>

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	<p>(5) out of the Conservation Area which are historically or visually significant contains natural water features trees and hedgerows which the development proposals propose to destroy</p> <p>Policy OS8 Proposals for development on small areas of open land in the villages of:</p> <ul style="list-style-type: none"> • Addingham • Thornton • Haworth • Denholme • Burley-in-Wharfedale • Wilsden • Oakworth • East Morton • Menston • Harden • Oxenhope • Steeton and Eastburn • Cullingworth <p>will not be permitted where it would result in the loss of open space which is important to the character, visual amenity and local</p>	<p>recreation.</p> <p>C. At a district level, Green Infrastructure is considered to be land which already contributes towards, or has the potential to contribute towards the following:</p> <ol style="list-style-type: none"> 1. Retention, creation and enhancement of important habitats and ecological networks 2. Resilience to climate change and sustainable design 3. Important attributes of natural greenspace, connectivity to other greenspaces and a local need for open space 4. Valued landscapes and local distinctiveness and amenity, particularly within the urban core 5. Historic parks and landscapes and the setting for heritage assets

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	identity of the settlement.	<p>6. Improving opportunities for walking, cycling and horse riding, establishing strategic green links and enhancing the rights of way network in urban and rural parts of the district</p> <p>Green spaces and corridors which can be assessed as making a significant contribution towards the above criteria will be protected.</p> <p>Further work to define Green Infrastructure will be carried out through the preparation of the other Local Plan documents. Locations for development will be identified that offer opportunities to enhance Green Infrastructure and principles for design will be set out to deliver this.</p> <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u> Add new sentence to criterion B, as follows:</p> <p>B. The River Corridors of the Aire and Wharfe and the South Pennine Moors are identified as strategic Green Infrastructure assets due to the opportunities offered to enhance the living landscape as a resource for people and wildlife</p>

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		<p>and to address future needs for flood alleviation, water management, carbon capture and recreation. Mitigating the adverse effects of increased recreation upon the South Pennine Moors SPA/ SAC will be a priority.</p> <p>Policy EN1: Protection and improvements in provision of Open Space and Recreation Facilities Open Space</p> <p>A. Land identified as recreation open space, or which is currently or was formerly used for recreation open space will be protected from development. Recreation open space includes the following range of typologies; parks and gardens, natural and semi-natural greenspaces, green corridors, amenity and local greenspace, outdoor sports facilities, provision for children, allotments, civic spaces and also areas of water which offer opportunities for sport and recreation.</p> <p>Exceptions will only be made where:</p> <ol style="list-style-type: none"> 1. The proposal includes alternative equivalent or better provision in terms of quantity, quality, accessibility and management arrangements, and 2. The loss of open space does not lead to a deficiency in the area, taking into account the

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		<p>most recent assessments of existing provision and future proposals for growth, and</p> <p>3. The site is not suitable to meet any identified deficiency in other types of open space</p> <p>Provision of Open Space and Recreation Facilities</p> <p>C. Housing developments will be required to provide for new or improved open space, sport and recreational facilities through:</p> <ol style="list-style-type: none"> 1. The provision of new open space, preferably on-site, 2. A contribution to the provision of new open space off-site; or 3. The enhancement of existing open space nearby <p>When identifying land for development involves the release of greenfield or green belt land, identified deficiencies in recreation open space within the local area will need to be addressed, in addition to meeting the needs of future residents.</p> <p>Green Infrastructure, recreation facilities and open space, including playing pitches and natural greenspace, to meet existing and future needs will be identified in the proposals maps of Local Plan documents.</p>

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		<p>Local Greenspace D. The Council will work with local communities to identify areas of Local Green Space in the local plan and neighbourhood plans. Local greenspace which is valued for amenity, recreation and wildlife or contributes towards character, distinctiveness and visual quality will be protected from development, other than in very special circumstances which are supported by the local community.</p> <p>Built Recreation Facilities E. Where major development is proposed in an area with a clearly identified deficiency, in either the quality or quantity, of built recreation facilities, contributions may be required to secure provision of new or enhanced facilities.</p> <p>Standards of Provision and Maintenance F. Standards of provision relating to quantity, quality and accessibility, for open space and recreation facilities and requirements for future maintenance will be developed as part of the evidence base and identified in the Local Plan.</p>

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		<p data-bbox="1395 309 1962 376"><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u></p> <p data-bbox="1395 427 1783 456">Add new criterion, as follows:</p> <p data-bbox="1395 504 2007 571">Mitigating Recreational Pressure on the South Pennine Moors SPA and SAC</p> <p data-bbox="1395 624 2007 850">C. Residential developments which contribute to recreational pressure upon the South Pennine Moors SPA and SAC will be required to mitigate these effects through provision of new recreational natural greenspaces or improvements to existing open spaces.</p> <p data-bbox="1395 919 2018 1337"><i>In Bradford there are recognised areas of greenspace, whether associated with villages, towns or neighbourhoods, which make a significant contribution towards local amenity or offer opportunities for recreation and make a significant contribution towards character and distinctiveness, the setting of a settlement and visual quality. They may have a prominent visual feature, represent a link with history, offer contact with wildlife or display the benefits of mature trees or other attributes which show seasonal change.</i></p>

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		<p><i>Consultation with local communities will take place in relation to local greenspace, through the preparation of Local Plan Documents and Neighbourhood Plans. In Bradford, such spaces may be a prominent visual feature, represent a link with history, offer contact with wildlife, the benefits of mature trees or attributes which show seasonal change. In the more densely-developed urban neighbourhoods of the district, amenity value might mean the opportunity for social interaction in the open air with relatively low levels of disruption from noise. Local green spaces might be integral to the town or village or of significance in relation to setting or historic development of the local area.</i></p>
<p>Policy BW12 – Protecting Existing Allotments</p> <p>The following sites, shown on Map 7, are protected for allotment use:</p> <ul style="list-style-type: none"> a) East End Allotments, off Prospect Road b) Aireville Terrace Allotments c) Prospect Road Allotments <p>The redevelopment of allotments for other uses will not be permitted</p>	<p>Policy OS6</p> <p>On land allocated on the Proposals Maps as allotments or on sites under 0.4 hectares used as allotments, development will not be permitted unless:</p> <ul style="list-style-type: none"> (1) alternative satisfactory provision can be made; or (2) community support for the allotments is demonstrably negligible. 	<p>Policy EN1: Protection and improvements in provision of Open Space and Recreation Facilities Open Space</p> <p>A. Land identified as recreation open space, or which is currently or was formerly used for recreation open space will be protected from development. Recreation open space includes the following range of typologies; parks and gardens, natural and semi-natural greenspaces, green corridors, amenity and local greenspace, outdoor sports facilities, provision for children, allotments, civic spaces and also areas of water which offer opportunities for sport and</p>

