

Bradford Growth Assessment

The Regional City of Bradford: South East Bradford, North East Bradford, South West Bradford, North West Bradford and Shipley

November 2013

BroadwayMalyan^{BM}

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Appendix 1: The Total Land Area assessed under Element Two

1. INTRODUCTION

1.1 In preparing the Local Plan, City of Bradford Metropolitan District Council (CBMDC) are assessing the District's housing needs and demand over the period to 2029. To meet this identified housing need and demand in full, the use of Green Belt land¹ will also be required in addition to reusing previously developed land within the existing urban area. In accordance with the principles of sustainable development, as set out within the National Planning Policy Framework, this Growth Assessment therefore assists decision-making about where the more sustainable locations are surrounding the District's key settlements. This section of the Growth Assessment sets out the study outputs for the settlement areas comprising the Regional City of Bradford:

- Bradford South East
- Bradford North East
- Bradford South West
- Bradford North West
- Shipley.

1.2 The Growth Assessment's detailed methodology and approach is set out within the separate 'Introduction and Methodology' document. However, a short overarching summary is set out below.

1.3 The Growth Assessment is broken down into two distinct elements:

Element One: Directions for Growth. This element identifies the potential Green Belt opportunities contiguous to existing settlement boundaries that should be analysed in greater detail through Element Two of the Growth Assessment. Based on existing policy designations, within a defined search area surrounding each of the Districts key settlements the amount of 'highly constrained', 'medium constrained', 'partly constrained' and 'unconstrained land' has been identified and mapped. Land comprising 'partly constrained' and/or 'unconstrained land' has been considered the most appropriate land to analyse in greater detail for the contribution it could make towards achieving sustainable development.

Element One also analyses each of the District's key settlements current environmental, social and economic role to help inform decision making about the appropriate and sustainable level of growth each settlement could potentially accommodate vis-à-vis the level of 'partly constrained' and 'unconstrained land' identified. A comprehensive schedule of the

methodology and assumptions used is contained within the 'Introduction and Methodology' document.

Element Two: Sustainability Testing of Green Belt sites. This element subjects the Green Belt sites promoted for housing development through the Bradford Strategic Housing Land Availability Assessment (SHLAA) and other potential strategic Green Belt locations identified through Element One, which are contiguous to existing settlement boundaries and comprise land as being either 'partly constrained' or 'unconstrained' by existing policy designations against a set of environmental, social and economic sustainability testing criteria. A comprehensive schedule of the methodology and assumptions used is contained within the 'Introduction and Methodology' document.

- 1.4 For each of the settlement areas comprising the Regional City of Bradford the remainder of this Growth Assessment document follows the following structure:

Element One: Directions for Growth

- a) Existing policy constraint designations and sieve mapping. The sieve mapping comprises:
 - Map showing the area covered by 'high constraints', 'medium constraints' and 'partial constraints'
 - Map showing the area covered by 'high constraints'
 - Map showing the area covered by 'medium constraints'
 - Map showing the area covered by 'partial constraints'
 - Map showing the SHLAA sites and the other Strategic Parcels of land identified which comprise unconstrained and partly constrained land and abut the existing settlement boundary. These Strategic Parcels and SHLAA sites will be subjected to the Element Two sustainability testing.
- b) The settlements existing environmental, social and economic role
- c) Objectively assessed consideration.

Element Two: Green Belt Site Sustainability Testing

Schedules setting out the environmental, social, economic and overall total scores for the SHLAA and Strategic Parcels that were subjected to the Element Two sustainability testing.

Overall Summary of the Regional City of Bradford

A short summary of the Regional City of Bradford Element One and Two outputs.

2. THE REGIONAL CITY OF BRADFORD GROWTH ASSESSMENT OUTCOMES

South East Bradford

This area is clearly defined by the A647 Leeds Road to the north, Green Belt to the south east, and A641 Manchester Road. Huddersfield Road to the West. The area comprises the Ward area of Wyke, Bowling and Barkerend, Little Horton and Tong.

Element One: Directions for Growth

a) Existing Policy Constraint Designations and Sieve Mapping

Schedules and maps of the amount of land (hectares) covered by 'high constraints', 'medium constraints' and 'partial constraints' within the 500 metre zone surrounding the South East Bradford area are set out below.

Bradford South East

Total Area: 520 ha.

High Constraints	Ha.	%
Ancient woodland	16.75	3.2%
Flood Risk Zone 3	2.29	0.4%
Landfill	13.02	2.5%
Major Hazard Site	127.28	24.5%
Total area (with high policy constraints overlaps)	159.35	
Total area (excluding high policy constraint overlap)	153.82	29.6%

Medium Constraints	Ha.	%
Allotments	2.60	0.5%
Bradford Wildlife Areas	11.34	2.2%
Historic Battlefields	17.27	3.3%
Playing Fields	19.50	3.8%
SEGIs - RIGS	1.79	0.3%
Total area (with medium policy constraints overlaps)	52.51	
Total area (excluding medium policy constraint overlap)	51.79	10.0%

Partial Constraints	Ha.	%
Conservation Areas	6.21	1.2%
Flood Risk Zone 2	2.50	0.5%
Heathland	0.01	0.0%
Other sites of Landscape or Wildlife Interest	1.79	0.3%
Woodland	14.93	2.9%
Total area (with partial policy constraints overlaps)	25.45	
Total area (excluding partial policy constraint overlap)	23.38	4.5%







Total unconstrained area (hectares)	324.30	62.4%
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[The sum of the policy constraint areas do not necessarily sum to total search zone area due to policy designation overlap e.g. land can be covered by both partial and medium policy constraints. The total land area assessed under Element Two is set out within Appendix 1].

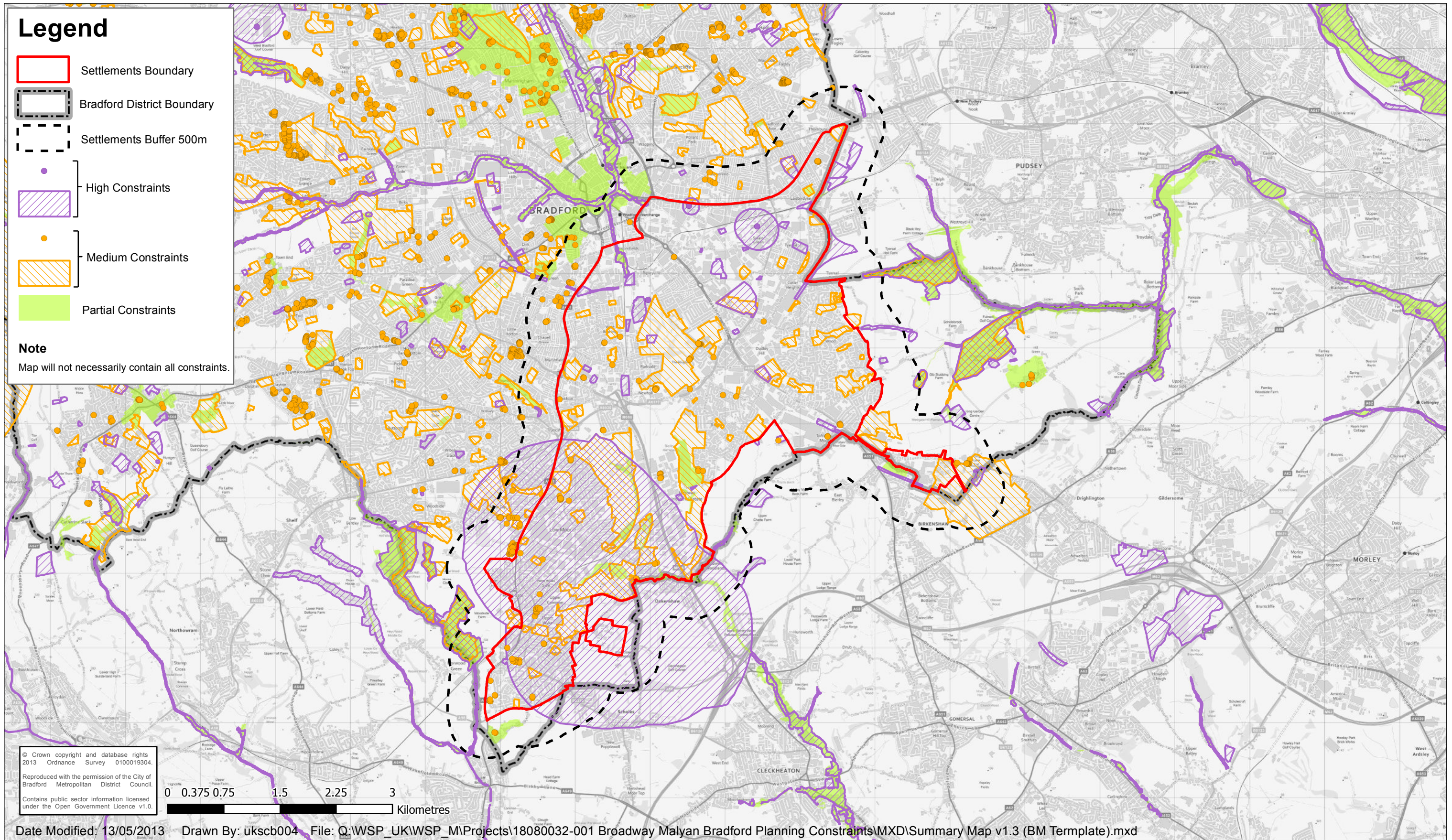
The following policy constraint maps for the South East Bradford area comprise:

- Map showing the South East Bradford area covered by 'high constraints', medium constraints' and 'partial constraints'
- Map showing the South East Bradford area covered by 'high constraints'
- Map showing the South East Bradford area covered by 'medium constraints'
- Map showing the South East Bradford area covered by 'partial constraints'
- Map showing the South East Bradford SHLAA sites and the other Strategic Parcels of land identified which comprise unconstrained and partly constrained land. These Strategic Parcels and SHLAA sites will be subjected to the Element Two sustainability testing.

Legend

-  Settlements Boundary
-  Bradford District Boundary
-  Settlements Buffer 500m
-  High Constraints
-  Medium Constraints
-  Partial Constraints

Note
Map will not necessarily contain all constraints.



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Kilometres

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BroadwayMalyan^{BM} Architecture Urbanism Design
T: +44 (0)161 819 2277 F: +44 (0)161 819 2332 E: Man@BroadwayMalyan.com
Eastgate, Castle Street, Castlefield, Manchester M3 4LZ












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Client
Bradford Metropolitan District Council
Project
Bradford Growth Study
Descriptions
Summary Map: Bradford South East

Status
FOR INFORMATION
Scale
N/A
Job Number
29232
Drawn
WSP
Drawing Number
-
Drawn
2013
Revision
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Legend

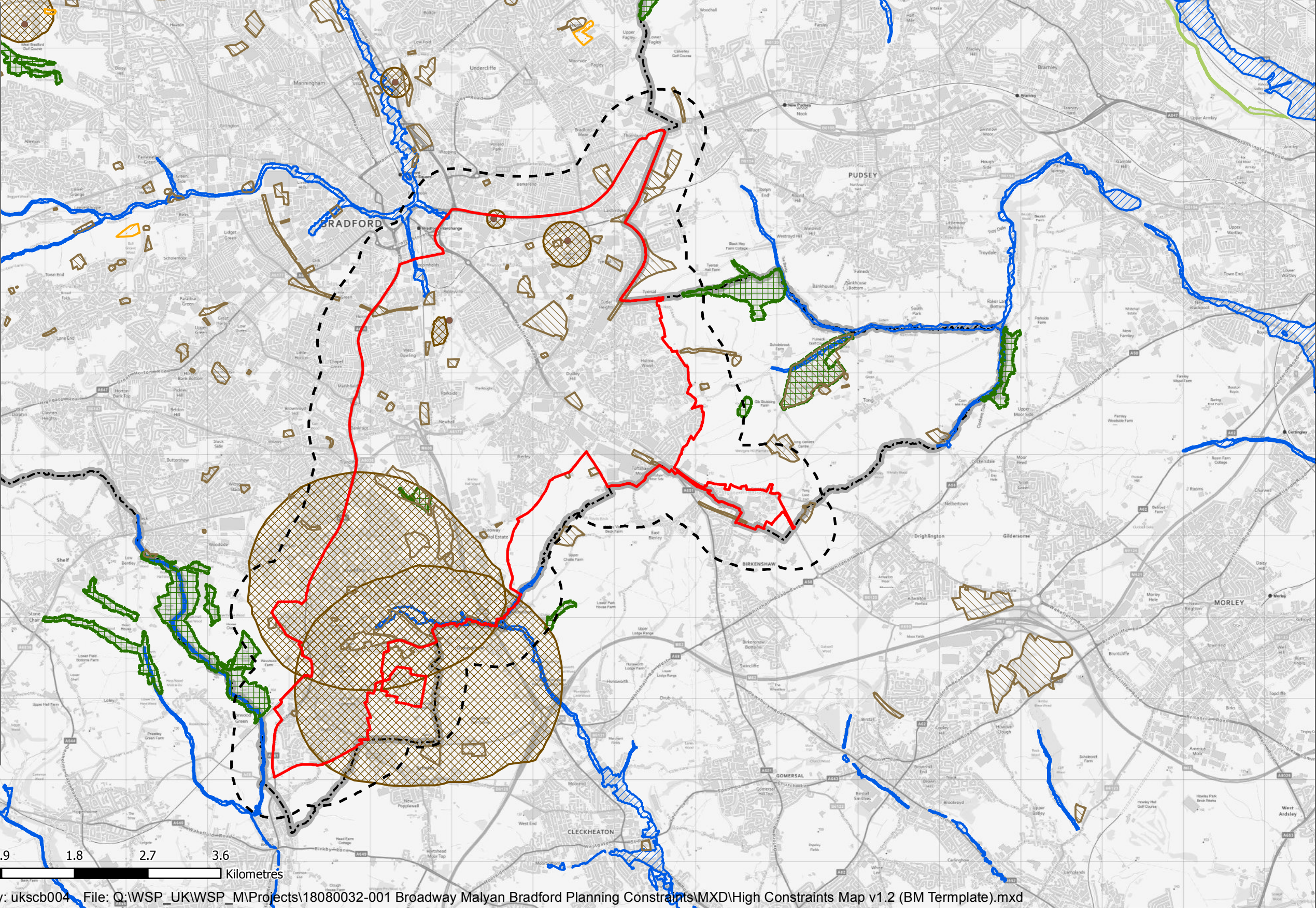
-  Settlement Boundary
-  Bradford District Boundary
-  Settlements Buffer 500m
-  Special Protection Area
-  Special Protection Area 400m Zone
-  Site of Special Scientific Interest
-  Ancient Woodland *
-  Ancient Woodland 12m Buffer *
-  Flood Risk Zone 3
-  Hazardous Installation
-  Major Hazard Site
-  Active Landfill
-  Inert Waste Landfill
-  Landfill
-  Active Quarry

Note
 * Includes Ancient Semi-Natural Woodland and Replanted Woodland.
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BroadwayMalyan^{BM} Architecture Urbanism Design

T: +44 (0)161 819 2277 F: +44 (0)161 819 2332 E: Man@BroadwayMalyan.com
 Eastgate, Castle Street, Castlefield, Manchester M3 4LZ

www.BroadwayMalyan.com

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Project
Bradford Growth Study


















Descriptions
High Constraints: Bradford South East

Status
FOR INFORMATION

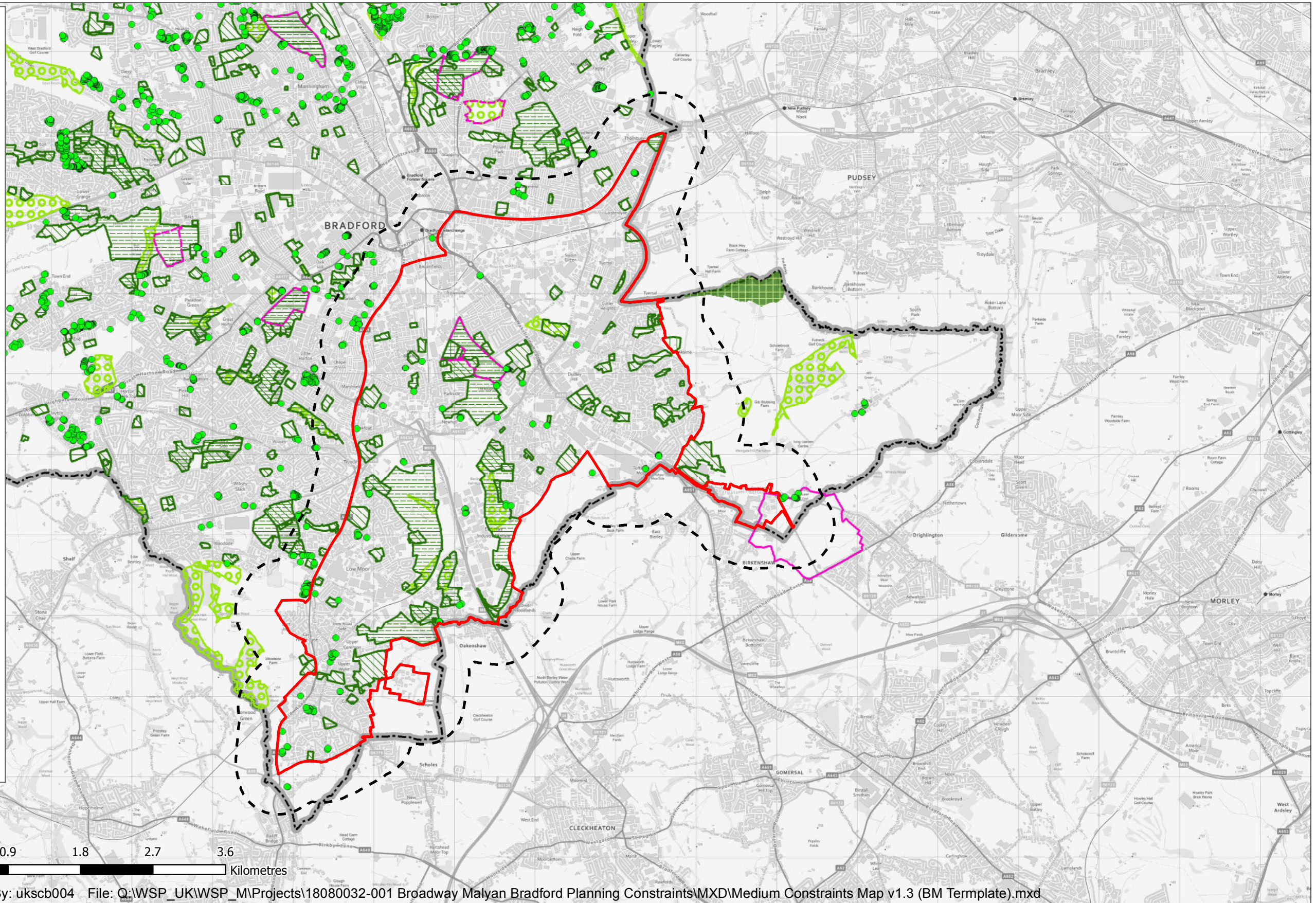
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Job Number 29232	Drawing Number -	Revision -