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<p>unless:</p> <ul style="list-style-type: none"> a) replacement provision is made, of at least equivalent quality, where it will be located at reasonable convenience for the existing plot holders; or b) where clear and significant social, economic and environmental community benefits can be derived from the proposal; or c) community support for the allotments is demonstrably negligible; and d) The loss of open space does not lead to a deficiency in the area, taking into account the most recent assessments of existing provision and future proposals for growth; and e) The site is not suitable to meet any identified deficiency in other types of open space. 		<p>recreation.</p> <p>Exceptions will only be made where:</p> <ol style="list-style-type: none"> 1. The proposal includes alternative equivalent or better provision in terms of quantity, quality, accessibility and management arrangements, and 2. The loss of open space does not lead to a deficiency in the area, taking into account the most recent assessments of existing provision and future proposals for growth, and 3. The site is not suitable to meet any identified deficiency in other types of open space <p>Provision of Open Space and Recreation Facilities</p> <p>C. Housing developments will be required to provide for new or improved open space, sport and recreational facilities through:</p> <ol style="list-style-type: none"> 1. The provision of new open space, preferably on-site, 2. A contribution to the provision of new open space off-site; or 3. The enhancement of existing open space nearby <p>When identifying land for development involves the release of greenfield or green belt land, identified deficiencies in recreation open</p>

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		<p>space within the local area will need to be addressed, in addition to meeting the needs of future residents.</p> <p>Green Infrastructure, recreation facilities and open space, including playing pitches and natural greenspace, to meet existing and future needs will be identified in the proposals maps of Local Plan documents.</p> <p>Local Greenspace D. The Council will work with local communities to identify areas of Local Green Space in the local plan and neighbourhood plans. Local greenspace which is valued for amenity, recreation and wildlife or contributes towards character, distinctiveness and visual quality will be protected from development, other than in very special circumstances which are supported by the local community.</p> <p>Built Recreation Facilities E. Where major development is proposed in an area with a clearly identified deficiency, in either the quality or quantity, of built recreation facilities, contributions may be required to secure provision of new or enhanced facilities.</p>

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		<p>Standards of Provision and Maintenance F. Standards of provision relating to quantity, quality and accessibility, for open space and recreation facilities and requirements for future maintenance will be developed as part of the evidence base and identified in the Local Plan.</p> <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u></p> <p>Add new criterion, as follows:</p> <p>Mitigating Recreational Pressure on the South Pennine Moors SPA and SAC</p> <p>C. Residential developments which contribute to recreational pressure upon the South Pennine Moors SPA and SAC will be required to mitigate these effects through provision of new recreational natural greenspaces or improvements to existing open spaces.</p> <p><i>Work on updating the position in relation to individual open space typologies is currently ongoing. The Allotments Strategy emphasises the</i></p>

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		<i>importance of allotments in relation to health, as they encourage people to take responsibility for the sustainable production of food and also contribute towards achieving greater community resilience.</i>
<p>Policy BW13 – Walking and Cycling Routes and Bridlepaths</p> <p>Development proposals should, where appropriate, protect and enhance the existing pedestrian and cycling network and bridlepaths. In particular, enhancing the inter-connectedness of the network of foot, cycle and bridlepaths should be incorporated in designs. Every opportunity should be taken to improve the inter-linking of the network so that it becomes more useful to the public.</p>	<p>Policy UDP7 Reduce the impact of travel by:</p> <ol style="list-style-type: none"> (1) managing the growth of traffic and minimising its impact on communities and the environment. (2) promoting improved accessibility through enabling the use of public transport, cycling and walking and reducing the dependency on the private car <p>Policy TM8 The Council will require the provision, where appropriate, of new pedestrian and cycle links through development sites and open spaces, especially where these will provide links to existing routes.</p> <p>Policy TM10A In determining planning applications, the Council will consider the potential impact on other road users (such as horse riders and motor cyclists) and will seek provision of</p>	<p>Strategic Core Policy 6 (SC6): Green Infrastructure</p> <p>A. Planning decisions as well as Plans, policies, strategies and investment decisions will support and encourage the maintenance, enhancement and extension of networks of multi-functional spaces, routes and key areas of Green Infrastructure, as an integral part of the urban fabric and to improve urban and rural connectivity.</p> <p>The sub-regional drivers of:</p> <ul style="list-style-type: none"> - Promoting quality of place and a successful economy - Achieving greater resilience to climate change - Encouraging healthy living and sustainable transport and reversing biodiversity decline

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	<p>suitable facilities where necessary.</p> <p>Policy D1 All development proposals should make a positive contribution to the environment and quality of life through high quality design, layout and landscaping. In particular they should:</p> <ol style="list-style-type: none"> (1) be well related to the existing character of the locality in terms of design, scale, massing, height and materials; (2) provide a quality setting for the development; (3) retain, and where appropriate enhance, important ecological and landscape features; (4) not intrude on to prominent skylines; (5) relate to existing natural and built features, landmarks or views that contribute to the area; (6) incorporate adequate design arrangements for servicing, waste handling, recycling and storage; (7) allow for flexibility to adapt to meet changing needs and circumstances and provide for access for those with physical disabilities; 	<p>Are supported as a basis for programmes of joint investment with partner organisations.</p> <p>B. The River Corridors of the Aire and Wharfe and the South Pennine Moors are identified as strategic Green Infrastructure assets due to the opportunities offered to enhance the living landscape as a resource for people and wildlife and to address future needs for flood alleviation, water management, carbon capture and recreation.</p> <p>C. At a district level, Green Infrastructure is considered to be land which already contributes towards, or has the potential to contribute towards the following:</p> <ol style="list-style-type: none"> 1. Retention, creation and enhancement of important habitats and ecological networks 2. Resilience to climate change and sustainable design 3. Important attributes of natural

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
	<p>(8) not harm the amenity of prospective or existing users and residents. Good contemporary design which is sympathetic or complementary to its setting will be welcomed.</p>	<p>greenspace, connectivity to other greenspaces and a local need for open space</p> <p>4. Valued landscapes and local distinctiveness and amenity, particularly within the urban core</p> <p>5. Historic parks and landscapes and the setting for heritage assets</p> <p>6. Improving opportunities for walking, cycling and horse riding, establishing strategic green links and enhancing the rights of way network in urban and rural parts of the district</p> <p>Green spaces and corridors which can be assessed as making a significant contribution towards the above criteria will be protected.</p> <p>Further work to define Green Infrastructure will be carried out through the preparation of the other Local Plan documents. Locations for development will be identified that offer</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>opportunities to enhance Green Infrastructure and principles for design will be set out to deliver this.</p> <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u> Add new sentence to criterion B, as follows:</p> <p>B. The River Corridors of the Aire and Wharfe and the South Pennine Moors are identified as strategic Green Infrastructure assets due to the opportunities offered to enhance the living landscape as a resource for people and wildlife and to address future needs for flood alleviation, water management, carbon capture and recreation. Mitigating the adverse effects of increased recreation upon the South Pennine Moors SPA/ SAC will be a priority.</p> <p><i>The public rights of way network in Bradford District includes over 1100km of public footpaths, bridleways and restricted byway. Some of these routes form parts of locally and nationally recognized promoted routes such as the Dales Way, the Bronte Way and the Great Northern Railway Trail. However a large proportion of the network does not form part of any high profile promoted route but does perform a vital role in the day to day</i></p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p><i>lives of Bradford and people employed in the District. The Rights of Way Improvement Plan aims to assess the extent to which the network meets present and likely future needs and includes actions to secure an improved network. The rights of way network represents an important resource and work on identifying strategic green infrastructure networks needs to reflect this.</i></p> <p>Sub Area Policy WD1: Wharfedale (extract)</p> <p><u>E. Transport</u></p> <ol style="list-style-type: none"> 1. Ensure that strategic patterns of development maximise the opportunities to use non car modes of transport and reduce the overall need to travel. 2. Improve sustainable transport opportunities within and between Ilkley and settlements in Wharfedale, including rail station, cycleway and public rights of way improvements. 3. Implement stronger demand management in Wharfedale as the economy recovers. 4. Improve public transport access between Wharfedale, Airedale and the Regional Cities of Bradford and Leeds, as well as Craven.

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>5. Improve surface access and public transport access to Leeds Bradford International Airport by encouraging more direct public transport connections from Ilkley.</p> <p>Policy TR1: Travel Reduction and Modal Shift The Council through planning and development decisions and transport policies will aim to reduce the demand for travel, encourage and facilitate the use of sustainable travel modes, limit traffic growth, reduce congestion and improve journey time reliability. These will include:</p> <p>A. Development to be appropriately located to ensure that the need to travel is reduced, the use of sustainable travel is maximised, and the impact of development on the existing transport networks is minimal. (Allocation DPD, Area Action Plan DPDs, and individual planning applications, will be informed by government policy and public transport Accessibility Standards in Appendix 3 and be accompanied by Transport Assessments and Travel Plans).</p> <p>B. The Council will seek the effective and efficient management of the existing transport networks (strategic and local highway, rail, bus, and cycle and walking routes) to address</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>congestion and encourage modal shift to sustainable transport modes. This will include prioritisation of appropriate sustainable transport modes on the highway, through measures such as HOV lanes, bus priority and cycle lanes.</p> <p>C. Influence travel behaviour through the requirement for all new build and change of use developments (above thresholds set out in the latest DfT guidance) which lead to a potential increase in movements to provide an approved transport assessment / statement and Travel Plan in accordance with DfT guidance.</p> <p>D. Travel Demand (particularly single occupancy car use) will be managed through application of parking policies (TR3), and the use of existing powers to explore innovative demand management measures, where local conditions are appropriate, in conjunction with the introduction of sustainable travel initiatives and enhancements.</p> <p>E. Identify, protect and develop appropriate facilities and high quality infrastructure for active travel modes (walking, cycling and horse riding).</p> <p>Including identified strategic routes and networks as well as local routes and links</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>where opportunities arise, linking into national and regional routes. Provide appropriate facilities for active travel modes at new developments, including but not exclusively cycle parking, and changing facilities along with safe and attractive routes within developments.</p> <p>F. A key factor in encouraging the wider take up of alternative fuels, technologies and vehicle ownership and use models is the implementation of the associated recharging, refuelling and other infrastructure. Proposals to implement such infrastructure, for example Electric Vehicle (EV) charging points, through the development process will be explored and supported where viable.</p> <p>G. Encourage development that reduces travel needs through the promotion of home working and live/work</p> <p><i>Greater use of walking and cycling as modes of transport, particularly over short distances, requires encouragement and investment. These short but vital links in a journey can often influence the principal modal choice. The wider health benefits of these modes needs to be strongly promoted, whilst the issues of road safety and security also need to be addressed, as concerns relating to personal safety can act as a major deterrent. The provision of</i></p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<i>well designed spaces for pedestrians and cyclists should be supported through the planning system.</i>
<p>Policy BW14 – Design of New Foot, Cycle and Bridlepaths</p> <p>When new development is proposed, improvements to the foot, cycle and bridlepath network should be incorporated where appropriate. In incorporating such improvements, the following should be considered:</p> <ul style="list-style-type: none"> a) Where significant mixed pedestrian, horse and cyclist traffic is expected, the way needs to be of appropriate width to allow all traffic to pass easily and, where practical, different classes of user should be provided with their own space. b) The surfaces of the foot/bridle/cycle paths should be appropriate for their use and the amount of traffic expected; c) In order to assist the less able and those pushing buggies, etc. gates, gaps and stiles should be as easy to 	<p>Policy TM8 The Council will require the provision, where appropriate, of new pedestrian and cycle links through development sites and open spaces, especially where these will provide links to existing routes.</p> <p>Policy TM10A In determining planning applications, the Council will consider the potential impact on other road users (such as horse riders and motor cyclists) and will seek provision of suitable facilities where necessary.</p>	<p>Strategic Core Policy 6 (SC6): Green Infrastructure</p> <p>A. Planning decisions as well as Plans, policies, strategies and investment decisions will support and encourage the maintenance, enhancement and extension of networks of multi-functional spaces, routes and key areas of Green Infrastructure, as an integral part of the urban fabric and to improve urban and rural connectivity.</p> <p>The sub-regional drivers of:</p> <ul style="list-style-type: none"> - Promoting quality of place and a successful economy - Achieving greater resilience to climate change - Encouraging healthy living and sustainable transport and reversing biodiversity decline <p>Are supported as a basis for programmes of</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
<p>use as possible. On bridlepaths, gates should allow operation by riders without the need to dismount;</p> <p>d) When a development fronts an existing road, ‘behind the hedge’ routes should be considered to take walkers, cyclists and horse riders off the road.</p> <p>e) New foot, cycle and bridle paths can often usefully be combined with ‘green wedges’ and ‘wildlife corridors’ thus also fulfilling the need to protect and enhance both the ecology and landscape (see also Policy BW15). Every opportunity should be taken to create new routes and to link up with any existing routes, although care needs to be exercised in planning where users can re-access the highway.</p>		<p>joint investment with partner organisations.</p> <p>B. The River Corridors of the Aire and Wharfe and the South Pennine Moors are identified as strategic Green Infrastructure assets due to the opportunities offered to enhance the living landscape as a resource for people and wildlife and to address future needs for flood alleviation, water management, carbon capture and recreation.</p> <p>C. At a district level, Green Infrastructure is considered to be land which already contributes towards, or has the potential to contribute towards the following:</p> <ol style="list-style-type: none"> 1. Retention, creation and enhancement of important habitats and ecological networks 2. Resilience to climate change and sustainable design 3. Important attributes of natural greenspace, connectivity to