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Legend

-  Settlements Boundary
-  Bradford District Boundary
-  Settlements Buffer 500m
-  Tree Preservation Order
-  Allotment
-  Scheduled Monuments
-  World Heritage Site
-  World Heritage Buffer Zone
-  Historic Battlefield
-  Historic Parks and Gardens
-  Playing Fields
-  Recreation Open Space
-  Urban Greenspace
-  Village Greenspace
-  Bradford Wildlife Areas
-  SPA Buffer 400m-2.5km
-  SEGIS/RIGS

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Kilometres

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BroadwayMalyan^{BM} Architecture Urbanism Design

T: +44 (0)161 819 2277 F: +44 (0)161 819 2332 E: Man@BroadwayMalyan.com
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www.BroadwayMalyan.com

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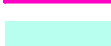
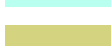
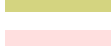




Project
Bradford Growth Study

Descriptions
Medium Constraints: Bradford South East

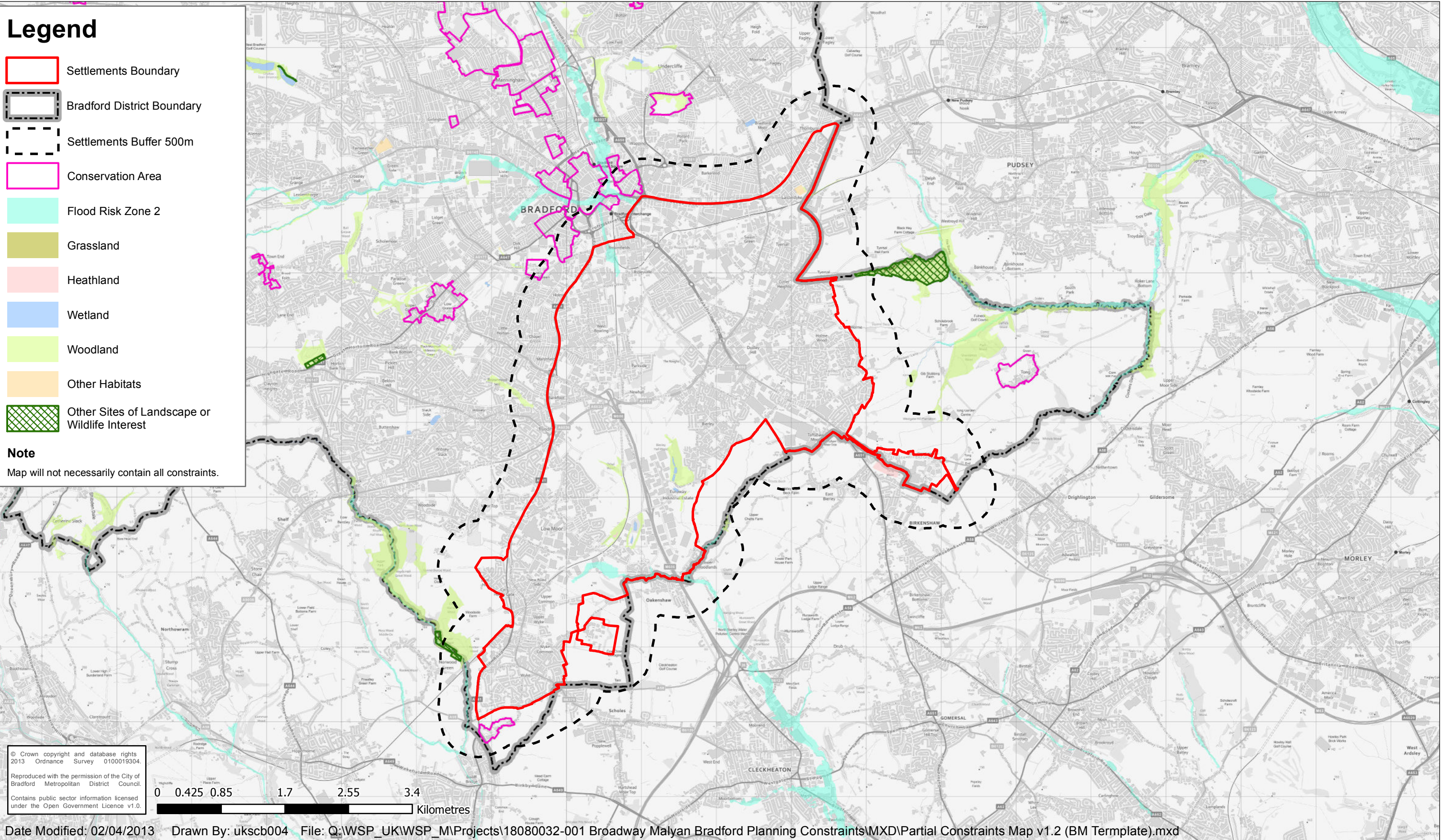
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Job Number 29232	Drawing Number -	Revision -

Legend

-  Settlements Boundary
-  Bradford District Boundary
-  Settlements Buffer 500m
-  Conservation Area
-  Flood Risk Zone 2
-  Grassland
-  Heathland
-  Wetland
-  Woodland
-  Other Habitats
-  Other Sites of Landscape or Wildlife Interest

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Architecture Urbanism Design

T: +44 (0)161 819 2277 F: +44 (0)161 819 2332 E: Man@BroadwayMalyan.com
Eastgate, Castle Street, Castlefield, Manchester M3 4LZ

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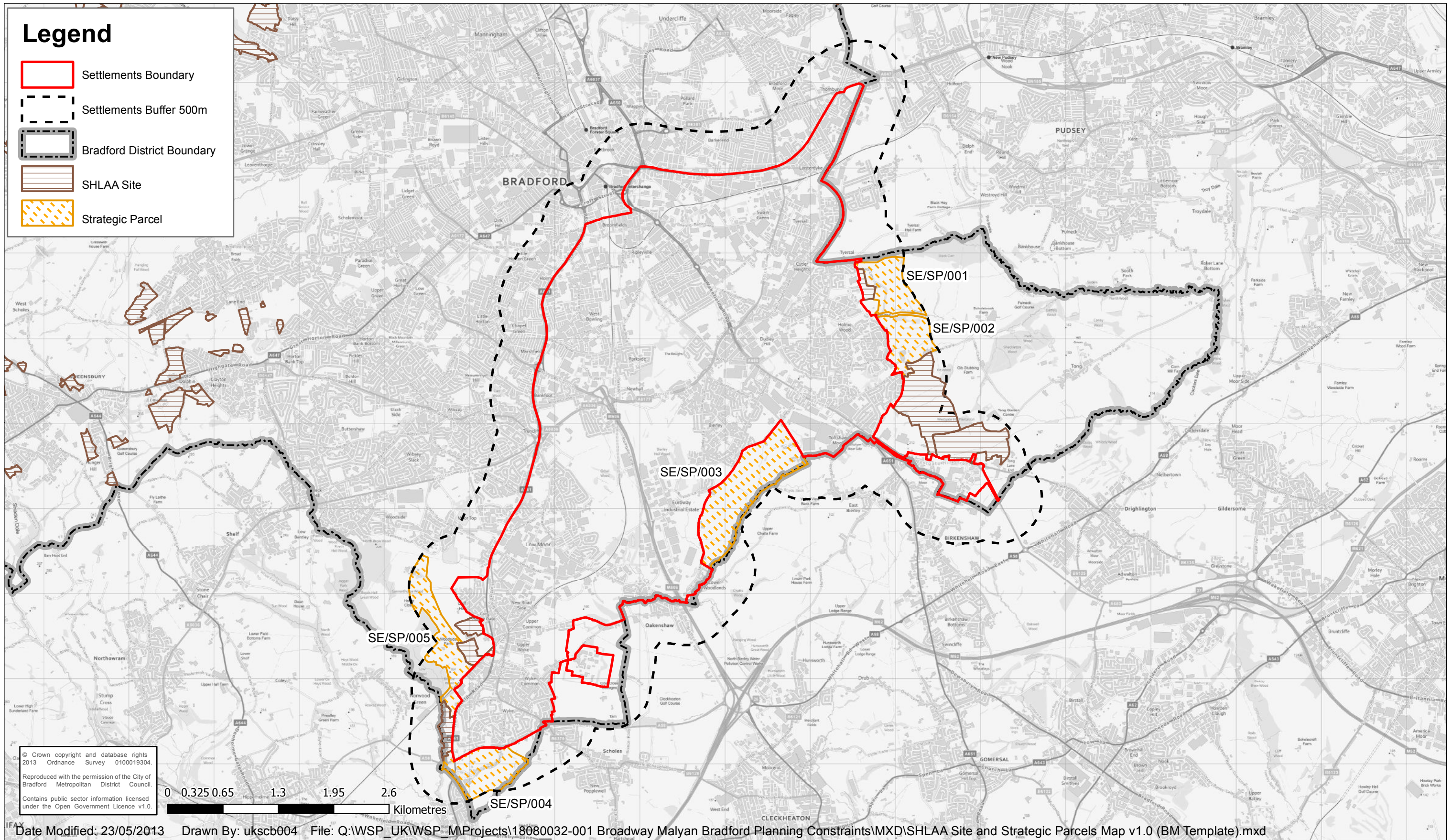
Project
Bradford Growth Study

Descriptions
Partial Constraints: Bradford South East

Status
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T: +44 (0)161 819 2277 F: +44 (0)161 819 2332 E: Man@BroadwayMalyan.com
Eastgate, Castle Street, Castlefield, Manchester M3 4LZ

www.BroadwayMalyan.com

Client
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Project
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Descriptions
**SHLAA Site and Strategic Parcels Map:
Bradford South East**

Status
FOR INFORMATION

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Job Number 29232	Drawing Number -	Revision -

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b) Bradford South East's existing environmental, social and economic position

Environmental Role Element	Provision/ Position	Comment
Green Belt	Overall the quadrant provides a significant contribution to the West Yorkshire Green Belt. However, there are localised variations in function and contribution within the quadrant	<p>In the main the Green Belt performs well in this location with regards to the purposes set out in the National Planning Policy Framework (NPPF):</p> <ul style="list-style-type: none"> • Overall the Green Belt to the south east of Bradford significantly contributes to preventing the unrestricted sprawl of Bradford with the wider south east area. The Green Belt contributes to preventing further ribbon development. However, along the key roads such as Tong Street and Leeds Old Road ribbon development has resulted in neighbouring settlements becoming linked. • The Green Belt significantly contributes towards preventing Bradford from merging with Leeds and more locally Bradford with Cleckheaton, Birkenshaw and Pudsey. Notwithstanding the overall significant strategic role the Green Belt has in this quadrant there are variations in the extent and width of the Green Belt. For example, the gap between Holme Wood and Gildersome to the north west of Morley is approximately 4km at its narrowest point, whereas the gap between Wyke and Bailiff Bridge is less than 350 metres at its narrowest point. Topography variations in this quadrant also mean that there are areas where development could be accommodated without having an impact on the openness of the Green Belt. • The Green Belt contributes towards preventing countryside encroachment. However, given the undulating built form edge of the quadrant there is likely to be some locations where development would have a limited impact on countryside encroachment. Potential locations include the land between the south east of Bierley between Holme Wood and Lower Woodlands and between Holme Wood and Tyersal. • The Green Belt within the Bradford south east area is not contributing towards preserving the setting and special character of a historic town. There are however, locations within the quadrant which contribute to preserving the setting of the Conservation Areas and Historical Assets • As with all settlements within the District the Green Belt contributes towards encouraging efficient use of previously developed and derelict land within urban areas. • The Holme Wood and Tong Neighbourhood Development Plan (January 2012) has previously identified potential Green Belt locations within the Holme Wood and Tong area. The potential location for regeneration and Green Belt growth within this Neighbourhood Plan were supported through public consultation.
Previously Developed Land	2,262	The District's Strategic Housing Land Availability Assessment update outlines that the South East Quadrant contains previously developed sites with a capacity to deliver just under 2,300 dwellings. This is a significant contribution but still falls well below the expected need for new homes in the area as set out in the Council's emerging Core Strategy.
Landscape	Low	The Bradford Landscape Assessment outlines that the South East area generally has a moderate to weak character. It cannot be classed as sensitive to further development though there are still fragments of landscape that should be protected from further development. Where development does take place it should be

		used as a catalyst to improve the environment of the urban fringe in the form of strong and effective landscape infrastructure.
Topography	Varied	The South East Bradford area is relatively low-lying undulating land, which generally slopes from the northwest to the southeast and ranges in height from 225m down to 100m. The landform is composed of a series of ridges and small shallow valleys, which run roughly from north to south.
Archaeology and Heritage	Medium	There are numerous Listed Buildings within and surrounding the existing settlement area. Adwalton Moor to the south east is a registered Historic Battlefield. Bowling Park is a registered Park and Garden.
Nature Conservation	Low	There are a number of Bradford Wildlife Areas within the Bradford South East area. These are mainly existing areas of urban greenspace and playing fields.
Flood Risk	Low	To the east and south and within the existing settlement area towards the centre of Bradford there are a few small isolated pockets which are liable to flooding.
Renewable Energy	Potential	There may be potential for development to use low carbon or renewable energy sources.
Hazards and Contamination	Medium	The area surrounding the A H Marks Chemical Works in Low Moor is classified as a hazardous installation zone. This is a combined zone which covers Nufarm UK Ltd, Wyke and BASF, Low Moor. These premises were previously called CIBA and AH Marks Between Holme Wood and Tong are two former landfill sites – Fields to Rear of Raikes Farms and at Holme Farm. The road junction at Manchester Road and Mayo Avenue is an Air Quality Management Zone

Environmental Summary:

With the exception of the hazardous installation zone there are low environmental constraints within the Bradford South East area. With industry historically focusing within this area there are significant opportunities for new development to improve and repair the environment, particularly landscape. Although overall the Green Belt in this location performs a significant role in preventing Bradford from merging with Leeds to the east, there are areas within the quadrant that could accommodate development without significant impact on the role and function of the Green Belt. The area around Holme Wood has significant Green Belt potential which has previously been subjected to public consultation through the Holme Wood and Tong Neighbourhood Development Plan process. Any Green Belt development in this area should seek to maintain appropriate separation distances between neighbouring settlements and be planned in such a way as to improve the existing adjoining urban areas and the urban rural fringe.

Social Role Element	Provision/ Position	Comment
Population	58,822	According to the 2011 Census Population Counts at Output Area 11.6% of the total population within the Core Strategy settlement areas live within the South East quadrant.
Population Growth (2011-2011)	14%	Analysis of Census data shows that the population of the Bradford South East area increased by over 7,000 or 14% over the period. This is slightly above the average for all the Core Strategy settlement areas of 12.9%
Households	23,595	Based on MOSAIC HH Count data for the South East quadrant area as defined within the Core Strategy. This equates to approximately 11.6% of the total number of households in the District.
Average Household Size	2.49	Based on the South East quadrant area as defined within the Core Strategy. This is slightly higher than the District average of 2.48.
Age structure	Younger than average	The Bradford Ward Economic Profiles outline that within the South East area the population under the age of 45 is higher than the District average.
Deprivation	High	The Bradford Ward Economic Profiles outline that three of the four Wards within the South East area are within the top 5 most deprived Wards in the District (Little Horton 3 rd , Bowling and Barkerend 4 th , and Tong 5 th). However, Wyke Ward is ranked 19 out of 30 least deprived Wards in the District.
Convenience store	✓	The Bradford Retail and Leisure Study outlines that there are a number of District and Local centres within the South East area: Mayo Avenue and Tong Street district centres and Holme Wood, Laisterdyke, Marshfields, Stickler and Wyke local centres. Bradford Town Centre is located approximately 300m at its closest point, but 6km from the furthest point.
Type of Town Centre	District and Local Centres	
Proximity to nearest Town Centre	300m – 6km	
Primary School	✓	
Secondary School	✓	There are 19 primary schools within the South East Bradford area. The Bradford Education Organisation Plan outlines that the schools within the three South East catchment areas will exceed capacity by 2012/ 2013 (South East 1 in 2013, South West 1 in 2012, and South West 5 in 2013). Within the Bradford South Confederation Area secondary school capacity is predicted to be exceeded by 2013.
Higher/ Tertiary Education Facility	✗	
Hospital	✗	The South East area has a broad range of existing community facilities and services. However, the Bradford Settlement Study identifies a lack of dental and doctors surgeries within the Bradford City Centre area. This could have an effect on capacity issues within the South East Bradford area.
Health Centre	✓	
Post Office	✓	
Library	✓	
Community Centre and Hall	✓	
Green Infrastructure, Open Space and Public Space	Average	
Sports and Recreation Facilities	Low	The Bradford Open Space and Recreation Study identified a gap in playing pitches within the South East area.

Railway Station	*	There is no existing railway station within the area. However, there are plans for a new Low Moor Station.
High Frequency Bus Service	✓	The area has good bus services to Bradford City Centre. A Guided Bus Route has recently commenced along the Manchester Road. There are however pockets that are not within a 400m accessibility zone of a high frequency bus service – the area around Tong and the Euroway Industrial Estate.
Bus Service	✓	
Utilities and Telecoms Capacity	✓	The Bradford Local Infrastructure Plan confirms that there are no strategic utility capacity issues within the South East Bradford area. Over the longer-term some localised infrastructure may be required to support development.
Affordable Housing	Shortfall	The Bradford Strategic Housing Market Area Assessment (2010) for the City Central sub area indicates that there is a net shortfall of 114 affordable housing provision per annum – equivalent to 15% of total annual affordable for the District. There is also a net shortfall within the City South sub area of 391 affordable dwellings per annum. This equates to approximately 52% of the District annual total.
Long term housing vacancy rate	2.9	Average across the four Ward areas. This is below the District average of 3.3%. However, the rates vary across the South East Area. Wyke 2.1, Tong 1.8 are below the District average, whereas Little Horton 3.9 and Bowling and Barkerend 4.0 are above the District average.
Market supply and demand (Sub area)	Demand	The Bradford Strategic Housing Market Area Assessment (2010) for the City Central sub area indicates there is high demand for owner occupied detached, semi-detached and flat properties. There is also high demand for 3-bedroom properties. Within the City South area there is particularly high demand for owner occupied detached 4+ bedroom properties. There is also demand for semi-detached houses, flats and bungalows of 2 to 3 bedrooms.

Social Summary:

Bradford South East has an excellent range of existing community and social facilities and services. Although the area does not have a railway station (although one is planned a Low Moor) the area has good high frequency bus services. Since there are relatively high levels of deprivation in this area there is a clear need for investment, and regeneration and new housing development could make a significant contribution to this. As in many locations within the district, due to an expanding population, investment to redress shortfalls in education capacity, health facilities and open space is needed. Carefully planned new housing development in this location may provide a contribution to the investment needed to help to address these shortfalls and support enhanced public transport services. There is also an identified housing need and demand within the Bradford South East area.

Economic Role Element	Provision/ Position	Comment
Travel to work area and job accessibility	Fairly contained	The Bradford Economic Profiles for the four Wards outlines that the average commuting distance is below the District average of 10.1km. Commuting by car within the Wyke Ward is above the District average, whereas levels are below the District average within Tong, Bowling and Barkerend and Little Horton.
Working population (aged 16-64)	52,788	According to the 2011 Census this is approximately 14.4% of the District's total working population.
Total number of local jobs	38,400	Taken from the Bradford Ward Economic Profiles.

Proportion of working age population to total local jobs	1.4 working age residents per local job	Figures based on Ward level data and calculated by dividing the working age population by the total number of local jobs (above two rows). These Ward boundaries do not exactly match the defined South East quadrant area as some of the Ward areas fall within other quadrants. The figures therefore do not provide an exact figure for the quadrant. However, the figures do give a good approximate indication of the proportion of working age population to local jobs within the South East quadrant.
Entrepreneurship	Average	The Bradford Economic Profiles outline that within Tong and Wyke the rate of new businesses starts per 10,000 population in 2011 was significantly below the District average of 100 at 67 and 72 respectively. However, the number of new starts in Little Horton and Bowling and Bakerend was above the District average at 119 and 133 starts respectively. With the exception of Little Horton the number of households with someone who is self-employed or a business owner is below the District average.
Number of local business units	1,657	Taken from the Bradford Ward Economic Profiles.
Top 30 employers	✓	The Bradford Ward Economic Profiles outline that there are a significant number of the Districts top 30 employers located within the South East Area – 9 employing 250+ workers
Employment Land	Good supply	The Bradford Employment Land Review outlines the south east area contains some of the Districts major employment areas. There is approximately 50ha. of potential employment land within the south area.
Regeneration Areas	✓	The north east part of the settlement area lies within the Leeds Bradford Corridor Regeneration Priority Area.
Transport Capacity	Low	The Bradford Local Infrastructure Plan outlines that there are major delays on radial routes to Bradford City Centre, including the A6177 Outer Ring Road and on the A650 Tong Street. These delays result in knock on consequences for bus routes, road safety, pollution and severance.
Potential transport measures		The Bradford Local Infrastructure Plan outlines a new railway station (Laisterdyke) and Park and Ride and new railway station in the Low Moor area was recommended within the District Wide Transport Study. Increased bus services to Leeds and Bradford were also recommended.
<p>Economic Summary: New housing development would assist with regeneration and deliver improved public transport services, such as extending the high frequency bus network. New development to the south east would also help to facilitate a park and ride in the Low Moor area. New housing may help to attract new employment opportunities and redevelopment of existing employment areas within the Bradford South East area.</p>		

c) Objectively Assessed Consideration

Total area of 500m search area (hectares)	520.75	<p>New homes would assist with addressing the identified social and economic issues within South East Bradford.</p> <p>A significant proportion of the land within the search area is covered by highly constrained policy designations (34%) with the most notable being major hazardous sites.</p> <p>However, within the search area there is a considerable amount of land (348ha) that has been identified as 'partially constrained' and 'unconstrained', Subject to the outcome of further detailed assessments as part of the Local Plan, some of these areas could potentially accommodate significant amount of development with appropriate and available mitigation and avoidance measures.</p> <p>Potential growth locations in the South East Bradford area should broadly look to focus in locations to the east in the area around Holme Wood, where environmental pressures are lower and development could help to facilitate regeneration and have environmental improvement benefits.</p>
Total Area covered by highly constrained designations (hectares)	153.82 (34%)	
Total Area covered by medium constrained designations (hectares)	51.79 (10%)	
Total Area covered by partly constrained designations (hectares)	23.38 (4%)	
Total unconstrained area (hectares)	324.30 (62%)	

Element Two: Green Belt Site Sustainability Testing

The environmental, social, economic and overall total scores for the Bradford South East SHLAA and Strategic Parcels subjected to the Element Two sustainability testing are set out within the following schedules:

SHLAA Site Reference	Environmental	Social	Economic	Total
SE/044	23	35	5	63
SE/055	24	32	4	60
SE/072	23	37	6	66
SE/099	27	24	5	56
SE/100	24	34	6	64
Average Score	24	32	5	62

Strategic Parcel Reference	Environmental	Social	Economic	Total
SE/SP/001	24	26	4	54
SE/SP/002	20	31	6	57
SE/SP/003	25	22	6	53
SE/SP/004	23	30	4	57
SE/SP/005	26	33	6	65
Average Score	24	28	5	57

North East Bradford

The Bradford North East area stretches from the City Centre in the south west towards Apperley Bridge in the far north east and to the edge of Shipley in the north west. The southern boundary follows the A647 Leeds Road from the junction at Shipley Airedale Road where it meets the Leeds boundary in the east. The Wards comprising this area are: Windhill and Wrose; Bolton and Undercliffe; Eccleshill; Bradford Moor and Idle and Thackley.

Element One: Directions for Growth

a) Existing Policy Constraint Designations and Sieve Mapping

Schedules and maps of the amount of land (hectares) covered by 'high constraints', 'medium constraints' and 'partial constraints' within the 500 metre zone surrounding the North East Bradford area are set out below.

Bradford North East

Total Area: 206.96ha.

High Constraints	Ha	%
Ancient Woodland	37.40	18%
Flood Risk Zone 3	33.48	16%
Landfill	1.14	1%
Total area (with high policy constraint overlap)	72.02	
Total area (without high policy constraint overlap)	71.15	35%

Medium Constraints	Ha	%
Allotments	0.49	0%
Bradford Wildlife Areas	53.96	26%
Playing Fields	7.95	4%
SEGIs - RIGS	3.51	2%
Total area (with medium policy constraint overlap)	65.92	
Total area (without medium policy constraint overlap)	65.91	32%

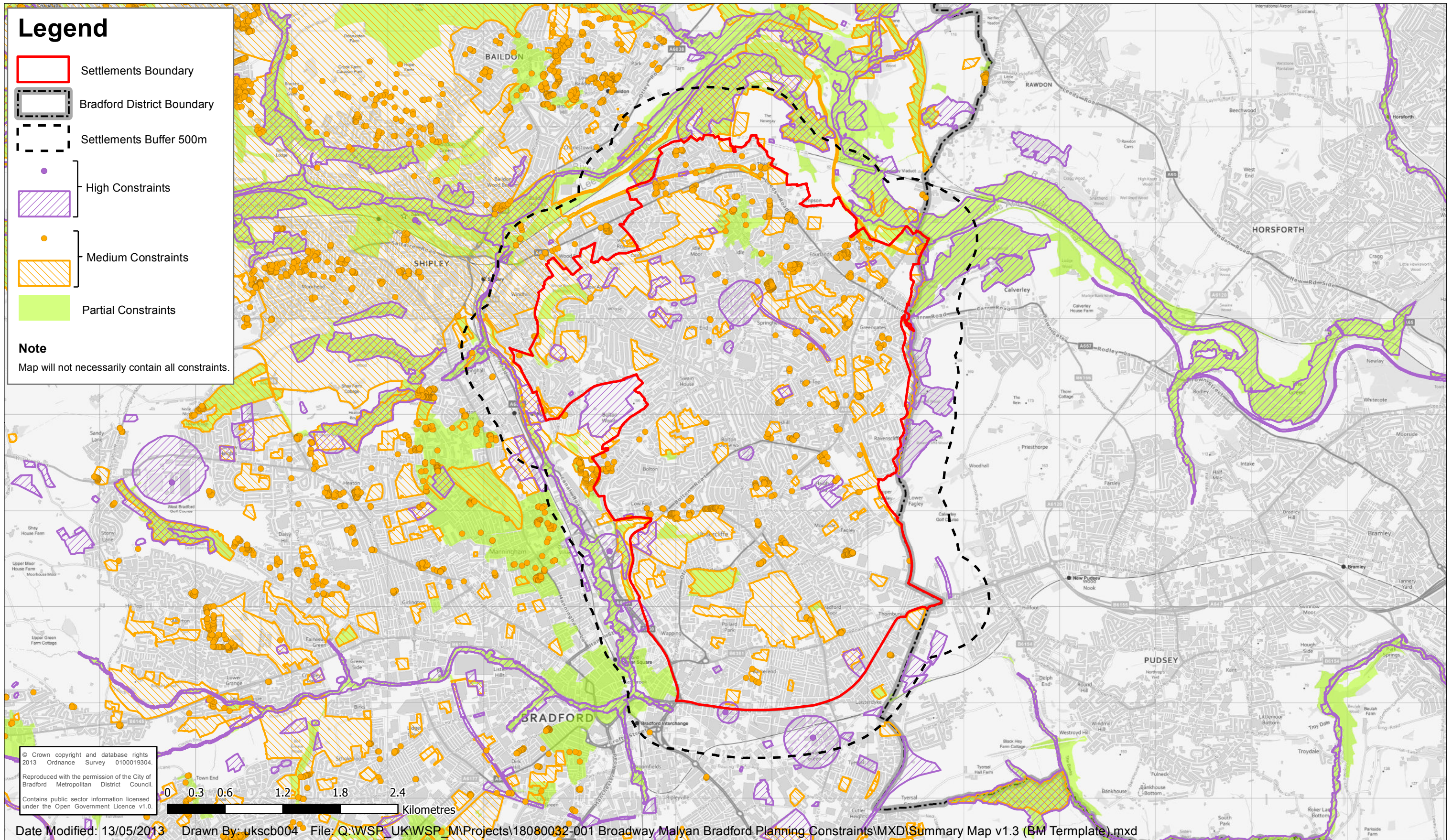
Partial Constraints	Ha	%
Conservation Areas	10.55	5%
Flood Risk Zone 2	45.80	22%
Other Sites of Landscape or Wildlife Interest	3.51	2%
Wetland	35.67	17%
Woodland	43.67	21%
Total area (with partial policy constraint overlap)	139.22	
Total area (without partial policy constraint overlap)	95.46	46%

Total unconstrained area (hectares)	87.93	43%
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[The sum of the policy constraint areas do not necessarily sum to total search zone area due to policy designation overlap e.g. land can be covered by both partial and medium policy constraints. The total land area assessed under Element Two is set out within Appendix 1].

The following policy constraint mapping for the North East Bradford area comprises:

- North East Bradford area covered by 'high constraints', 'medium constraints' and partial constraints.
- North East Bradford area covered by 'high constraints'
- North East Bradford area covered by 'medium constraints'.
- North East Bradford area covered by 'partial constraints'.
- Map showing the South East Bradford SHLAA sites and the other Strategic Parcels of land identified which comprise unconstrained and partly constrained land. These Strategic Parcels and SHLAA sites will be subjected to the Element Two sustainability testing.



BroadwayMalyan^{BM} Architecture Urbanism Design

T: +44 (0)161 819 2277 F: +44 (0)161 819 2332 E: Man@BroadwayMalyan.com
Eastgate, Castle Street, Castlefield, Manchester M3 4LZ

www.BroadwayMalyan.com

Client
Bradford Metropolitan District Council

Project
Bradford Growth Study


Descriptions
Summary Map: Bradford North East

Status
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Scale N/A	Drawn WSP	Drawn 2013
Job Number 29232	Drawing Number -	Revision -

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Legend

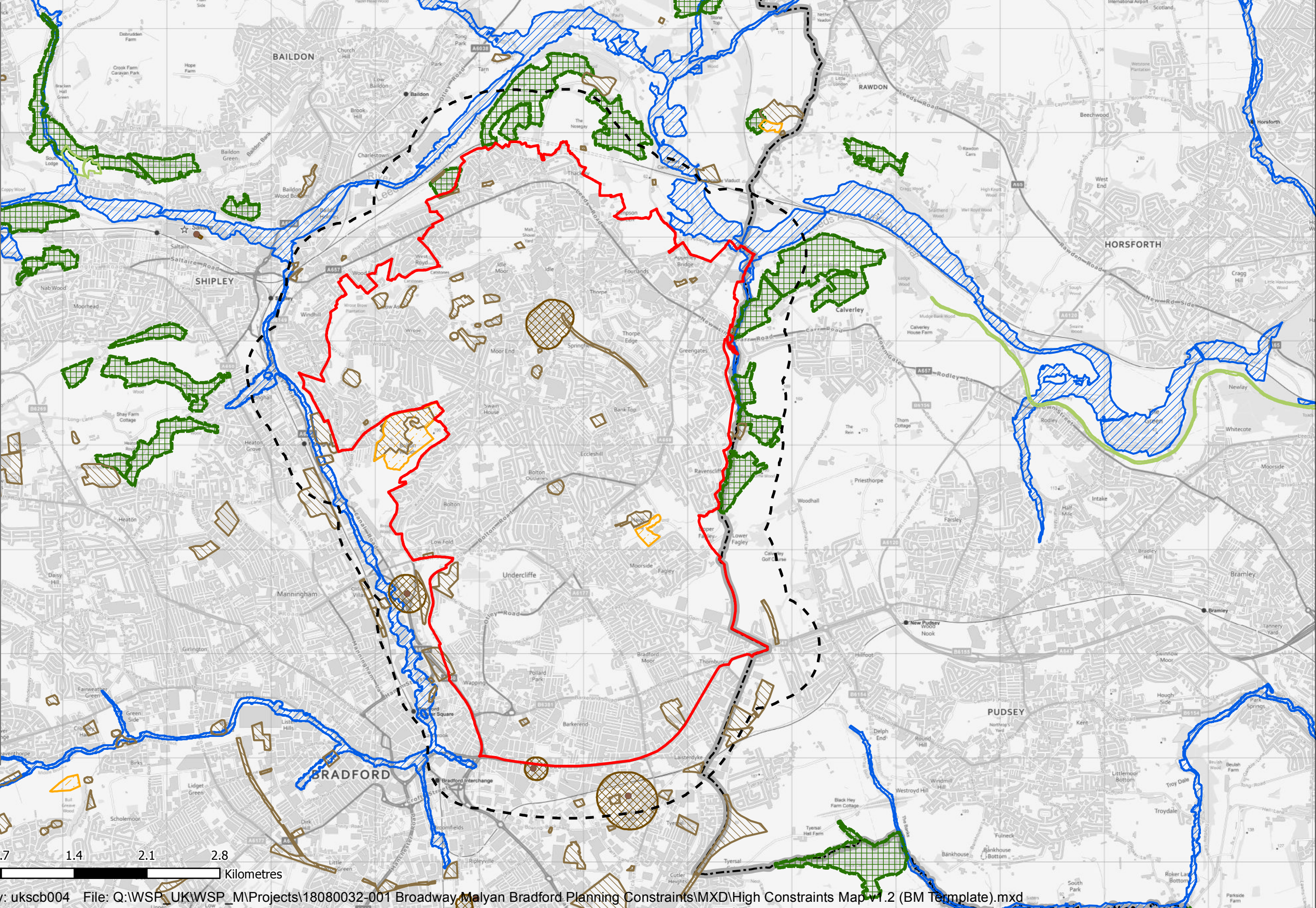
-  Settlement Boundary
-  Bradford District Boundary
-  Settlements Buffer 500m
-  Special Protection Area
-  Special Protection Area 400m Zone
-  Site of Special Scientific Interest
-  Ancient Woodland *
-  Ancient Woodland 12m Buffer *
-  Flood Risk Zone 3
-  Hazardous Installation
-  Major Hazard Site
-  Active Landfill
-  Inert Waste Landfill
-  Landfill
-  Active Quarry

Note
 * Includes Ancient Semi-Natural Woodland and Replanted Woodland.
 Map will not necessarily contain all constraints.