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>other greenspaces and a local need for open space</p> <ol style="list-style-type: none"> 4. Valued landscapes and local distinctiveness and amenity, particularly within the urban core 5. Historic parks and landscapes and the setting for heritage assets 6. Improving opportunities for walking, cycling and horse riding, establishing strategic green links and enhancing the rights of way network in urban and rural parts of the district <p>Green spaces and corridors which can be assessed as making a significant contribution towards the above criteria will be protected.</p> <p>Further work to define Green Infrastructure will be carried out through the preparation of the other Local Plan documents. Locations for development will be identified that offer opportunities to enhance Green Infrastructure</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>and principles for design will be set out to deliver this.</p> <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u> Add new sentence to criterion B, as follows:</p> <p>B. The River Corridors of the Aire and Wharfe and the South Pennine Moors are identified as strategic Green Infrastructure assets due to the opportunities offered to enhance the living landscape as a resource for people and wildlife and to address future needs for flood alleviation, water management, carbon capture and recreation. Mitigating the adverse effects of increased recreation upon the South Pennine Moors SPA/ SAC will be a priority.</p> <p>Sub Area Policy WD1: Wharfedale (extract) <u>E. Transport</u></p> <ol style="list-style-type: none"> 1. Ensure that strategic patterns of development maximise the opportunities to use non car modes of transport and reduce the overall need to travel. 2. Improve sustainable transport opportunities within and between Ilkley and settlements in Wharfedale,

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>including rail station, cycleway and public rights of way improvements.</p> <ol style="list-style-type: none"> 3. Implement stronger demand management in Wharfedale as the economy recovers. 4. Improve public transport access between Wharfedale, Airedale and the Regional Cities of Bradford and Leeds, as well as Craven. 5. Improve surface access and public transport access to Leeds Bradford International Airport by encouraging more direct public transport connections from Ilkley. <p>Policy TR1: Travel Reduction and Modal Shift The Council through planning and development decisions and transport policies will aim to reduce the demand for travel, encourage and facilitate the use of sustainable travel modes, limit traffic growth, reduce congestion and improve journey time reliability. These will include:</p> <p>A. Development to be appropriately located to ensure that the need to travel is reduced, the use of sustainable travel is maximised, and the impact of development on the existing transport networks is minimal. (Allocation DPD,</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>Area Action Plan DPDs, and individual planning applications, will be informed by government policy and public transport Accessibility Standards in Appendix 3 and be accompanied by Transport Assessments and Travel Plans).</p> <p>B. The Council will seek the effective and efficient management of the existing transport networks (strategic and local highway, rail, bus, and cycle and walking routes) to address congestion and encourage modal shift to sustainable transport modes. This will include prioritisation of appropriate sustainable transport modes on the highway, through measures such as HOV lanes, bus priority and cycle lanes.</p> <p>C. Influence travel behaviour through the requirement for all new build and change of use developments (above thresholds set out in the latest DfT guidance) which lead to a potential increase in movements to provide an approved transport assessment / statement and Travel Plan in accordance with DfT guidance.</p> <p>D. Travel Demand (particularly single occupancy car use) will be managed through application of parking policies (TR3), and the use of existing powers to explore innovative demand management measures, where local</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>conditions are appropriate, in conjunction with the introduction of sustainable travel initiatives and enhancements.</p> <p>E. Identify, protect and develop appropriate facilities and high quality infrastructure for active travel modes (walking, cycling and horse riding).</p> <p>Including identified strategic routes and networks as well as local routes and links where opportunities arise, linking into national and regional routes. Provide appropriate facilities for active travel modes at new developments, including but not exclusively cycle parking, and changing facilities along with safe and attractive routes within developments.</p> <p>F. A key factor in encouraging the wider take up of alternative fuels, technologies and vehicle ownership and use models is the implementation of the associated recharging, refuelling and other infrastructure. Proposals to implement such infrastructure, for example Electric Vehicle (EV) charging points, through the development process will be explored and supported where viable.</p> <p>G. Encourage development that reduces travel needs through the promotion of home working and live/work</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p><i>Greater use of walking and cycling as modes of transport, particularly over short distances, requires encouragement and investment. These short but vital links in a journey can often influence the principal modal choice. The wider health benefits of these modes needs to be strongly promoted, whilst the issues of road safety and security also need to be addressed, as concerns relating to personal safety can act as a major deterrent. The provision of well designed spaces for pedestrians and cyclists should be supported through the planning system.</i></p> <p>Policy TR3: Public Transport, Cycling and Walking</p> <p>The Council through planning and development decisions and transport policies will safeguard and improve public transport, walking and cycling infrastructure and services through the following measures:</p> <p>A. The accessibility standards, (as set out in Appendix 3), along with the key transport networks for highway and bus (as identified in LTP 3 Appendix C) and the rail network, will be used to guide the allocation and phasing of development sites in Allocations DPD and the Area Action Plans DPD. Development should make use of walking, cycling and existing public</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>transport services or provide a focus and investment for viable new services.</p> <p>B. Development should support the enhancement of public transport infrastructure and services where viable and necessary.</p> <p>C. Public transport provision should be improved throughout the district in line with the priorities set out in LTP 3, Railplan 7 and the Leeds City Region Transport Strategy, along with other priorities that are approved by the relevant governance processes throughout the plan period. The following mechanisms should be considered along with others that may be relevant to local circumstances:</p> <ol style="list-style-type: none"> 1. quality bus corridors, 2. improvements to rail capacity and operation, 3. park and ride, 4. improved opportunity for interchange (in line with the LTP hubs strategy), 5. improved access to Leeds Bradford International Airport and Manchester International Airport, 6. innovative and smart ticketing and information provision. <p>D. Opportunities for innovation and improvements to the rail network, in line with Rail Plan 7, should be supported, whilst acknowledging the limited capacity on the</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>network, cost, external factors and long lead in times.</p> <p>E. To protect sites and routes for heavy rail, light rail transport, bus priority, walking and cycling as identified in the Allocations DPD and Action Area Plan DPDs and the Local Infrastructure Plan.</p> <p>F. Require that the layout of new development encourages walking and cycling by taking the opportunities to connect to the existing street and path network, local facilities and public transport in obvious and direct ways.</p> <p>G. Require that new development creates attractive places that encourage walking and cycling by providing a permeable network of routes that are well overlooked, and which balance the needs of all users by treating highways as streets rather than as roads.</p> <p>H. Maximise the place making opportunities of interchange points, hubs and new stations.</p> <p>Policy DS4: Streets and Movement Plans and development proposals should take the opportunities to encourage people to walk, cycle and use public transport through:</p> <p>A. Creating a network of routes which are well overlooked and convenient and easy for all</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>people to understand and move around.</p> <p>B. Connecting to existing street and path networks, public transport and places where people want to go in obvious and direct ways, and where necessary improving existing routes and public transport facilities.</p> <p>C. Integrating existing footpaths/cycle routes on the site into the development.</p> <p>D. Take an approach to highway design which supports the overall character of the place and which encourages people to use streets as social spaces rather than just as routes for traffic movement.</p> <p>E. Take a design led approach to car parking so that it supports the street scene and pedestrian environment whilst also being convenient and secure.</p> <p><i>A key factor of successful places is the ease with which people can move around them. Therefore design proposals should seek to create a network of connected streets and spaces which give people maximum choice in making their journeys, with a presumption in favour of walking, cycling and public transport.</i></p>
Policy BW15 – Green Infrastructure	Policy UDP7	Strategic Core Policy 1 (SC1): Overall Approach