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T: +44 (0)161 819 2277 F: +44 (0)161 819 2332 E: Man@BroadwayMalyan.com
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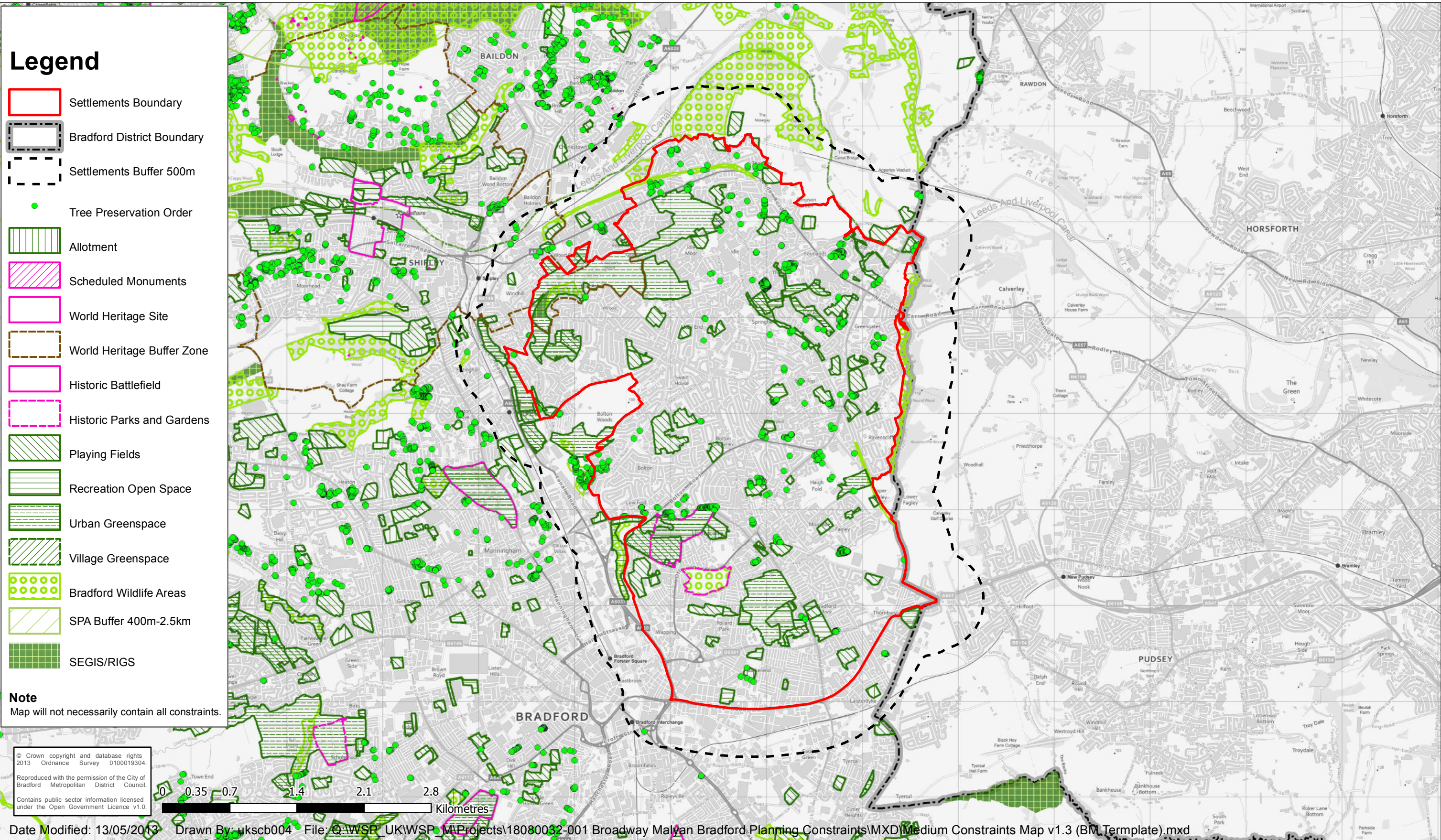
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Descriptions
High Constraints: Bradford North East

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T: +44 (0)161 819 2277 F: +44 (0)161 819 2332 E: Man@BroadwayMalyan.com
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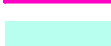
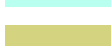
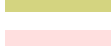




Descriptions
Medium Constraints: Bradford North East

Status
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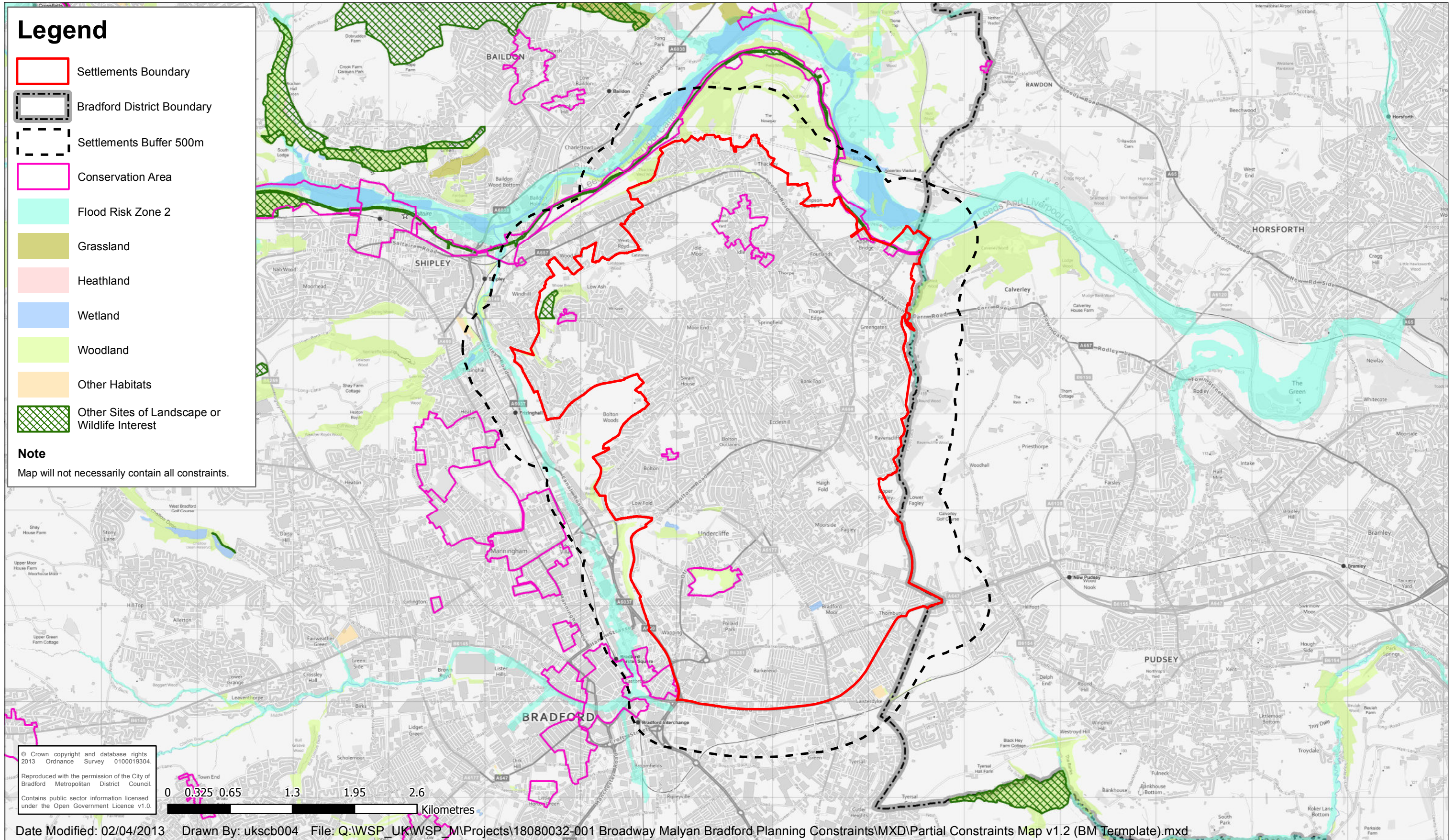
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Job Number 29232	Drawing Number -	Revision -

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Legend

-  Settlements Boundary
-  Bradford District Boundary
-  Settlements Buffer 500m
-  Conservation Area
-  Flood Risk Zone 2
-  Grassland
-  Heathland
-  Wetland
-  Woodland
-  Other Habitats
-  Other Sites of Landscape or Wildlife Interest

Note
Map will not necessarily contain all constraints.



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Eastgate, Castle Street, Castlefield, Manchester M3 4LZ

www.BroadwayMalyan.com

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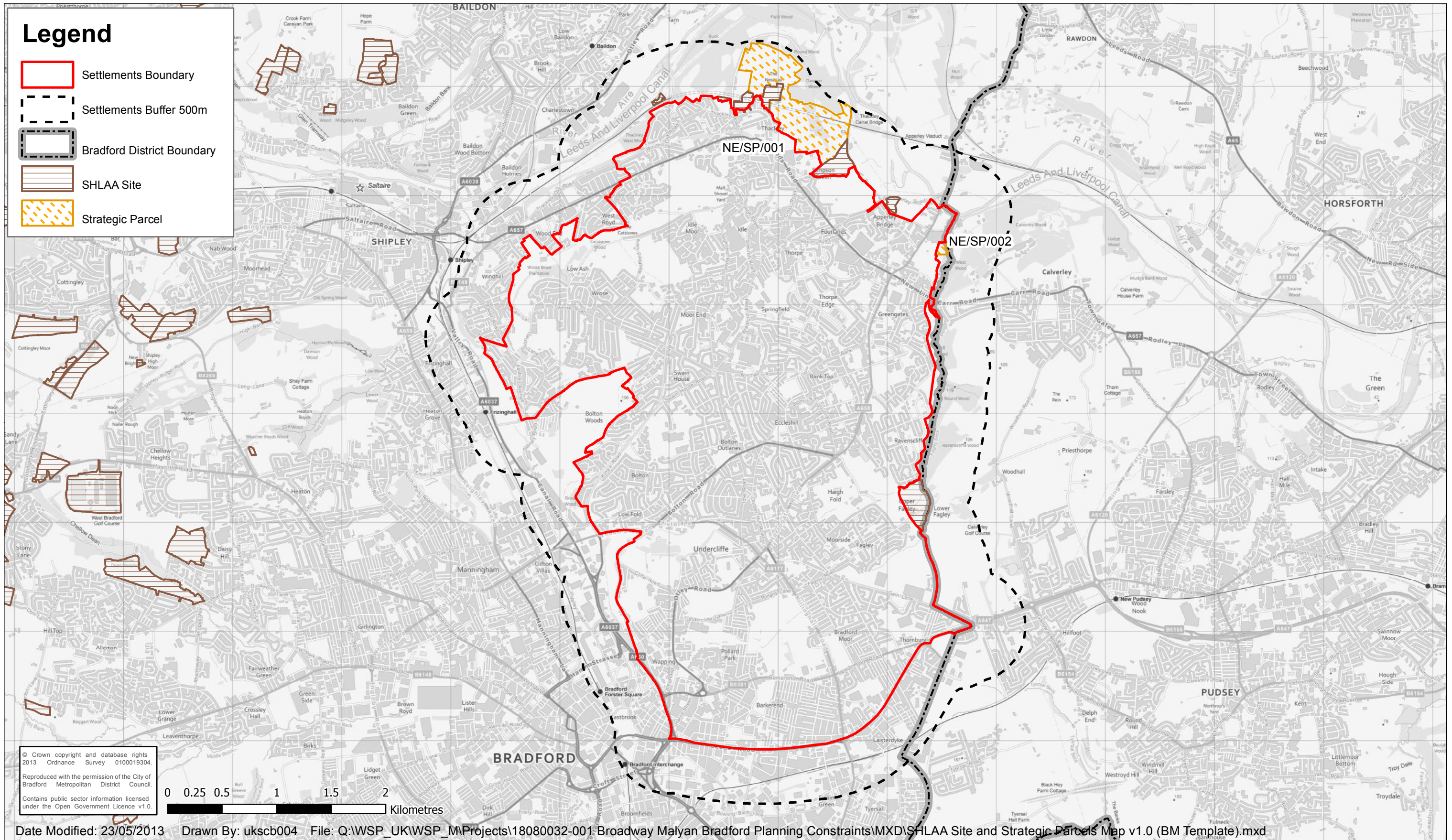
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Descriptions
Partial Constraints: Bradford North East

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 Eastgate, Castle Street, Castlefield, Manchester M3 4LZ

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Descriptions
**SHLAA Site and Strategic Parcels Map:
 Bradford North East**

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Scale	Drawn	Drawn
N/A	WSP	2013
Job Number	Drawing Number	Revision
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b) Bradford North East's existing environmental, social and economic position

Environmental Role Element	Provision/ Position	Comment
Green Belt	Significant contribution to the role of the West Yorkshire Green Belt.	<p>In the main, the Green Belt performs well in this location with regards to the purposes set out in the National Planning Policy Framework (NPPF):</p> <ul style="list-style-type: none"> • The Green Belt surrounding Bradford North East has a significant role in the restriction of sprawl of built-up areas to the north and east along the main road corridors and the Airedale valley floor. • The Green Belt significantly contributes towards helping prevent the merging of Bradford North East with parts of the west Leeds urban area. In particular the neighbouring towns Farsley, Pudsey, Rawdon, and the smaller villages of Calverley and Woodhall Hills • The Green Belt performs a significant role in safeguarding the countryside from settlement encroachment. However, given the undulating built form edge along the north east quadrant area there could potentially be some locations where new development would have a limited impact on countryside encroachment. • The Green Belt does not significantly contribute to the setting of historic town. There are however, locations within the quadrant which contribute to preserving the setting of the Conservation Areas and Historical Assets. • As with all settlements within the District the Green Belt contributes towards encouraging efficient use of previously developed and derelict land within urban areas.
Previously Developed Land Capacity	1,805	The Bradford Strategic Housing Land Availability Assessment update indicates that Bradford North East contains previously developed sites with a capacity to deliver around 1800 dwellings. This is a significant contribution but still falls well below the expected need for new homes in the area as set out in the Council's Core Strategy.
Landscape	Moderate	The Bradford Landscape Assessment outlines that within this area further estate development is considered unsustainable in landscape terms.
Topography	Varied	The Nosegay knoll and the wooded inclines to the north of Bradford-Thackley are likely to limit the extent of development although there would be more suitable conditions for further development at the edge of the settlement in the east, where there are gently undulating slopes. The flat valley floor immediately to the northeast and the more shallow enclosed pastures above the filtration beds of the Sewage Works would provide suitable topographical conditions for further development.
Archaeology and Heritage	Low	There are numerous listed buildings within and surrounding the north east area. There are also four Conservation Areas. In the Undercliffe area to the south are two registered Parks and Gardens. On the northern edge, in Thackley there are a number of listed buildings on the settlement boundary.
Nature Conservation	Medium	Wrose Hillside and the Leeds Liverpool Canal at Apperley Bridge are designated Sites of Ecological or Geological Importance. There are also several Bradford Wildlife Areas, which include existing green spaces and parks within the

		existing settlement boundary. However, a Bradford Wildlife Area does run along the along the western edge within the Green Belt land between the existing urban edge of Bradford and the District boundary.
Flood Risk	Medium	To the north of Apperley Bridge is an area within Flood Risk, lying in close proximity to the River Aire and Leeds and Liverpool Canal. The District Settlement Study outlines this area floods frequently.
Renewable Energy	Potential	There may be potential for development to use low carbon or renewable energy sources.
Hazards and Contamination	Low	There are a number of former landfill sites within and surrounding the north east area.

Environmental Summary:

There are a number of environmental issues to the north, including landscape, topography, and flood risk which are likely to impact future development potential. The Green Belt to the east also performs a significant role in preventing Bradford merging with parts of Leeds. However, there are likely to be potential growth opportunities, particularly in the far north east towards the Apperley Bridge area, where Green Belt development could be accommodated while still maintaining the function and role of the Green Belt.

Social Role Element	Provision/ Position	Comment
Population	89,668	According to the 2011 Census Population Counts at Output Area 17.7% of the total population within the Core Strategy settlement areas live within the North East quadrant.
Population Growth (2011-2011)	11.5%	Analysis of Census data shows that the population of the Bradford North East area increased by over 9,200 or by 11½ % over the period. This is slightly below the average for all the Core Strategy settlement areas of 12.9%
Households	34,567	Figure based on MOSAIC HH Count for the North East quadrant area. This equates to approximately 16.9% of the Districts total households.
Average Household Size	2.59	Average rate across the five Ward areas. This is higher than the District average of 2.48.
Age structure	Balanced	Across the five Ward areas the Bradford Economic Ward profiles indicate that the north east area has a fairly balanced age structure. Eccleshill and Bolton and Undercliffe Wards have broadly the District average structure, Windhill and Wrose and Idle and Thackley Wards have a slightly older profile, whereas Bradford Moor has a younger age profile.
Deprivation	High	The Bradford Ward Economic Profiles outline that four of the five Ward areas are within the bottom 15 most deprived Wards within the District. Bradford Moor ranked 3 rd , Eccleshill ranked 9 th , Bolton and Undercliffe ranked 12 th and Windhill and Wrose ranked 13 th . However, Idle and Thackley is one of the least deprived Wards in the District – ranked 24 out of 30.

Convenience store	✓	Within the north east area there are three District Centres and seven local centres: Five Lane Ends, Greengates, and Thornbury district centres and Barkerend Road, Bolton Junction, Eccleshill, Idle, Leeds Road, Undercliffe and Wrose local centres. The Bradford Retail and Leisure Study recommended Thornbury, Eccleshill and Wrose local centres would benefit from environment improvement and potential expansion. The Study indicates that Bolton Junction should be downgraded from a local centre.
Type of Town Centre	District and Local Centres	
Proximity to nearest Town Centre	0.3 – 5km	
Primary School	✓	There are 24 primary schools and 6 secondary schools within the north east Bradford area. The Bradford Education Organisation Plan indicates that there is a shortage of primary school places within the north west area. The north west 2 catchment area is predicted to be exceeded by 21.9% by 2015. The north west 4 catchment area has surplus spaces and is predicted to have 8.1% surplus places in 2015. The Bradford Education Organisation Plan predicts secondary school place shortfalls within the Bradford Central Confederation Area by 2015/16.
Secondary School	✓	
Higher/ Tertiary Education Facility	✗	
Hospital	✓	
Health Centre	✓	The north east Bradford areas have a good range of existing local services and facilities. However, the Bradford Settlement Study identifies a local shortage of dental and doctors surgeries in the Bradford City area and the Canal Corridor area. This may have potential knock on capacity affects within the north east Bradford area.
Post Office	✓	
Library	✓	
Community Centre and Hall	✓	
Green Infrastructure, Open Space and Public Space	Shortfall	
Sports and Recreation Facilities	Shortfall	The Bradford Open Space and Recreation Study identified a shortfall in this area for sports pitches.
Railway Station	✗	The North East Bradford area has high frequency bus services. However, area around Ravenscliffe has less frequent bus services. A new railway station is planned at Apperley Bridge
Bus Station	✓	
High Frequency Bus Service	✓	
Bus Service	✓	
Utilities and Telecommunications Capacity	Capacity	The Bradford Local Infrastructure Plan confirms that there are no strategic utility capacity issues within the north east area. Over the longer-term some localised infrastructure may be required to support development.
Affordable Housing	Shortfall	Four of the five Wards have an affordability ratio of 6 to 7. However, Bradford Moor Wards lies within the City Central sub area and has an affordability ratio of 5 to 6. Windhill and Wrose, Idle and Thackley, Bolton and Undercliffe and Eccleshill Wards comprise the City North East housing sub area. The Bradford Strategic Housing Market Area Assessment (2010) outlines that the market area has a small net shortfall of affordable housing provision per annum – 53 households. There is a particular shortage of 3 bedroom general housing and 1 bedroom older persons housing. The City Central sub area within which Bradford Moor Ward is located has a net shortage of 114 affordable houses per annum.

Long term housing vacancy rate	2.84%	The average across the five Ward areas is below the District average of 3.3%. However, there is significant variation within the Wards – between 1.5% in Idle and Thackley (the lowest rate across the District) to 5.2 in Bradford Moor.
Market supply and demand (Sub area)	High demand	The Bradford Strategic Housing Market Area Assessment (2010) outlines that within the City North East sub area there is a shortage of one bedroom properties and detached houses. There is a particular demand for flats.

Social Summary:

Bradford North East has an excellent range of existing community and social facilities and services. Although the area does not currently have a railway station a new station is planned for Apperley Bridge and there are good high frequency bus services. As in many locations within the District, due to an expanding population, investment to redress shortfalls in education capacity, health facilities and open space is needed. Carefully planned new housing development in this location may provide a contribution to the investment needed to help to address these shortfalls and support enhanced public transport services. There is also an identified housing need and demand within the Bradford North East area.

Economic Role Element	Provision/ Position	Comment
Travel to work area and job accessibility	Fairly contained	The Bradford Ward Economic Profiles outlines that the average commute within all five Wards comprising the north east area are below the District average. Although these Ward boundaries do not exactly match the defined North East quadrant area, as some of the Wards fall within other quadrants, the Ward level information does give a good approximate indication of the North East quadrants current containment.
Working population (aged 16-64)	61,484	Figure taken from the Census 2011 data and equates to approximately 16.8% of the District's total working population. Although the Ward boundaries do not exactly match the defined North East quadrant area the Ward level information does give a good approximate indication of the North East quadrants current working population.
Total number of local jobs	21,500	Based on the Bradford Ward Economic Profiles. Although these Ward boundaries do not exactly match the defined North East quadrant area, the Ward level information does give a good approximate indication of the total number of local jobs within the North East quadrant.
Proportion of working age population to total local jobs	2.8 working age residents per local job	Figures based on Ward level data and calculated by dividing the working age population by the total number of local jobs (above two rows). Although these Ward boundaries do not exactly match the defined North East quadrant area the figures do give a good approximate indication of the proportion of working age population to local jobs within the North East quadrant.
Entrepreneurship	Low – Medium	The Bradford Ward Economic Profiles outline that in 2011 the number of new business start-ups part per 10,000 population in the Bradford Moor Ward was just above the District average at 107 (the District average being 100). The other four Ward areas were below the District average. The lowest being Eccleshill at only 55 starts per 10,000 population. There was a similar trend for households with someone who is either self-employed or a business owner. Bradford Moor has the Districts highest rate at 22.6% of all households.

Number of local business units	1,398	Based on the Bradford Ward Economic Profiles. Although these Ward boundaries do not exactly match the defined North East quadrant area, the Ward level information does give a good approximate indication of the number of local business units within the North East quadrant.
Top 30 employers	✓	The Bradford Ward Economic Profiles outlines that six of the Districts top 30 employers are located within the north east area.
Employment Land	Capacity	The Bradford Employment Land Review update indicated that the Bradford North area will continue to play a significant role in Bradford's economy, both for the supply of general industrial sites and through intensification for new modern developments. There is approximately 17.8ha of employment land supply.
Regeneration Areas	✓	The Leeds Bradford Corridor is a key Regeneration Priority Area in the District while the Shipley and Canal Road Corridor area adjoins Bradford North East.
Transport Capacity	Low	The Bradford Local Infrastructure Plan outlines that there are major delays on radial routes to Bradford City Centre, including the A6177 Outer Ring Road and the A647 Leeds road. These delays result in knock on consequences for bus routes, road safety, pollution and severance.
Potential transport measures		The Bradford Local Infrastructure Plan outlines bus improvement measures, particularly for the neighbourhoods that are currently not within 400m of a high frequency bus service. Opening of the Apperley Bridge Railway Station. East Bradford Link Road
<p>Economic Summary: New housing development would assist with regeneration and deliver improved public transport services, such as extending the high frequency bus network. New development to the north east would also help to facilitate the future development of the planned Laisterdyke Railway Station and the Apperley Bridge Railway station. New housing may help to attract new employment opportunities to the Bradford North East area which will assist with regeneration and help maintain the areas containment.</p>		

c) Objectively Assessed Consideration

Total area of 500m search area (hectares)	206.96	New homes would assist with addressing the identified social and economic issues within the Bradford North East area.
Total Area covered by highly constrained designations (hectares)	71.15 (34%)	
Total Area covered by medium constrained designations (hectares)	65.91 (32%)	A significant proportion of the land within the search area is covered by highly constrained policy designations (35%) and medium constraint designations (32%). However, within the search area there is a considerable amount of land (183ha) that has been identified as 'partially constrained' and 'unconstrained', Subject to the outcome of further detailed assessments as part of the Local Plan, some of these areas could potentially accommodate significant amount of development with appropriate and available mitigation and avoidance measures.
Total Area covered by partly constrained designations (hectares)	95.46 (46%)	
Total unconstrained area (hectares)	87.93 (42%)	
		Potential growth locations in the Bradford North East area could lie in locations to the south east and potentially to the north where environmental pressures are lower and development could help to facilitate economic, regeneration and social benefits, such as the Laisterdyke railway station.

Element Two: Green Belt Site Sustainability Testing

The environmental, social, economic and overall total scores for the Bradford North East SHLAA and Strategic Parcels subjected to the Element Two sustainability testing are set out within the following schedules:

SHLAA Site Reference	Environmental	Social	Economic	Total
NE/062	27	21	5	53
NE/065	20	32	2	54
NE/066	29	21	2	52
NE/071	24	34	3	61
NE/072	28	30	4	62
NE/074	26	30	2	58
NE/075	28	31	4	63
Average Score	26	28	3	58

Strategic Parcel Reference	Environmental	Social	Economic	Total
NE/SP/001	21	28	3	52
NE/SP/002	22	25	5	52
Average Score	22	27	4	52

Bradford Growth Assessment

South West Bradford

The South West area of Bradford is clearly defined by Thornton Road to the north, the A641 Manchester Road, Huddersfield Road to the east, and a substantial area of Green Belt land to the west. The area comprises Royds; Wibsey; Great Horton and Clayton and Fairweather Green Wards.

Element One: Directions for Growth

a) Existing Policy Constraint Designations and Sieve Mapping

Schedules and maps of the amount of land (hectares) covered by 'high constraints', 'medium constraints' and 'partial constraints' designations within the 500 metre zone surrounding the South West Bradford area are set out below.

Bradford South West **Total Area: 471.43 ha**

High Constraints	Ha	%
Ancient Woodland	17.34	3.7%
Flood Risk Zone 3	6.80	1.4%
Landfill	7.64	1.6%
Major Hazardous Sites	25.99	5.5%
Total area (with high policy constraint overlaps)	57.78	
Total area (without high policy constraint overlaps)	55.44	11.8%

Medium Constraints	Ha	%
Allotments	0.41	0.1%
Bradford Wildlife Areas	67.77	14.4%
Playing Fields	10.51	2.2%
Recreation Open space	2.49	0.5%
SEGIs - RIGS	1.65	0.3%
Total area (with medium policy constraint overlaps)	82.83	
Total area (without medium policy constraint overlaps)	81.13	17.2%

Partial Constraints	Ha	%
Conservation Areas	0.01	0.0%
Flood Risk Zone 2	7.66	1.6%
Other sites of Landscape or Wildlife Interest	1.65	0.3%
Wetland	0.68	0.1%
Woodland	34.20	7.3%
Total area (with partial policy constraint overlaps)	44.20	
Total area (without partial policy constraint overlaps)	40.77	8.6%

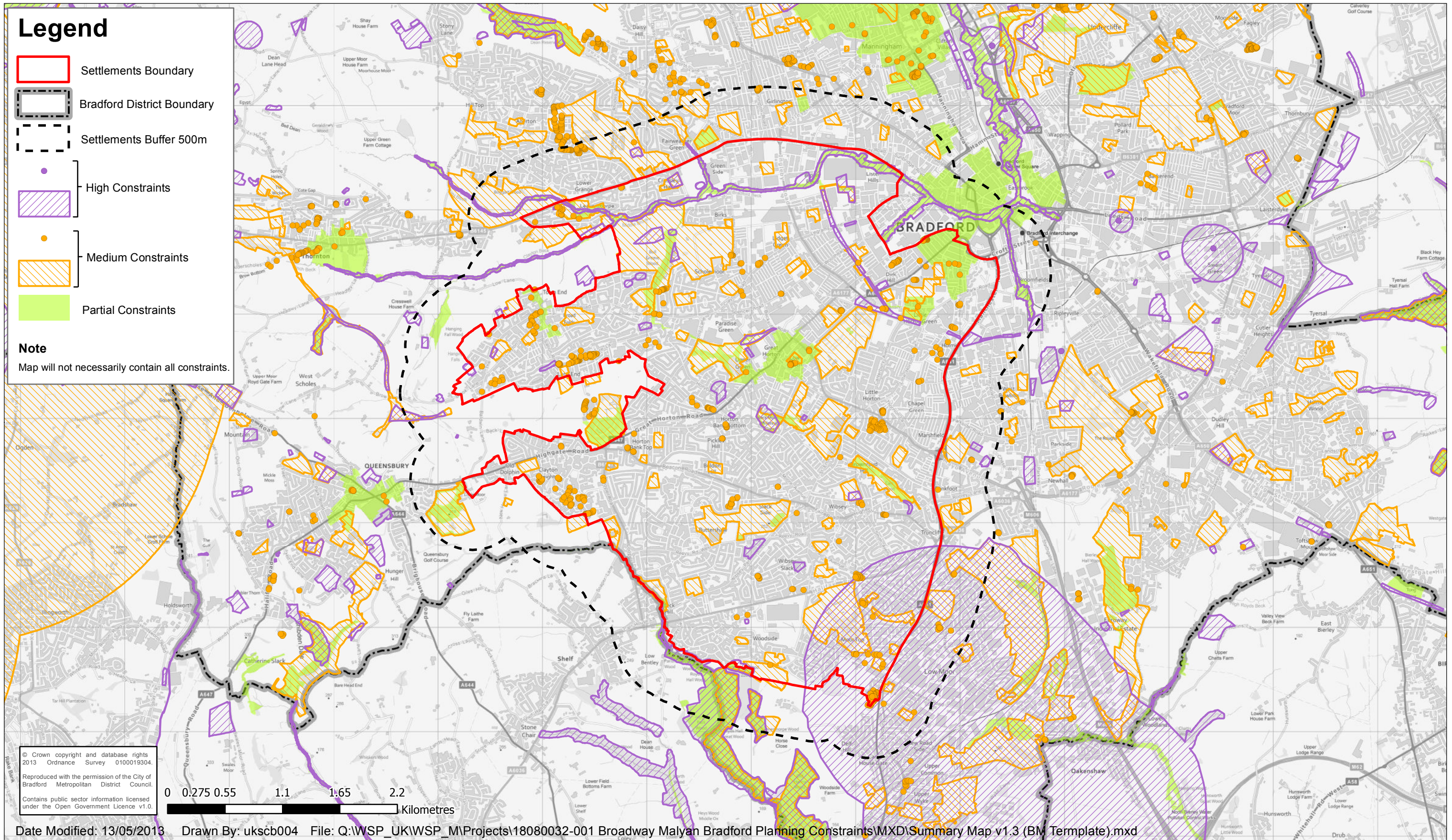
Total unconstrained area	347.05	73.6%
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Bradford Growth Assessment

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The following policy constraint mapping for the North East Bradford area comprises:

- South West Bradford area covered by 'high constraints', 'medium constraints' and partial constraints.
- South West Bradford area covered by 'high constraints'..
- South West Bradford area covered by 'medium constraints'..
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- Map showing the South West Bradford SHLAA sites and the other Strategic Parcels of land identified which comprise unconstrained and partly constrained land. These Strategic Parcels and SHLAA sites will be subjected to the Element Two sustainability testing.



BroadwayMalayan^{BM} Architecture Urbanism Design

T: +44 (0)161 819 2277 F: +44 (0)161 819 2332 E: Man@BroadwayMalayan.com
Eastgate, Castle Street, Castlefield, Manchester M3 4LZ

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Project
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Descriptions
Summary Map: Bradford South West

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Legend

-  Settlement Boundary
-  Bradford District Boundary
-  Settlements Buffer 500m
-  Special Protection Area
-  Special Protection Area 400m Zone
-  Site of Special Scientific Interest
-  Ancient Woodland *
-  Ancient Woodland 12m Buffer *
-  Flood Risk Zone 3
-  Hazardous Installation
-  Major Hazard Site
-  Active Landfill
-  Inert Waste Landfill
-  Landfill
-  Active Quarry

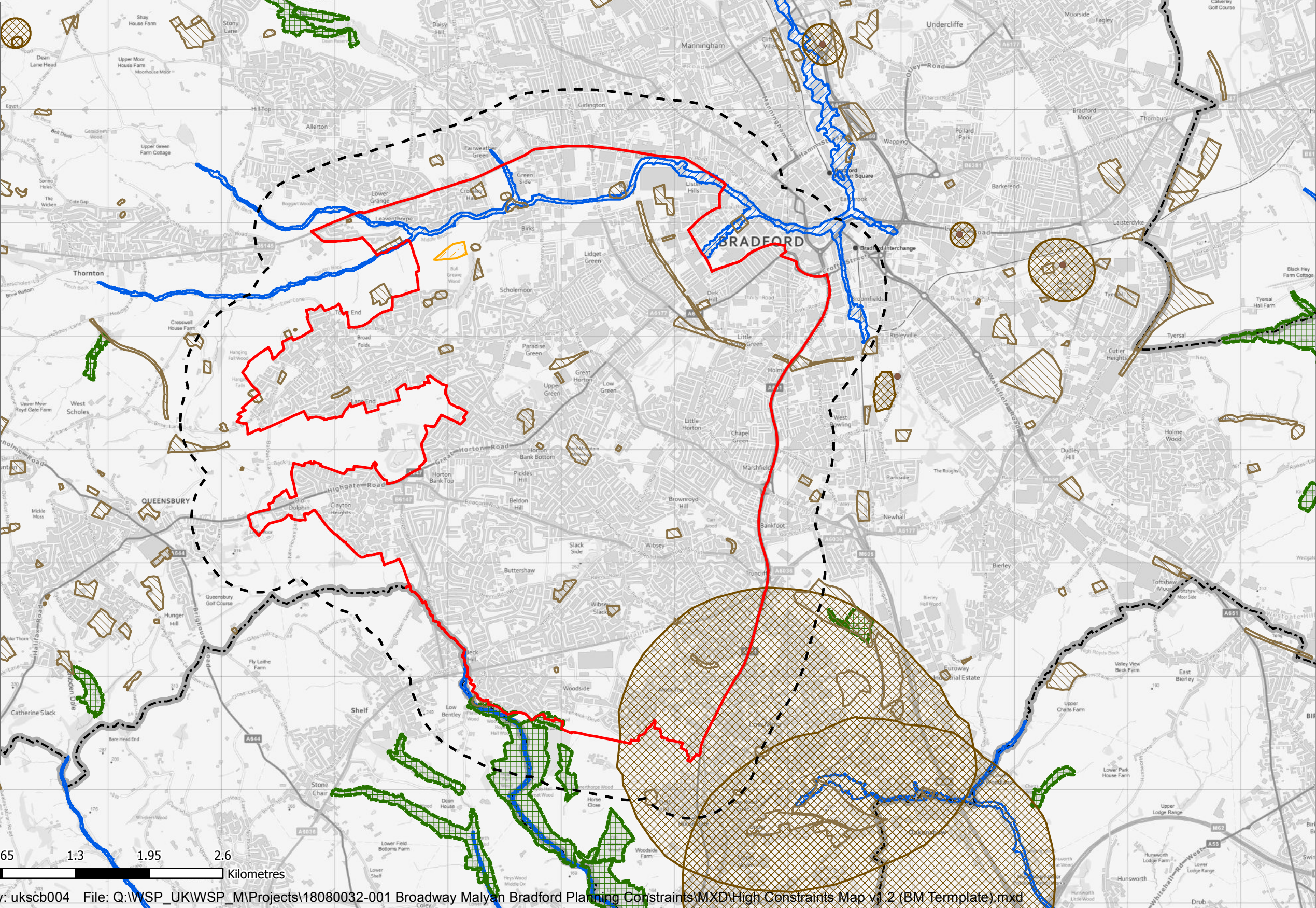
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T: +44 (0)161 819 2277 F: +44 (0)161 819 2332 E: Man@BroadwayMalyan.com
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













Descriptions
High Constraints: Bradford South West

Status
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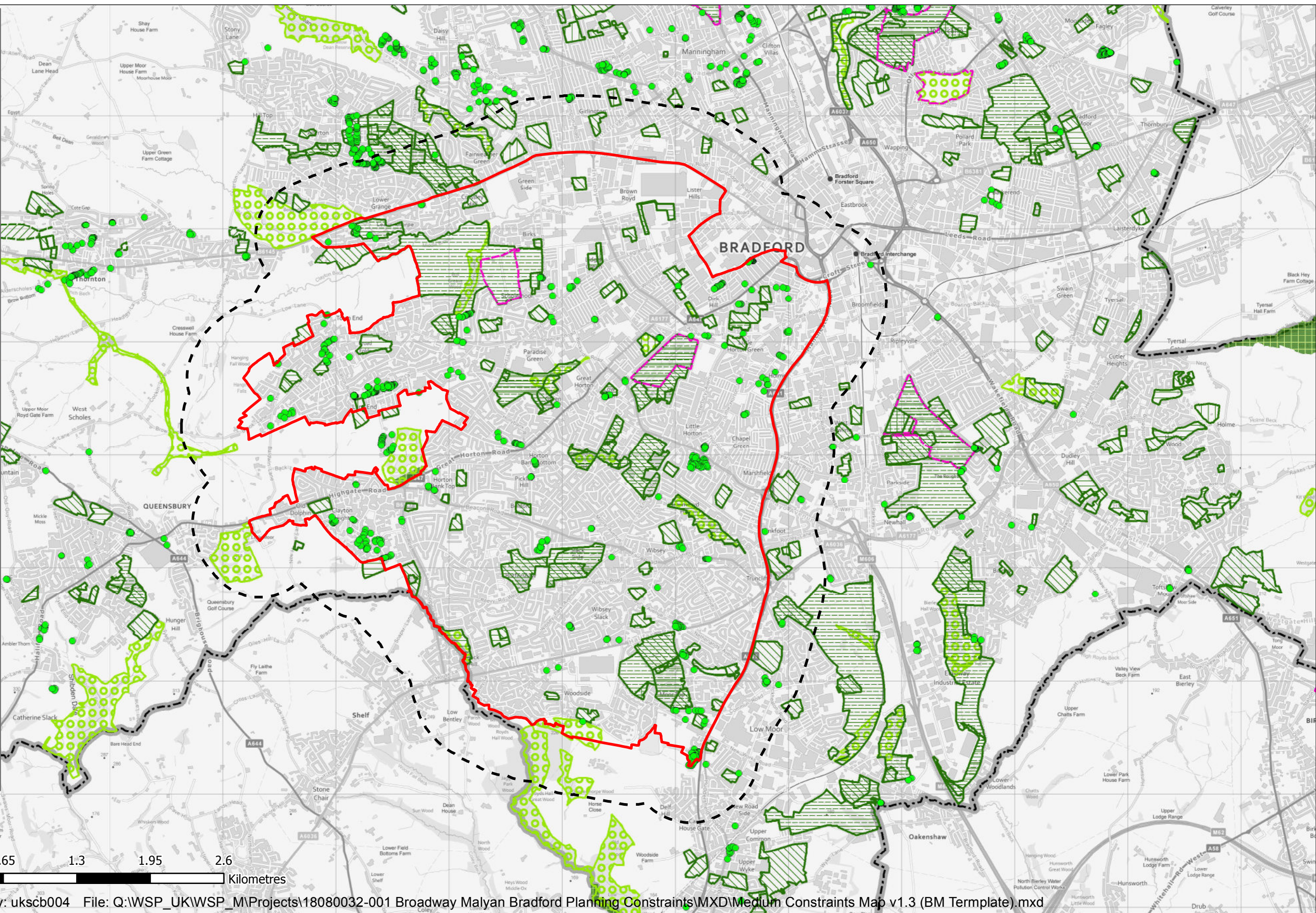
-  Settlements Boundary
-  Bradford District Boundary
-  Settlements Buffer 500m
-  Tree Preservation Order
-  Allotment
-  Scheduled Monuments
-  World Heritage Site
-  World Heritage Buffer Zone
-  Historic Battlefield
-  Historic Parks and Gardens
-  Playing Fields
-  Recreation Open Space
-  Urban Greenspace
-  Village Greenspace
-  Bradford Wildlife Areas
-  SPA Buffer 400m-2.5km
-  SEGIS/RIGS