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<p>Where appropriate, development proposals will be expected to protect and enhance existing Green Infrastructure by:</p> <ul style="list-style-type: none"> a) Retaining and enhancing the River Wharfe, beck valleys and disused Burley Railway green links and corridors (see Map 9): and b) Improving walking, cycling and horse riding along and to and from these green links and corridors (see also Policies BW13 and BW14); and c) Protecting greenspaces and improving access to greenspaces along these links and corridors (see also Policy BW11); and d) Retaining, creating and enhancing habitat, biodiversity and ecological networks along these links and corridors. 	<p>Reduce the impact of travel by:</p> <ul style="list-style-type: none"> (1) managing the growth of traffic and minimising its impact on communities and the environment. (2) promoting improved accessibility through enabling the use of public transport, cycling and walking and reducing the dependency on the private car <p>Policy TM8 The Council will require the provision, where appropriate, of new pedestrian and cycle links through development sites and open spaces, especially where these will provide links to existing routes.</p> <p>Policy D1 All development proposals should make a positive contribution to the environment and quality of life through high quality design, layout and landscaping. In particular they should:</p> <ul style="list-style-type: none"> (1) be well related to the existing character of the locality in terms of design, scale, massing, height and materials; (2) provide a quality setting for the 	<p>and Key Spatial Priorities (extract)</p> <p>A. Manage the delivery of development and change to meet the needs of the district to 2030 in order to deliver the Spatial Vision and achieve sustainable development in line with National Planning Policy Framework. B. Planning decisions as well as plans, strategies, programmes and investment decisions should seek to:</p> <ul style="list-style-type: none"> 1. Transform economic, environmental and social conditions of the District 2. Manage and spread the benefits of continued growth of the Bradford economy as part of the Leeds City Region. 3. Enhance the role of Bradford District within the wider Leeds City Region as an important business location with a good supply of labour, housing, services including retail and associated community provision. 4. Optimise the opportunities provided by the close proximity of Leeds Bradford International Airport as an international business gateway for the District and the region 5. Support, protect and enhance the roles of the Principal Towns of Ilkley, Keighley

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
	<p>development;</p> <p>(3) retain, and where appropriate enhance, important ecological and landscape features;</p> <p>(4) not intrude on to prominent skylines;</p> <p>(5) relate to existing natural and built features, landmarks or views that contribute to the area;</p> <p>(6) incorporate adequate design arrangements for servicing, waste handling, recycling and storage;</p> <p>(7) allow for flexibility to adapt to meet changing needs and circumstances and provide for access for those with physical disabilities;</p> <p>(8) not harm the amenity of prospective or existing users and residents.</p> <p>Good contemporary design which is sympathetic or complementary to its setting will be welcomed.</p>	<p>and Bingley and the Local Growth Centres of Queensbury, Thornton, Silsden and Steeton with Eastburn as hubs for the local economy, housing and community and social infrastructure and encourage diversification of the rural economy of the district.</p> <p>6. Support the Local Service Centres as defined in Policy SC4 to meet local needs for homes and local services.</p> <p>7. Protect and enhance the District’s environmental resources including areas of international and national importance, such as the South Pennine Moors, the character and qualities of the Districts heritage, landscape and countryside and maximise the contribution they can make to the delivery of wider economic and social objectives.</p> <p>8. Ensure resilience and become adaptable to environmental threats to the District and minimise the District’s exposure to those threats.</p> <p>9. Avoid increasing flood risk, and manage land and river catchments for flood mitigation, renewable energy</p>

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		<p>generation, biodiversity enhancement and increased tree cover.</p> <p>10. Ensure that transport management and investment decisions support and help deliver the spatial strategy, in particular sustainable patterns of development, inclusive access to jobs and facilities, and shift to sustainable forms of movement.</p> <p>11. Ensure that developments are of high quality and well designed and that they contribute to inclusive built and natural environments which protect and enhance local settings, and heritage and reinforce or create a sense of local character and distinctiveness.</p> <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u></p> <p>Amend the wording as follows:</p> <p>‘5. Support, protect and enhance the roles of the Principal Towns of Ilkley, Keighley and Bingley and the Local Growth Centres of Burley in Wharfedale, Menston, Queensbury, Thornton, Silsden and Steeton with Eastburn as hubs for the local economy, housing</p>

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		<p>and community and social infrastructure and encourage diversification of the rural economy of the district.'</p> <p>Amend the wording as follows:</p> <p>'6. Support the Local Service Centres as defined in Policy SC4 in providing for homes and local services.</p> <p>Strategic Core Policy 6 (SC6): Green Infrastructure</p> <p>A. Planning decisions as well as Plans, policies, strategies and investment decisions will support and encourage the maintenance, enhancement and extension of networks of multi-functional spaces, routes and key areas of Green Infrastructure, as an integral part of the urban fabric and to improve urban and rural connectivity.</p> <p>The sub-regional drivers of:</p> <ul style="list-style-type: none"> - Promoting quality of place and a

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>successful economy</p> <ul style="list-style-type: none"> - Achieving greater resilience to climate change - Encouraging healthy living and sustainable transport and reversing biodiversity decline <p>Are supported as a basis for programmes of joint investment with partner organisations.</p> <p>B. The River Corridors of the Aire and Wharfe and the South Pennine Moors are identified as strategic Green Infrastructure assets due to the opportunities offered to enhance the living landscape as a resource for people and wildlife and to address future needs for flood alleviation, water management, carbon capture and recreation.</p> <p>C. At a district level, Green Infrastructure is considered to be land which already contributes towards, or has the potential to contribute towards the</p>

<i>Burley-in-Wharfedale Neighbourhood Development Plan</i>	<i>Replacement Bradford Unitary Development Plan, 2005</i>	<i>Reasoning and Evidence – Emerging Bradford Core Strategy Policies</i>
		<p>following:</p> <ol style="list-style-type: none"> 1. Retention, creation and enhancement of important habitats and ecological networks 2. Resilience to climate change and sustainable design 3. Important attributes of natural greenspace, connectivity to other greenspaces and a local need for open space 4. Valued landscapes and local distinctiveness and amenity, particularly within the urban core 5. Historic parks and landscapes and the setting for heritage assets 6. Improving opportunities for walking, cycling and horse riding, establishing strategic green links and enhancing the rights of way network in urban and rural parts

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>of the district</p> <p>Green spaces and corridors which can be assessed as making a significant contribution towards the above criteria will be protected.</p> <p>Further work to define Green Infrastructure will be carried out through the preparation of the other Local Plan documents. Locations for development will be identified that offer opportunities to enhance Green Infrastructure and principles for design will be set out to deliver this.</p> <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u> Add new sentence to criterion B, as follows:</p> <p>B. The River Corridors of the Aire and Wharfe and the South Pennine Moors are identified as strategic Green Infrastructure assets due to the opportunities offered to enhance the living landscape as a resource for people and wildlife and to address future needs for flood alleviation, water management, carbon capture and recreation. Mitigating the adverse effects of increased recreation upon the South</p>

Burley-in-Wharfedale Neighbourhood Development Plan	Replacement Bradford Unitary Development Plan, 2005	Reasoning and Evidence – Emerging Bradford Core Strategy Policies
		<p>Pennine Moors SPA/ SAC will be a priority.</p> <p><i>GI offers benefits for physical and mental health by encouraging outdoor recreation, exercise and relaxation. It aims to improve accessibility to the countryside and green space for people who live within the main built up areas. Introducing trees and water bodies into urban areas can enhance visual amenity, moderate the urban heat island effect and help wildlife to adapt to climate change. By offering sustainable transport links and areas where local communities can grow food, GI can help to minimise the ecological footprint of the District.</i></p> <p><i>Defining GI forms an element in a place-shaping agenda that seeks to recognise the character and distinctiveness of different locations. The quality and diversity of the District’s landscape character, its heritage value and cultural associations and the legacy of historic buildings, conservation areas and parks are important strengths.</i></p> <p>Policy EN1: Protection and improvements in provision of Open Space and Recreation Facilities Open Space</p> <p>A. Land identified as recreation open space, or which is currently or was formerly used for recreation open space will be protected from development. Recreation open space includes</p>

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		<p>the following range of typologies; parks and gardens, natural and semi-natural greenspaces, green corridors, amenity and local greenspace, outdoor sports facilities, provision for children, allotments, civic spaces and also areas of water which offer opportunities for sport and recreation.</p> <p>Exceptions will only be made where:</p> <ol style="list-style-type: none"> 1. The proposal includes alternative equivalent or better provision in terms of quantity, quality, accessibility and management arrangements, and 2. The loss of open space does not lead to a deficiency in the area, taking into account the most recent assessments of existing provision and future proposals for growth, and 3. The site is not suitable to meet any identified deficiency in other types of open space <p>Provision of Open Space and Recreation Facilities</p> <p>C. Housing developments will be required to provide for new or improved open space, sport and recreational facilities through:</p> <ol style="list-style-type: none"> 1. The provision of new open space, preferably on-site, 2. A contribution to the provision of new open

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		<p>space off-site; or</p> <p>3. The enhancement of existing open space nearby</p> <p>When identifying land for development involves the release of greenfield or green belt land, identified deficiencies in recreation open space within the local area will need to be addressed, in addition to meeting the needs of future residents.</p> <p>Green Infrastructure, recreation facilities and open space, including playing pitches and natural greenspace, to meet existing and future needs will be identified in the proposals maps of Local Plan documents.</p> <p>Local Greenspace</p> <p>D. The Council will work with local communities to identify areas of Local Green Space in the local plan and neighbourhood plans. Local greenspace which is valued for amenity, recreation and wildlife or contributes towards character, distinctiveness and visual quality will be protected from development, other than in very special circumstances which are supported by the local community.</p> <p>Built Recreation Facilities</p>