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Project
Bradford Growth Study





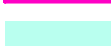
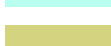
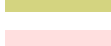




Descriptions
Medium Constraints: Bradford South West

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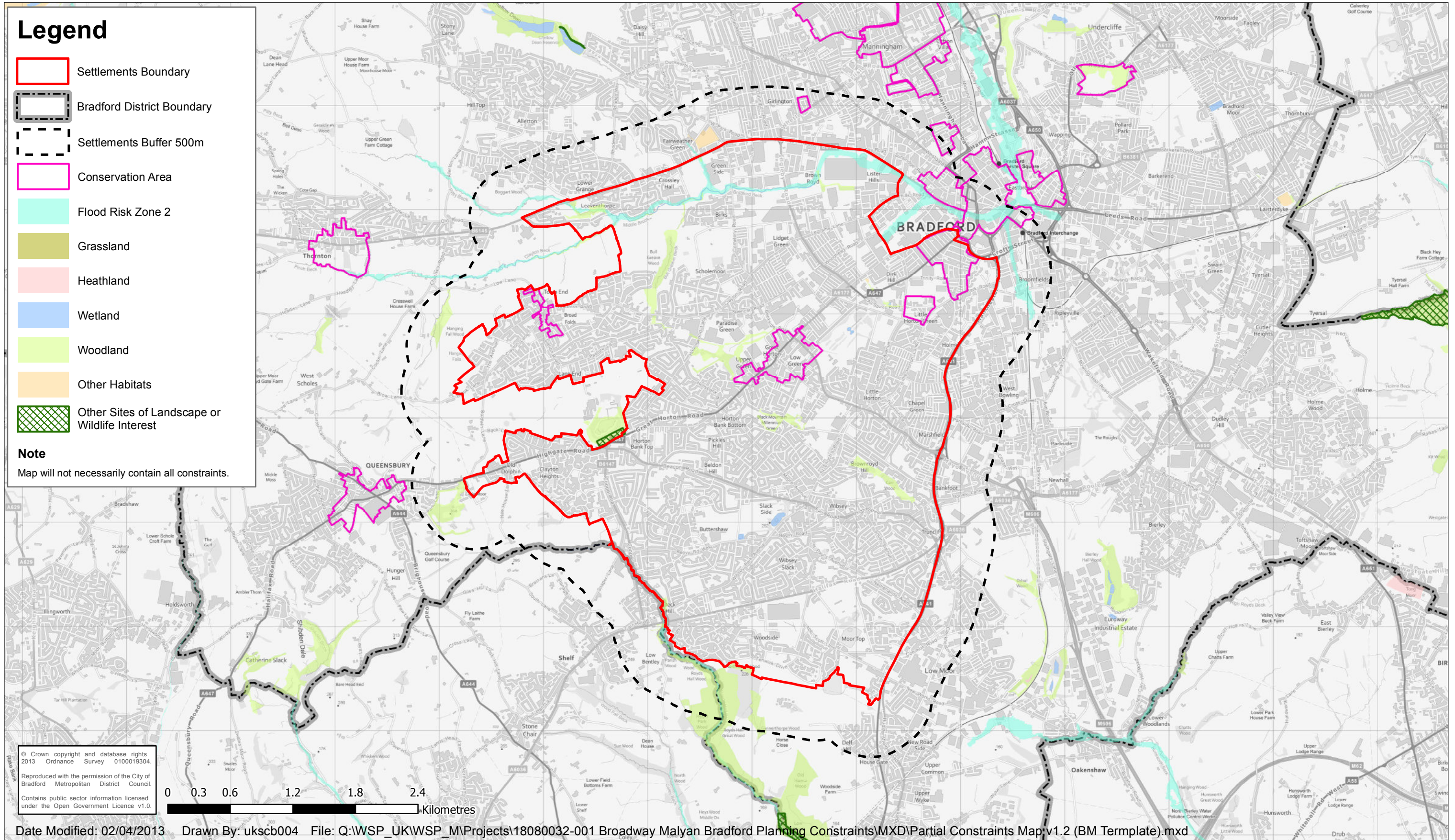
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Legend

-  Settlements Boundary
-  Bradford District Boundary
-  Settlements Buffer 500m
-  Conservation Area
-  Flood Risk Zone 2
-  Grassland
-  Heathland
-  Wetland
-  Woodland
-  Other Habitats
-  Other Sites of Landscape or Wildlife Interest

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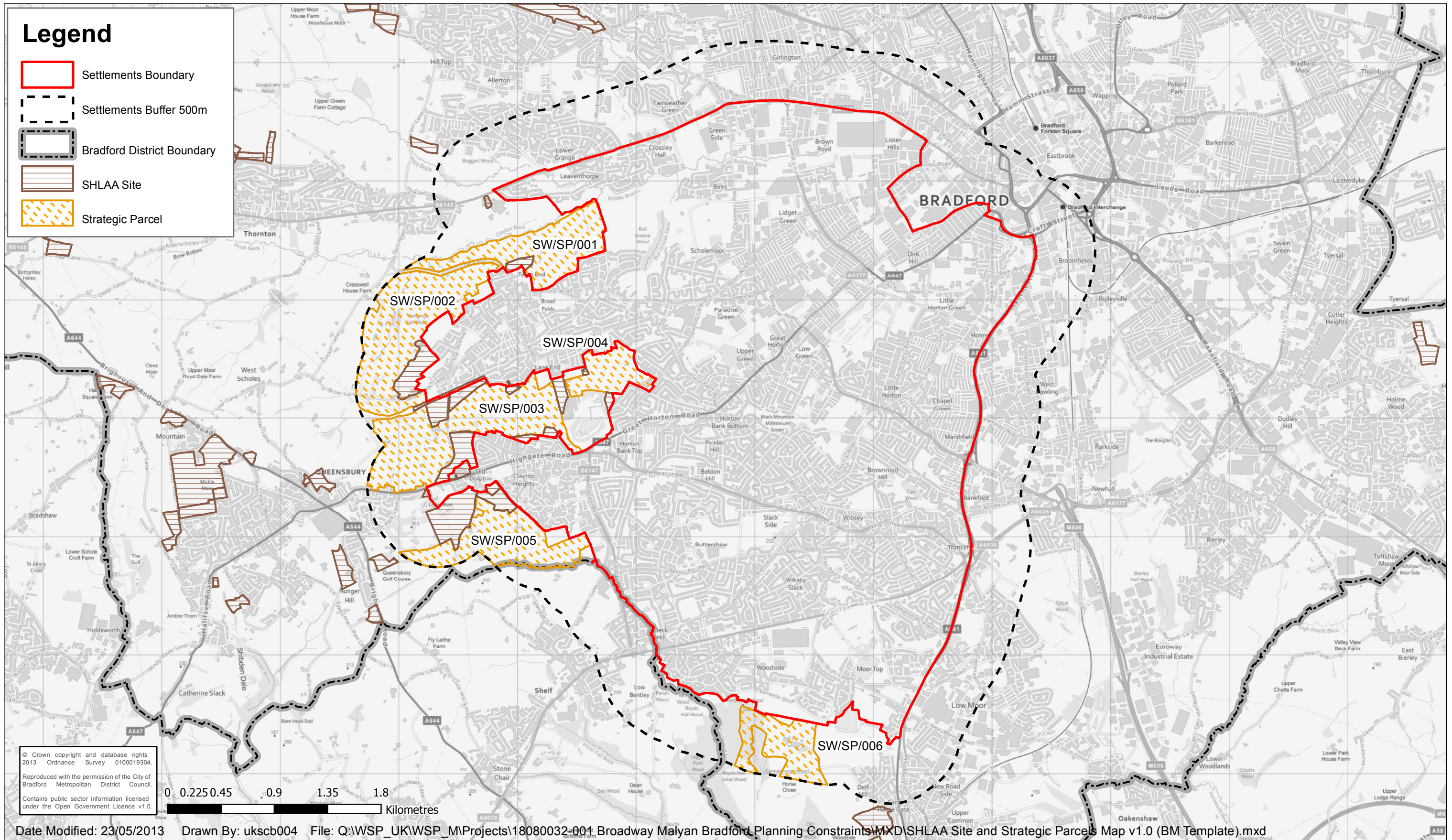
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Descriptions
**SHLAA Site and Strategic Parcels Map:
 Bradford South West**

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Bradford Growth Assessment

 b) Bradford South West's existing environmental, social and economic position

Environmental Role Element	Provision/ Position	Comment
Green Belt	Overall significant contribution to the role of the West Yorkshire Green Belt. However, within the quadrant there are local variations in contribution to the function of the Green Belt.	In the main, the Green Belt performs well in this location with regards to the purposes set out in the National Planning Policy Framework (NPPF): <ul style="list-style-type: none"> • The Green Belt to the west of the Bradford South West area performs a significant role in preventing unrestricted sprawl and ribbon development, particularly along Highgate Road and Halifax Road. • To the west, the Green Belt is contributing towards preventing Bradford from merging with neighbouring towns, for example Queensbury and Halifax. However, due to variations in topography and landscape there are likely to be some potential locations for successfully achieving contained development that maintains adequate separation distances and the openness of the Green Belt. • To the south west of Bradford the Green Belt significantly contributes towards safeguarding the countryside from encroachment. However, given the undulating built form edge along the quadrant area there is likely to be some locations, particularly between Highgate Road and Halifax Road, where development would have a limited impact on countryside encroachment. • The Green Belt within the Bradford South West area is not contributing towards preserving the setting and special character of a historic town. • As with all settlements within the District the Green Belt contributes towards encouraging efficient use of previously developed and derelict land within urban areas.
Previously Developed Land Capacity	3,047	The Bradford Strategic Housing Land Availability Assessment Update indicates that the Bradford South West area contains previously developed sites with a capacity to deliver around 3000 dwellings. This is a significant contribution but still falls below the expected need for new homes in the area as set out in the Council's Core Strategy.
Landscape	Low	To the south the landscape generally has a moderate to weak character. It cannot be classed as sensitive to further development though there are still fragments of landscape that should be protected from further development. Where development does take place it should be used as a catalyst to improve the environment of the urban fringe in the form of strong and effective landscape infrastructure.
Topography	Varied	The South Bradford area is relatively low-lying undulating land, which generally slopes from the northwest to the southeast and ranges in height from 225m down to 100m. The landform is composed of a series of ridges and small shallow valleys, which run roughly from north to south.
Archaeology and Heritage	Low	To the west Clayton Conservation Area extends to the settlement boundary. Scholemoor crematorium is also a listed Park and Garden. There are a number of listed buildings within and surrounding the edge of Bradford in the south west area. There are also a number of listed buildings within and surrounding the settlement.

Bradford Growth Assessment

Nature Conservation	Low - Medium	There are a number of Bradford Wildlife Areas. The majority of these are existing greenspace and playing fields within the urban area. However, there is a large Bradford Wildlife Area between Bradford and Thornton. Horton Bank Country Park between Horton Bank and Clayton is also a Bradford Wildlife Area. A Bradford Wildlife Area also abuts the urban edge to the south.
Flood Risk	Good	To the north there are narrow areas at risk of flooding along Middle Brook and Pitty Beck.
Renewable Energy	Potential	There may be potential for development to use low carbon or renewable energy sources.
Hazards and Contamination	Low	There are no active landfill sites within the south west area. However, there are a number of small former landfill sites surrounding Bradford within the south west area.

Environmental Summary:

Environmental constraints within the Bradford South West area are relatively low. The Green Belt to the south performs a significant role in preventing neighbouring settlements (namely Halifax) from merging. However, due to topographical and landscape variations and the undulating form of the existing built form edge, there is likely to be some potential for some contained Green Belt development to the west, without having a significant impact on the role of function of the West Yorkshire Green Belt.

Social Role Element	Provision/ Position	Comment
Population	95,188	Figure based on Census 2011 Population Counts at Output Area data for the South West quadrant area. This equates to approximately 18.8% of the total population within the Core Strategy settlement areas.
Population Growth (2001-2011)	11.8%	Analysis of Census data shows that the population of the Bradford South West area increased by just over 10,000 or 11.8% over the period. This is slightly below the average for all the Core Strategy settlement areas of 12.9%
Households	36,969	Figure based on MOSAIC HH Count data for the South West Quadrant area as defined within the Core Strategy. This equates to approximately 18.1% of the Districts total households.
Average Household Size	2.57	The average household size within the South West quadrant area is above the District average household size of 2.48.
Age structure	Mixed	The District Economic Profiles for Royds and Clayton and Fairweather Green Wards outlines that these Wards have an age structure which is broadly the same as the District average. Wibsey Ward has an ageing population and Great Horton Ward has a young population. Overall the south west area broadly has a mixed and balanced age structure.
Deprivation	Average	The District Economic Profile for Wibsey Ward ranks the Ward as 15 out of 30 least deprived Ward in the District. Clayton and Fairweather Green is ranked 16 th . However, Royds and Great Horton Wards are ranked 11 th and 10 th respectively. These two areas have fairly high levels of deprivation with between 40 and 65% of the population falling within the 20% most deprived neighbourhoods in England.

Bradford Growth Assessment

Convenience store	✓	There are a number of district and local centres within the south west area. Great Horton District Centre and Bankfoot, Buttershaw, Clayton, Horton Grange, Lidget Green, Princeville, Shearbridge and Wibsey local centres.
Type of Town Centre	District and Local Centres	
Proximity to nearest Town Centre	3-5km	The Bradford Retail and Leisure Survey recommends retail development in Bankfoot local centre, extending the Shearbridge Local Centre and measures to improve the quality of Princeville Local Centre. Although classed as a Local Centre the Retail Study recommended downgrading Buttershaw centre.
Primary School	✓	The Bradford School Organisation Plan indicates that within the South West 4 and South West 3 catchment area there will be significant primary school capacity issues by 2015 (12-13% shortfall). Within the South West 2 and South West 1 there is likely to be a slight shortfall. Within the Bradford South Confederation area there is predicted to be secondary school place shortfalls by 2013.
Secondary School	✓	
Higher/ Tertiary Education Facility	✓	
Hospital	✓	The Bradford South West area has a good range of existing community facilities and services. However, the Bradford Settlement Study identifies a lack of dentists and doctors surgeries in the Bradford City Centre area. This could potentially have capacity issues within the south west Bradford area.
Health Centre	✓	
Post Office	✓	
Library	✓	
Community Centre and Hall	✓	
Green Infrastructure, Open Space and Public Space	Shortfall	The Bradford Open Space and Recreation Study identified gaps in provision for amenity green space to the north west near Great Horton and play areas to the west and north. There are minor gaps for parks and gardens.
Sports and Recreation Facilities	Shortfall	The Bradford Open Space and Recreation Study identified a shortage of sports pitches in this area, including football, cricket and rugby.
Railway Station	✗	There are a number of high frequency bus routes which link the area to Bradford city centre, Queensbury, Halifax and Huddersfield. However, there are pockets within the area that are not within the 400m accessibility zone of high frequency services. Although there is no railway station, the bus service provides direct connections to Bradford railway stations.
Bus Station	✗	
High Frequency Bus Service	✓	
Bus Service	✓	
Utilities and Telecommunications Capacity	✓	The Bradford Local Infrastructure Plan confirms that there are no strategic utility capacity issues within the South East area. Over the longer-term some localised infrastructure may be required to support development.
Affordable Housing	Shortfall	Royds and Wibsey and part of Great Horton Wards lie within the City South sub area. Clayton and Fairweather Green and part of Great Horton lie within the City West sub area. The City South area has an affordability ratio of 5 to 6, whereas City West has a 6 to 7 ratio. The Districts Strategy Housing Market Area Assessment (2010) also indicates that there is a net shortfall within the City South sub area of 391 affordable dwellings per annum. This equates to approximately 52% of the District annual total. There is also a 185 net shortfall per annum in the City West sub area – equivalent to 25% of the District total need.

Bradford Growth Assessment

Long term housing vacancy rate	2.6%	The average rate across the four Wards is below the District average of 3.3%. However, Great Horton has a rate much higher than the District average at 4.4%. Royds has the lowest rate at 1.6%.
Market supply and demand	Demand	The Strategy Housing Market Area Assessment (2010) indicates that within the City South sub area there is particularly high demand for owner occupied detached 4+ bedroom properties. There is also demand for semi-detached houses, flats and bungalows of 2 to 3 bedrooms. Within the City West sub area there is high demand for owner occupied properties of all sizes, particularly 4+ bedroom properties. Detached and semidetached properties are in high demand.

Social Summary:

Bradford South West has an excellent range of existing community and social facilities and services. The area also has good high frequency public transport services. As in many locations within the District, due to an expanding population, investment to redress shortfalls in education capacity, health facilities and open space is needed. Carefully planned new housing development in this location may provide a contribution to the investment needed to help to address these shortfalls and support enhanced public transport services. There is also an identified housing need and demand within the Bradford South West area.