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		<p>E. Where major development is proposed in an area with a clearly identified deficiency, in either the quality or quantity, of built recreation facilities, contributions may be required to secure provision of new or enhanced facilities.</p> <p>Standards of Provision and Maintenance</p> <p>F. Standards of provision relating to quantity, quality and accessibility, for open space and recreation facilities and requirements for future maintenance will be developed as part of the evidence base and identified in the Local Plan.</p> <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u></p> <p>Add new criterion, as follows:</p> <p>Mitigating Recreational Pressure on the South Pennine Moors SPA and SAC</p> <p>C. Residential developments which contribute to recreational pressure upon the South Pennine Moors SPA and SAC will be required to mitigate these effects through provision of new recreational natural greenspaces or</p>

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		<p>improvements to existing open spaces.</p> <p><i>Improving links, i.e. creating new habitats, between existing sites of high quality habitats, or improving the supporting habitat in the surrounding landscape can greatly increase the chances of survival for particularly vulnerable species via these stepping stone sites and enhanced wildlife corridors. Establishing habitat networks can achieve significant benefits for areas within the urban fringe where landscapes have been greatly influenced and/or degraded by human activity, leaving the remaining habitats fragmented and isolated from each other</i></p> <p><i>Habitat networks that aid species movement need to be integrated into master planning of development at an early stage to avoid corridors being blocked by forms of development that would create a barrier to such movement. Connectivity in relation to river, beck and canal networks is of particular importance. Focusing on connectivity will not only benefit existing habitats or species, but will result in the expansion or creation of habitats with the potential to restore ecosystems.</i></p>
Policy BW16 – Supporting the Development of New or Extended	Policy CF5 Outside the urban areas of Bradford, Shipley,	Strategic Core Policy 4 (SC4): Hierarchy of

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<p>Community and Health Facilities</p> <p>The development of new and extended community and health facilities such as village halls, community halls, library, indoor sports facilities, schools and doctors / dentists’ surgeries will be supported provided that:</p> <ul style="list-style-type: none"> a) It meets the demonstrable needs of the local community; and b) It does not have an unacceptable traffic impact or exacerbate parking problems; and c) It has good links to residential areas; and d) It is easily accessible by walking, cycling and public transport; and e) It meets the requirements set out in Policy BW11 	<p>Baildon, and the rural service centres of Keighley, Bingley, Queensbury and Ilkley proposals which, through conversion or redevelopment, would result in the loss of a community facility (village shops, post offices, public houses, doctors/dentists surgeries and village halls) will only be permitted where it can be demonstrated that:</p> <ul style="list-style-type: none"> (i) the facility is no longer financially viable; or (ii) there is no significant demand for the facility; or (iii) equivalent service/facilities in terms of their nature and accessibility are available or would be made available nearby 	<p>Settlements (extract)</p> <p>Local Service Centres and Rural Areas</p> <p>Within the Local Service Centres of Addingham, Baildon, Burley In Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Wilsden the emphasis will be on smaller scale developments which meet local needs 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. Planning decisions and plans, strategies, investment decisions and programmes should seek to:</p> <ul style="list-style-type: none"> 3. Retain and improve local services and facilities, particularly in Local Service Centres. <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u></p> <p>Amend parts A and B of the policy relating to the Local Growth Centres:</p>

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		<p>‘Local Growth Centres</p> <p>A. Burley in Wharfedale, Menston, Queensbury, and Thornton, Steeton with Eastburn and Silsden are the most sustainable local centres and accessible to higher order settlements such as Bradford, Keighley and Ilkley. All are located along key road and public transport corridors and should therefore make a significant contribution to meeting the districts needs for housing, employment and provide for supporting community facilities.</p> <p>B. The roles of Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury and Thornton as accessible, attractive and vibrant places to live, work and invest should be enhanced.’</p> <p>Amend the first paragraph of the ‘Local Service Centres’ section of Policy SC4 as follows:</p> <p>Local Service Centres and Rural Areas</p> <p>Within the Local Service Centres of Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope, Wilsden the emphasis will be on a</p>

<i>Burley-in-Wharfedale Neighbourhood Development Plan</i>	<i>Replacement Bradford Unitary Development Plan, 2005</i>	<i>Reasoning and Evidence – Emerging Bradford Core Strategy Policies</i>
		<p>smaller scale of developments 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.</p> <p>Planning decisions and plans, strategies, investment decisions and programmes should seek to:</p> <p>3. Retain and improve local services and facilities, particularly in Local Service Centres.</p>
<p>Policy BW17 – Protecting Existing Community Facilities</p> <p>The following community facilities will be protected for community use:</p> <ul style="list-style-type: none"> a) Queen’s Hall b) St Mary’s Church and Parish Church Centre, Station Road c) Methodist Church d) Salem Church e) St John Fisher and St Thomas 	<p>Policy UR2</p> <p>Development will be permitted provided that it contributes to the social economic and environmental aspects of sustainable development and: Makes efficient use of existing physical and social infrastructure and minimises adverse impacts from the development.</p> <p>Provides appropriate mitigation where negative impacts are identified</p> <p>Does not constitute piecemeal development</p>	<p>Strategic Core Policy 4 (SC4): Hierarchy of Settlements (extract)</p> <p>Local Service Centres and Rural Areas</p> <p>Within the Local Service Centres of Addingham, Baildon, Burley In Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Wilsden the emphasis will be on smaller scale developments which meet local needs together</p>