Economic Role Element	Provision/ Position	Comment
Travel to work area and job accessibility	Fairly contained	The Bradford Economic Profiles for the four Wards areas that broadly comprise the South West area outlines that the average commuting distance is below the District average of 10.1km. Commuting by car is broadly similar to the District average across all four Wards. Bus usage is above the District average across all four Ward areas.
Working population (aged 16-64)	45,968	Figure based on Census 2011 Ward level data. This equates to approximately 12.6% of the District's total working population. These Ward boundaries do not exactly match the defined south west quadrant area as some of the Wards fall within other quadrants. The figure therefore does not provide an exact figure for the quadrant. However, the figure does give a good approximate indication of the working age population within the South West quadrant.
Total number of local jobs	11,800	Aggregated Ward level figures taken from the Bradford Economic Profiles. These Ward boundaries do not exactly match the defined south west quadrant area as some of the Wards fall within other quadrants. The figure therefore does not provide an exact figure for the quadrant. However, the figure does give a good approximate indication of number of local jobs within the South West quadrant.
Proportion of working age population to total local jobs	3.9 working age residents per local job	Figures based on Ward level data and calculated by dividing the working age population by the total number of local jobs (above two rows). These Ward boundaries do not exactly match the defined south west quadrant area as some of the Wards fall within other quadrants. The figures therefore do not provide an exact figure for the quadrant. However, the figures do give a good approximate indication of the proportion of working age population to local jobs within the quadrant.

Bradford Growth Assessment

Entrepreneurship	Low	In 2011 the new business start-up rates within all four Ward areas was considerably below the District average rate of 100 per 10,000 population. The rates ranged between 65 and 78. However, Clayton and Fairweather Green has a higher than District average number of households with someone who is either self-employed or a business owner – 19.3% compared to 13.6%.
Number of local business units	837	Figure taken from the Bradford Economic Profiles. These Ward boundaries do not exactly match the defined South West quadrant area as some of the Wards fall within other quadrants. The figures therefore do not provide an exact figure for the quadrant. However, the figures do give a good approximate indication of the number of local business units within the South West quadrant.
Top 30 employers	✓	The Bradford Economic Profiles outlines that within the south west area there are 5 of the Districts top employers – employing over 250 workers. There are also 9 employers employing between 50 and 249 workers.
Employment Land	Capacity	The Bradford Settlement Study outlines that employment uses are sporadically distributed across the area. However, there are clusters in the Great Horton and Little Horton areas. The Bradford Employment Land Review outlines that within the south west area there are approximately 15.5ha of potential new employment land capacity.
Regeneration Areas	✗	The South West area is not within a regeneration area.
Transport capacity	Capacity Issues	The District Wide Transport Study indicated that there are potential highway capacity issues within the South West area. Highway and junction improvements are likely. The Bradford Local Infrastructure Plan also outlines that there are major delays on radial routes to Bradford City Centre, including the A6177 Outer Ring Road. These delays have knock on consequences for bus routes, road safety, pollution and severance.
Potential transport measures		Highway and junction improvements, bus lanes and additional bus services. Although not within the South East area a potential new railway station and associated park and ride in the Low Moor area would also benefit the South West area
<p>Economic Summary: New housing development could assist business and economic growth in the Great Horton and Little Horton areas and deliver improved public transport services. New development to the south west would also help to facilitate a Park and Ride in the Low Moor new station and park and ride. New housing may help to attract new employment opportunities within the Bradford South West area which would help to improve the areas containment.</p>		

Bradford Growth Assessment

c) Objectively Assessed Consideration

Total area of 500m search area (hectares)	471.43	<p>New homes would assist with addressing the identified social and economic issues within the Bradford South West area.</p> <p>The Bradford south West Area has a very low proportion of land covered by either high constraints (12%) or medium constraints (17%).</p> <p>Therefore, within the search area there is a considerable amount of land (388ha) that has been identified as 'partially constrained' and 'unconstrained', Subject to the outcome of further detailed assessments as part of the Local Plan, some of these areas could potentially accommodate significant amount of development with appropriate and available mitigation and avoidance measures</p> <p>Potential growth locations in the Bradford South West area could lie in locations to the west around the Clayton Heights area where environmental pressures are lower and accessibility to social and economic facilities is high. However, adequate separation gaps between neighbouring settlements such as Halifax, Queensbury and Thornton should be maintained where possible.</p>
Total Area covered by highly constrained designations (hectares)	55.44 (12%)	
Total Area covered by medium constrained designations (hectares)	81.13 (17%)	
Total Area covered by partly constrained designations (hectares)	40.77 (9%)	
Total unconstrained area (hectares)	347.05 (74%)	

Element Two: Green Belt Site Sustainability Testing

The environmental, social, economic and overall total scores for the Bradford South West SHLAA and Strategic Parcels subjected to the Element Two sustainability testing are set out within the following schedules:

SHLAA Site Reference	Environmental	Social	Economic	Total
SW/001	23	35	2	60
SW/008	23	28	2	53
SW/009	25	29	2	56
SW/010	26	30	2	58
SW/011	24	29	2	55
SW/017	27	32	4	63
SW/018	25	31	2	58
SW/019	26	34	2	62
SW/020	25	30	2	57
SW/022	25	35	2	62
SW/023	25	33	2	60
SW/045	26	28	2	56
SW/059	22	27	2	51
SW/097	24	29	4	57
SW/102	23	33	2	58
Average Score	25	31	2	58

Bradford Growth Assessment

Strategic Parcel Reference	Environmental	Social	Economic	Total
SW/SP/001	21	32	2	55
SW/SP/002	22	26	2	50
SW/SP/003	21	28	2	51
SW/SP/004	24	32	6	62
SW/SP/005	26	30	2	58
SW/SP/006	22	26	5	53
Average Score	23	29	3	55

Bradford Growth Assessment

North West Bradford

The majority of the Bradford North West area is bounded by large sections of countryside to the north and west, Thornton Road to the south and the railway line to the east. The area comprises Manningham, Toller and Heaton Ward areas.

Element One: Directions for Growth

a) Existing Policy Constraint Designations and Sieve Mapping

Schedules and maps of the amount of land (hectares) covered by 'high constraints', 'medium constraints' and 'partial constraints' within the 500 metre zone surrounding the Bradford North West area are set out below.

Bradford North West

Total Area: 591 Ha

High Constraints	Ha	%
Ancient Woodland	50.38	8.5%
Flood Risk Zone 3	4.78	0.8%
Landfill	14.31	2.4%
Major Hazard Site	34.50	5.8%
Total area (with high policy constraint overlaps)	103.97	
Total area (without high policy constraint overlaps)	103.84	17.6%

Medium Constraints	Ha	%
Allotments	4.92	0.8%
Bradford Wildlife Areas	98.11	16.6%
Playing Fields	19.88	3.4%
Recreation Open space	4.76	0.8%
SEGIs - RIGS	4.76	0.8%
World Heritage Buffer Zone	60.99	10.3%
Total area (with medium policy constraint overlaps)	193.43	
Total area (without medium policy constraint overlaps)	163.04	27.6%

Partial Constraints	Ha	%
Flood Risk Zone 2	5.41	0.9%
Other Sites of Landscape or Wildlife Interest	4.76	0.8%
Wetland	5.68	1.0%
Woodland	69.70	11.8%
Total area (with partial policy constraint overlaps)	85.55	
Total area (without partial policy constraint overlaps)	82.08	13.9%

Total unconstrained area (hectares)	370.05	62.6%
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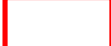



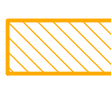

Bradford Growth Assessment

[The sum of the policy constraint areas do not necessarily sum to total search zone area due to policy designation overlap e.g. land can be covered by both partial and medium policy constraints. The total land area assessed under Element Two is set out within Appendix 1].

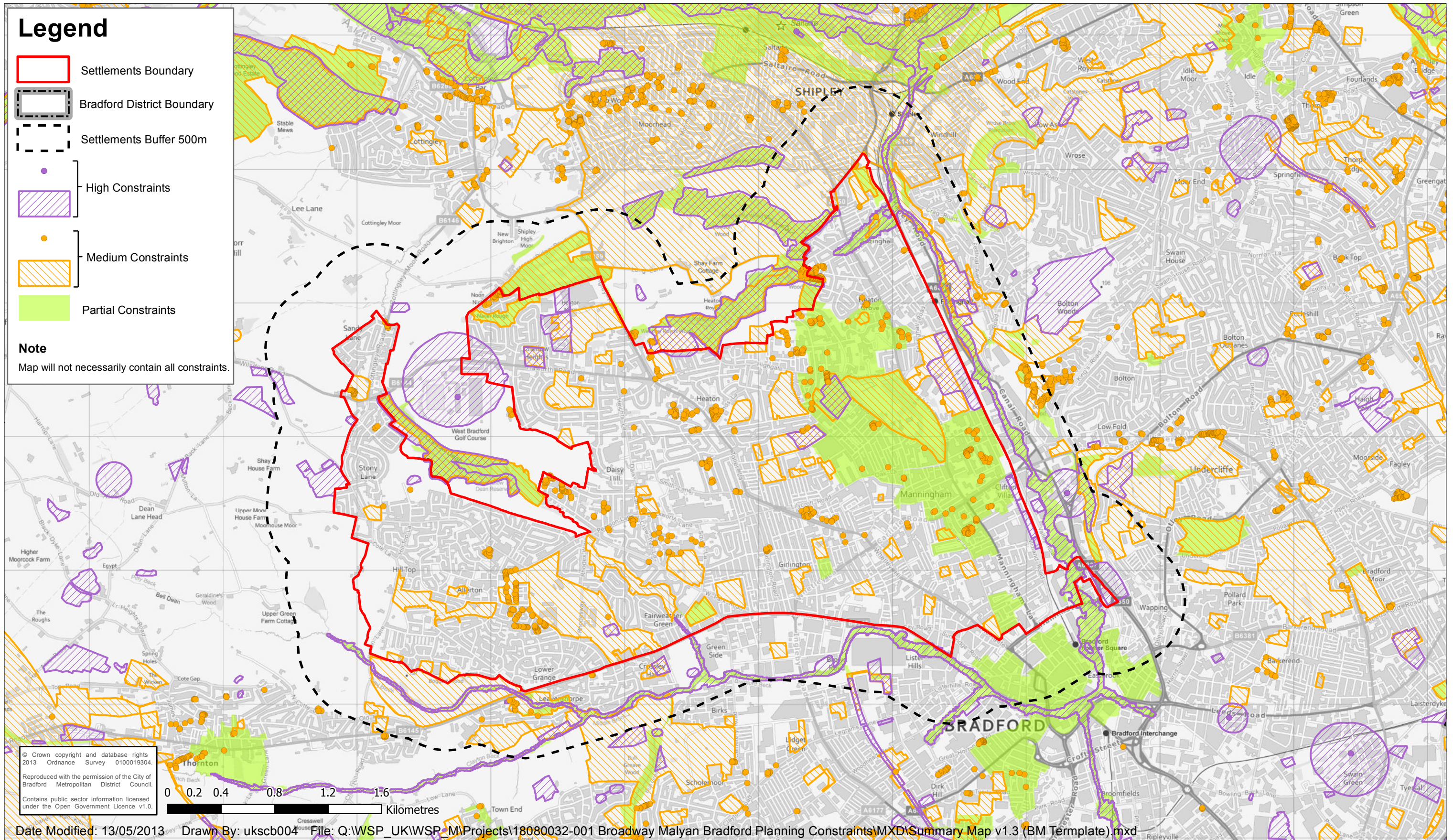
The following constraints maps for the Bradford North West area include:

- North West Bradford area covered by 'high constraints', 'medium constraints' and partial constraints.
- North West Bradford area covered by 'high constraints'.
- North West Bradford area covered by 'medium constraints'.
- North West Bradford area covered by 'partial' constraints'.
- Map showing the North West Bradford SHLAA sites and the other Strategic Parcels of land identified which comprise unconstrained and partly constrained land. These Strategic Parcels and SHLAA sites will be subjected to the Element Two sustainability testing.

Legend

-  Settlements Boundary
-  Bradford District Boundary
-  Settlements Buffer 500m
-  High Constraints
-  Medium Constraints
-  Partial Constraints

Note
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





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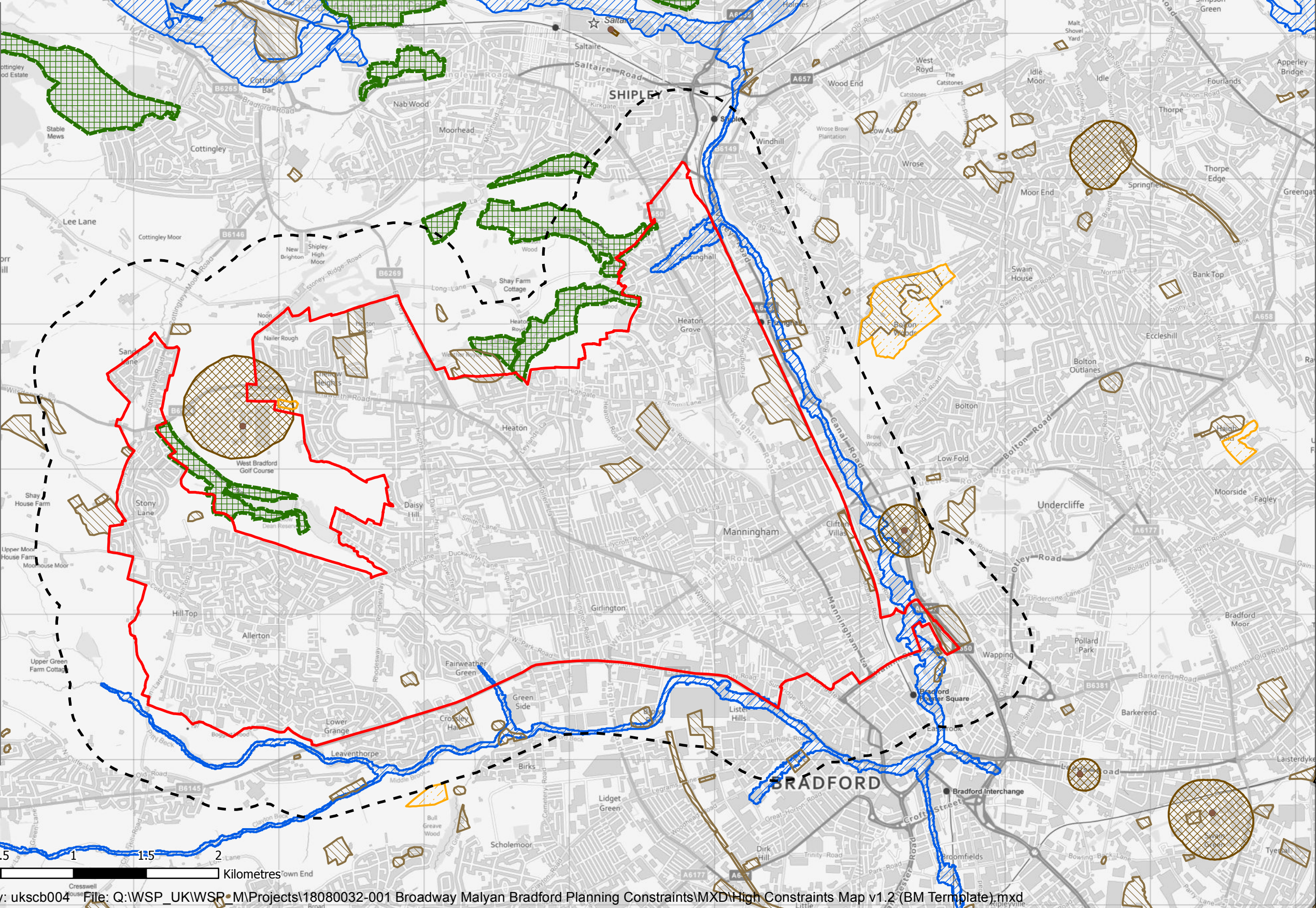
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-  Special Protection Area 400m Zone
-  Site of Special Scientific Interest
-  Ancient Woodland *
-  Ancient Woodland 12m Buffer *
-  Flood Risk Zone 3
-  Hazardous Installation
-  Major Hazard Site
-  Active Landfill
-  Inert Waste Landfill
-  Landfill
-  Active Quarry

Note
 * Includes Ancient Semi-Natural Woodland and Replanted Woodland.
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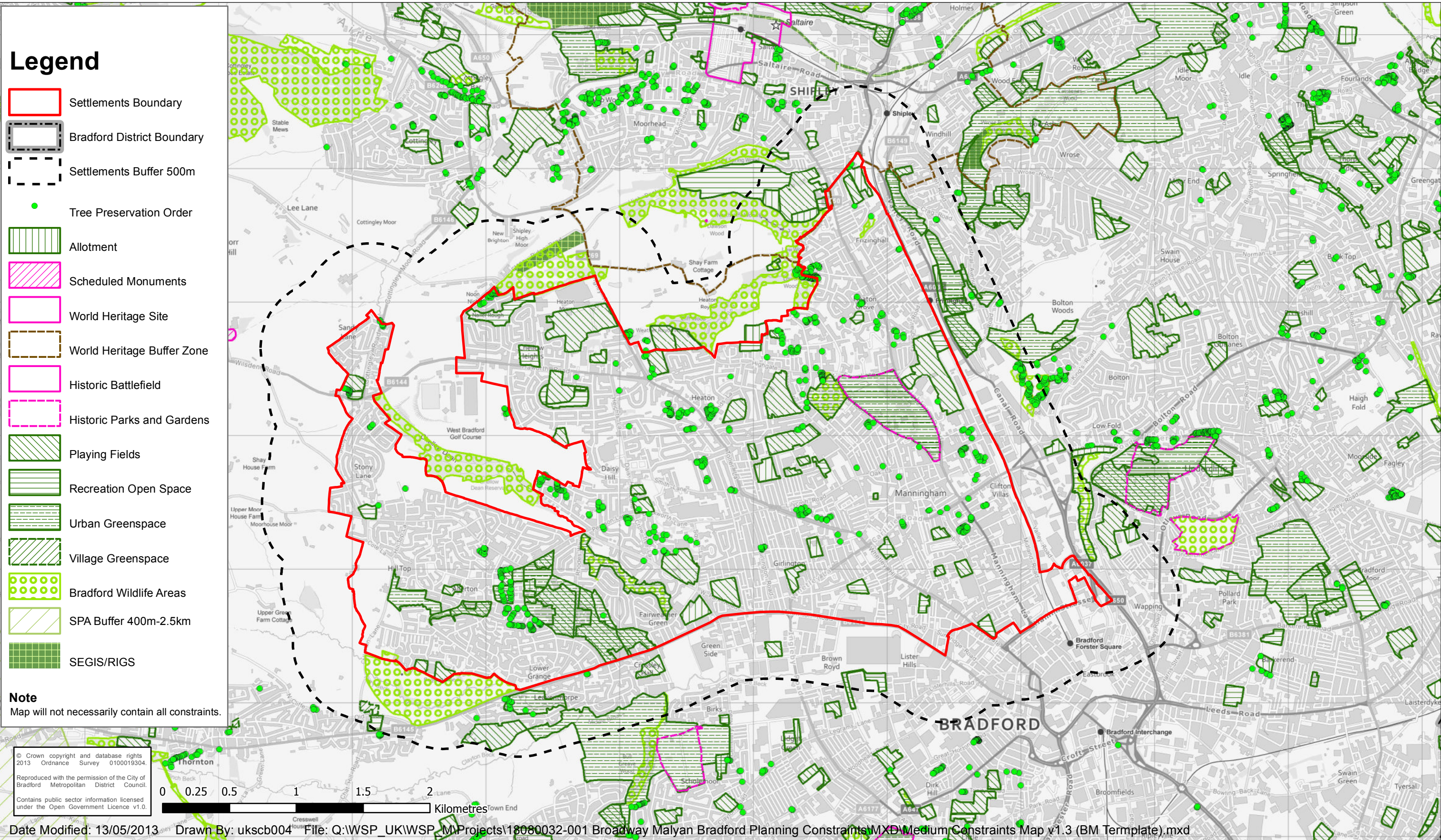
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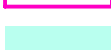
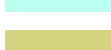