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<p>Church f) Surgery g) The Red Lion h) Burley Social Club i) Scout and Guide HQ</p> <p>The change of use of these existing facilities to other uses will not be permitted unless the following can be demonstrated:</p> <ol style="list-style-type: none"> 1. 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; or 2. There is no longer a demonstrable need for the facility. 	<p>that would prejudice the proper planning of the area.</p> <p>In major or significant developments this assessment should be undertaken through a sustainability appraisal.</p> <p>Policy TM2</p> <p>Planning permission for new development or change of use will not be granted unless:</p> <p>(1) the Council is satisfied that the proposal does not adversely affect existing and proposed transport infrastructure or services, including public transport and walking and cycling facilities, in the vicinity of the site, or the local environment; or</p> <p>(2) improvements considered necessary by the Council to overcome any adverse impact of the proposal will be secured by agreement or undertaken as part of the development.</p> <p>Policy TM10A</p> <p>In determining planning applications, the Council will consider the potential impact on other road users (such as horse riders and motor cyclists) and will seek provision of</p>	<p>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. Planning decisions and plans, strategies, investment decisions and programmes should seek to:</p> <ol style="list-style-type: none"> 3. Retain and improve local services and facilities, particularly in Local Service Centres. <p><u>Bradford Core Strategy DPD Proposed Main Modifications, November 2015</u></p> <p>Amend parts A and B of the policy relating to the Local Growth Centres:</p> <p>‘Local Growth Centres</p> <p>A. Burley in Wharfedale, Menston, Queensbury, and Thornton, Steeton with Eastburn and Silsden are the most sustainable local centres and accessible to higher order settlements such as Bradford, Keighley and Ilkley. All are located along key road and public transport corridors and should therefore make</p>

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	<p>suitable facilities where necessary.</p> <p>Policy D1 All development proposals should make a positive contribution to the environment and quality of life through high quality design, layout and landscaping. In particular they should:</p> <ol style="list-style-type: none"> (1) be well related to the existing character of the locality in terms of design, scale, massing, height and materials; (2) provide a quality setting for the development; (3) retain, and where appropriate enhance, important ecological and landscape features; (4) not intrude on to prominent skylines; (5) relate to existing natural and built features, landmarks or views that contribute to the area; (6) incorporate adequate design arrangements for servicing, waste handling, recycling and storage; (7) allow for flexibility to adapt to meet changing needs and circumstances and provide for access for those with physical disabilities; 	<p>a significant contribution to meeting the districts needs for housing, employment and provide for supporting community facilities.</p> <p>B. The roles of Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury and Thornton as accessible, attractive and vibrant places to live, work and invest should be enhanced.’</p> <p>Amend the first paragraph of the ‘Local Service Centres’ section of Policy SC4 as follows:</p> <p>Local Service Centres and Rural Areas</p> <p>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 developments 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.</p> <p>Planning decisions and plans, strategies,</p>

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	<p>(8) not harm the amenity of prospective or existing users and residents. Good contemporary design which is sympathetic or complementary to its setting will be welcomed.</p> <p>Policy CF2 Where new housing proposals would result in an increased demand for educational facilities which cannot be met by existing schools and colleges, the Council will seek to enter into a planning obligation under Section 106 of the Town and Country Planning Act 1990, in order to secure the provision of, or contribution towards, new or extended facilities.</p> <p>Policy CF3 Planning permission will be granted for proposals for community uses provided that it can be demonstrated that there is both an identified local need and that there are no buildings or sites available that are more sustainable than that proposed, by the application of the following search sequence</p> <p>(1) in an existing building</p>	<p>investment decisions and programmes should seek to:</p> <p>3. Retain and improve local services and facilities, particularly in Local Service Centres.</p> <p>Policy TR1: Travel Reduction and Modal Shift The Council through planning and development decisions and transport policies will aim to reduce the demand for travel, encourage and facilitate the use of sustainable travel modes, limit traffic growth, reduce congestion and improve journey time reliability. These will include:</p> <p>A. Development to be appropriately located to ensure that the need to travel is reduced, the use of sustainable travel is maximised, and the impact of development on the existing transport networks is minimal. (Allocation DPD, Area Action Plan DPDs, and individual planning applications, will be informed by government policy and public transport Accessibility Standards in Appendix 3 and be accompanied by Transport Assessments and Travel Plans).</p>

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	(2) on an unallocated previously developed site (3) on a previously developed site allocated for another purpose (4) on an unallocated greenfield site (5) on a greenfield site allocated for another purpose	

Be Compatible with EU Obligations

The Submission Neighbourhood Plan is fully compatible with EU Obligations.

The Neighbourhood Plan has been subjected to a SEA Screening Assessment.

The Submission Neighbourhood Plan is fully compatible with the European Convention on Human Rights. It has been prepared with full regard to national statutory regulation and policy guidance, which are both compatible with the Convention. The Plan has been produced in full consultation with the local community. The Plan does not contain policies or proposals that would infringe the human rights of residents or other stakeholders over and above the existing strategic policies at national and district-levels, as demonstrated below.

The Human Rights Act 1998 incorporated into UK law the European Convention on Human Rights (“The Convention”). The Convention includes provision in the form of Articles, the aim of which is to protect the rights of the individual.

Section 6 of the Act prohibits public bodies from acting in a manner, which is incompatible with the Convention. Various rights outlined in the Convention and its First Protocol are to be considered in the process of making and considering planning decisions, namely:

Article 1 of the First Protocol protects the right of everyone to the peaceful enjoyment of possessions. No one can be deprived of possessions except in the public interest and subject to the conditions provided by law and by the general principles of international law. The Submission Neighbourhood Plan is fully compatible with the rights outlined in this Article. Although the Submission Plan includes policies that would restrict development rights to some extent, this does not have a greater impact than the general restrictions on development rights provided

for in national law, namely the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011. The restriction of development rights inherent in the UK's statutory planning system is demonstrably in the public interest by ensuring that land is used in the most sustainable way, avoiding or mitigating adverse impacts on the environment, community and economy.

Article 6 protects the right to a fair and public hearing before an independent tribunal in determination of an individual's rights and obligations. The process for Neighbourhood Plan production is fully compatible with this Article, allowing for extensive consultation on its proposals at various stages, and an independent examination process to consider representations received.

Article 14 provides that "The enjoyment of the rights and freedoms set forth in ... [the] ... European Convention on Human Rights shall be secured without discrimination on any ground such as sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status." The Parish Council has developed the policies and proposals within the Plan in full consultation with the community and wider stakeholders to produce as inclusive a document as possible. In general, the policies and proposals will not have a discriminatory impact on any particular group of individuals.

**Prepared on behalf of Burley-in-Wharfedale Parish Council and the Burley-in-Wharfedale Neighbourhood Plan Steering Group by Kirkwells
Town Planning Consultants www.kirkwells.co.uk**