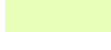

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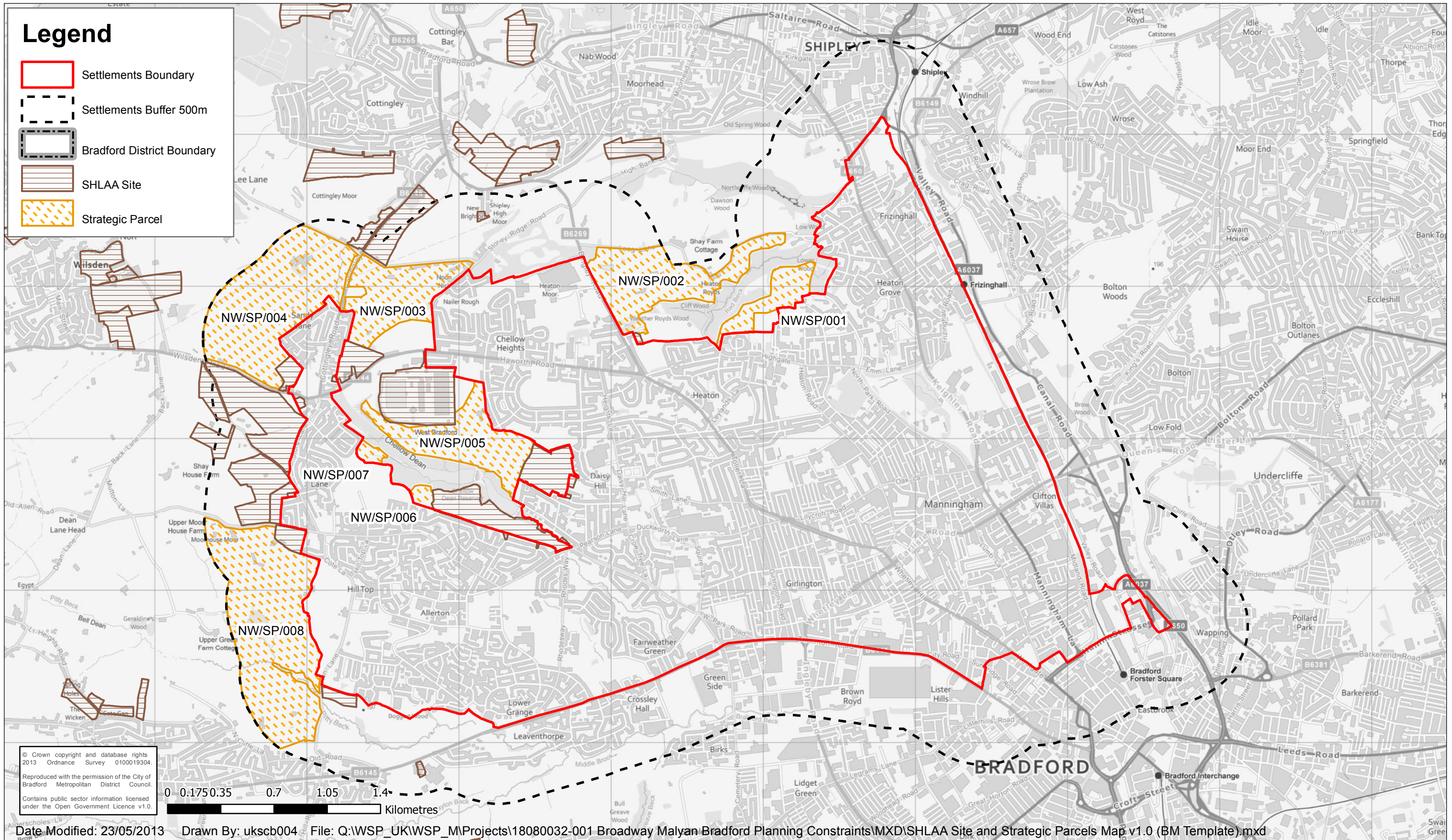
Project
Bradford Growth Study

Descriptions
Partial Constraints: Bradford North West

Status
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Scale	Drawn	Drawn
N/A	WSP	2013
Job Number	Drawing Number	Revision
29232	-	-

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T: +44 (0)161 819 2277 F: +44 (0)161 819 2332 E: Man@BroadwayMalyan.com
 Eastgate, Castle Street, Castlefield, Manchester M3 4LZ

www.BroadwayMalyan.com

Client
Bradford Metropolitan District Council

Project
Bradford Growth Study

Descriptions
**SHLAA Site and Strategic Parcels Map:
 Bradford North West**

Status
FOR INFORMATION

Scale	Drawn	Drawn
N/A	WSP	2013
Job Number	Drawing Number	Revision
29232	-	-

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Bradford Growth Assessment

b) The existing environmental, social and economic position of Bradford North West

Environmental Role Element	Provision/ Position	Comment
Green Belt	Significant contribution to the role of the West Yorkshire Green Belt. However, within the quadrant there are localised variations in function and contribution.	<p>In the main, the Green Belt performs well in this location with regards to the purposes set out in the National Planning Policy Framework (NPPF):</p> <ul style="list-style-type: none"> • To the north west the Green Belt provides a significant contribution in preventing unrestricted sprawl and ribbon development, particularly along Thornton Road, Allerton Road, Haworth Road and Bingley Road. • To the north west the Green Belt provides a significant contribution in preventing neighbouring towns from merging into one another, namely Shipley, Bingley and the smaller settlements of Wilsden, Cottingley, Denholme and Thornton. However, due to variations in topography and landscape there are likely to be potential locations for achieving contained development that maintains adequate separation distances and the openness of the Green Belt. Potential locations include the area around Stony Lane, Heaton and Allerton. • To the west of the Bradford North West area the Green Belt performs a significant role in safeguarding the countryside from encroachment. To the north the Green Belt contributes towards safeguarding against encroachment. However, given the quadrants undulating built form edge there is potential for some locations where development would have a limited impact on countryside encroachment. • The Green Belt to the north contributes towards helping to preserve the setting of the Saltaire World Heritage site. • As with all settlements within the District the Green Belt contributes towards encouraging efficient use of previously developed and derelict land within urban areas.
Previously Developed Land Capacity	1,475	The District's Strategic Housing Land Availability Assessment update outlines that the Bradford North West area contains previously developed sites with a capacity to deliver just under 1,500 dwellings. This is a significant contribution, but still falls well below the expected need for new homes in the area as set out in the Council's Core Strategy
Landscape	Moderate	<p>To the north west of Bradford is the Thornton and Queensbury character area. Within this area the landscapes immediately around the small towns are less sensitive to change than the more traditional, undisturbed, rural areas. Consequently these landscapes around small towns generally have a greater potential to accommodate future development although it is important to retain the identity of the settlements. There is likely to be relatively little potential for development on the edge of Bradford where it is important to keep green fingers of Leventhorpe, Pitty Beck and Clayton Beck.</p> <p>The Wilsden character area is also to the north west of Bradford. Within this area there is mixed sensitivity with the higher ground being more sensitive than the lower valleys due to prominence in views from routes through the areas, and due to the open character of the landscape types. It does not have the capacity to accommodate vast amounts of new development. Should further development be required in this character area there are places where it could be relatively well accommodated and hidden.</p>

Bradford Growth Assessment

Topography	Varied	<p>The Bradford North West area is on relatively high ground, with most land between 250 and 300m. Within the area between Bradford and Thornton and Queensbury there are two main valleys which run from west to east into Bradford, with Clayton Beck sub-dividing to form several smaller valleys between Thornton and Queensbury.</p> <p>To the north, higher ground wraps around the main valley rising generally towards Harden Moor in the north west and towards Thornton in the south.</p>
Archaeology and Heritage	Low	<p>There are a number of listed buildings within the existing urban area and within the wider area surrounding Bradford. The Saltaire World Heritage Buffer Zone lies within the zone to the north.</p>
Nature Conservation	Low – Medium	<p>Chellow Dean and Heaton Reservoir are designated Bradford Wildlife Areas. Nick Noon close to Stony Ridge and Chellow Dene Woods are Sites of Ecological or Geological Importance. Along the whole of the northern edge between Bradford and Shipley there are a number of SEGI's and Bradford Wildlife Areas. To the south of the north west Bradford area there is a large Bradford Wildlife Area between the settlement edge and Thornton.</p>
Flood Risk	Low	<p>To the south west of the area there is a small area at risk of flooding along the Pitty Beck.</p>
Renewable Energy	Potential	<p>There may be potential for development to use low carbon or renewable energy sources.</p>
Hazards and Contamination	Low	<p>There are no active landfill sites within, or within the vicinity of Bradford's settlement boundary in the north west area. However, there are a number of former landfill sites scattered throughout the north west area. There is a major hazard zone within the area to the west of Heaton.</p> <p>The Manningham Lane and Queens Road junction is an Air Quality Management Zone.</p>
<p>Environmental Summary: The area overall has relatively low environmental constraints. Although the Green Belt is performing a significant role in preventing Bradford from merging with smaller settlements to the north west and north of Bradford, the landscape character and containment of this area indicates that there is still potential for some development while still maintaining the overarching role of the Green Belt. However, any Green Belt development in this location should look to maintain adequate minimum separation distances between Bradford and neighbouring settlements.</p>		

Social Role Element	Provision/ Position	Comment
Population	75,023	Figure based on Census 2011 Population Counts at Output Area data for the North West quadrant and equates to approximately 14.8% of the total population within the Core Strategy settlement areas.
Population Growth (2001-2011)	18.7%	Analysis of Census data shows that the population of the Bradford North West area increased by just under 12,000 or 18.7% over the period. This is well above the average for all the Core Strategy settlement areas of 12.9%

Bradford Growth Assessment

Households	24,882	Figure based on MOSAIC HH Count data for the North West quadrant area. This equates to approximately 12.2% of the District's total households.
Average Household Size	3.0	The average household size within the North West quadrant area is higher than the District average of 2.48.
Age structure	Younger than average	The Bradford Economic Profiles for the three north west Wards indicates the area has a young population structure compared to the District average. Manningham in particular has a larger proportion of residents under the age of 45.
Deprivation	High	The Bradford Economic Profiles outline that the Manningham Ward is ranked as the most deprived Ward within the District. All of the neighbourhoods within this Ward fall within the 20% most deprived in England. Toller Ward is ranked 7 out of 30 most deprived Ward with almost 75% of the population falling within the 20% most deprived neighbourhoods in England. Heaton Ward has fairly high levels of deprivation and is ranked 17 out of 30.
Convenience store	✓	There is a District Centre and a number of Local Centres within the north west area. Gillingham District Centre and Allerton, Carlisle Road/ Whetley Hill, Duckworth Lane, Frizinghall, Oak Lane and White Abbey Road local centres.
Type of Town Centre	District and Local Centres	
Proximity to nearest Town Centre	300m to 5km	
Primary School	✓	There are 23 primary schools in the north west area and 6 secondary schools. The Bradford Education Organisation Plan indicates that two of the catchment areas within the north west area have sufficient surplus capacity – North West 4: 8.1% in 2015 and North West 5: 0.2% in 2015. However, there is significant capacity shortfalls within the other three catchment areas: North West 1: -6.4%, North West 2: -21% and North West 3: -11.9%.
Secondary School	✓	
Higher/ Tertiary Education Facility	✗	
Hospital	✓	The north west area has a good range of existing community facilities and services. However, the Bradford Settlement Study identifies a lack of dentist and doctors surgeries in the Bradford City Centre area and the Canal Corridor. This may have knock on capacity issues within the north west Bradford area.
Health Centre	✓	
Post Office	✓	
Library	✓	
Community Centre and Hall	✓	
Green Infrastructure, Open Space and Public Space	Shortfall	The Bradford Open Space and Recreation Study identified gaps in provision of amenity green space, particularly to the west; play areas to the west and north towards Allerton and Heaton; and allotments to the west. A minor gap in parks and gardens was also identified.
Sports and Recreation Facilities	Shortfall	The Bradford Open Space and Recreation Study identified a shortfall of sports and recreation facilities within the north west area.
Railway Station	✓	Frizinghall station is located at the eastern periphery of the area. Although the area has high frequency bus services there are large areas which are further than 400m from high frequency service eg Heaton along Haworth Road and Highgate areas.
Bus Station	✗	
High Frequency Bus Service	✓	
Bus Service	✓	

Bradford Growth Assessment

Utilities and Telecommunications Capacity	Capacity	The District's Local Infrastructure Plan confirms that there are no strategic utility capacity issues within the north west area. Over the longer-term some localised infrastructure may be required to support development.
Affordable Housing	Shortfall	The District Strategic Housing Market Area Assessment (2010) indicates that within the City Central sub area there is a net shortfall of 114 affordable dwellings per annum. This equates to approximately 15% of the total District need.
Long term housing vacancy rate	5.9%	Average based across the three north west Wards. This is well above the District average of 3.3%. Manningham has the highest vacancy rate of the whole District at 7.8%.
Market supply and demand	Demand	The Bradford Strategic Housing Market Area Assessment (2010) for the City Central sub area indicates there is high demand for owner occupied detached, semi-detached and flat properties. There is also high demand for 3-bedroom properties.

Social Summary:

Bradford North West has an excellent range of existing community and social facilities and services. The area has a railway station at its far eastern edge and there is access to high frequency bus service provision in some limited areas. Since there are high levels of deprivation in this area there is a clear need for investment, and regeneration and new housing development could make a significant contribution to this. As in many locations within the District, due to an expanding population, investment to redress shortfalls in education capacity, health facilities and open space is needed. Carefully planned new housing development in this location may provide a contribution to the investment needed to help to address shortfalls and support enhanced public transport services, particularly high frequency bus services. There is also an identified housing need and demand within the Bradford North West area.

Economic Role Element	Provision/ Position	Comment
Travel to work area and job accessibility	Fairly contained	The Bradford Ward Economic Profiles outline that the average commute across all three Wards that broadly comprise the north west area is shorter than the District average. Car commuting levels are also below the District average.
Working population (aged 16-64)	37,459	Figure based on Census 2011 Ward level data. This is approximately 10.2% of the District's total working population. The Ward boundaries do not exactly match the defined North West quadrant as some of the Wards fall within other quadrants. The figure therefore does not provide an exact figure for the quadrant. However, the figure does give a good approximate indication of the working age population within the North West quadrant.
Total number of local jobs	23,000	Figure based on the Bradford Ward Economic Profiles. The Ward boundaries do not exactly match the defined North West quadrant as some of the Wards fall within other quadrants. The figure therefore does not provide an exact figure for the quadrant. However, the figure does give a good approximate indication of the total number of local jobs within the North West quadrant.
Proportion of working age population to total local jobs	1.6 working age residents per job	Figures based on Ward level data and calculated by dividing the working population by the total number of local jobs (above two rows). The Ward boundaries do not exactly match the defined North West quadrant as some of the Wards fall within other quadrants. The figures therefore do not provide an exact figure for the

Bradford Growth Assessment

		quadrant. However, the figures do give a good approximate indication of the proportion of working population to local jobs within the North West quadrant.
Entrepreneurship	High	The Bradford Ward Economic Profiles outline that in 2011 all three Ward areas had a higher than District average rate on new business starts per 10,000 population. Manningham Ward had the second equal highest number of start-ups within the District at 149 starts per 10,000 population. The three Wards have a higher than District average number of households with someone who is self-employed or is a business owner. Residents aspiring to start a business is also high within these Wards.
Number of local business units	878	Taken from the Bradford Ward Economic Profiles. The Ward boundaries do not exactly match the defined North West quadrant as some of the Wards fall within other quadrants. The figures therefore do not provide an exact figure for the quadrant. However, the figures do give a good approximate indication of the number of local business units within the North West quadrant.
Top 30 employers	✓	The Bradford Ward Economic Profiles outline that four of the District top 30 employers are located within the north west area – three are within Manningham.
Employment Land	Capacity	The Bradford Settlement Study outlines that the western side of Bradford is the location for smaller industrial sites. The Bradford employment Land Review indicates there is approximately 20ha of new employment land capacity within Bradford north. However, take up of existing employment land has been low due to poor accessibility and/ or topography. The regeneration of Manningham is identified as a key priority.
Regeneration Areas	✓	Manningham is a Regeneration Priority Area. The eastern part of the Bradford North West area is also in close proximity to the Canal Corridor regeneration area.
Capacity of key transport corridor	Limited capacity	The Bradford Local Infrastructure Plan outlines that there are major delays on radial routes to Bradford City Centre, including the A6177 Outer Ring Road. These delays result in knock on consequences for bus routes, road safety, pollution and severance.
Potential transport measures		The Bradford Wide Transport Study identified an opportunity for a new railway station at Manningham. Increased bus services are also recommended. The Study indicates that beyond existing committed improvements there are limited potential further highway capacity or operation improvements.
Economic Summary: New housing development would assist with regeneration in Manningham and deliver improved public transport services and highway junction improvements. New highway junction improvements to improve accessibility would also assist with improving the areas attraction as a business location. This would assist with regeneration and help maintain the areas containment.		

Bradford Growth Assessment

c) Objectively Assessed Consideration

Total area of 500m search area (hectares)	591	New homes would assist with addressing the identified social and economic issues within the Bradford North West area.
Total Area covered by highly constrained designations (hectares)	103.84 (18%)	The Bradford North West area has a low proportion of land covered by highly constrained policy designations (18%). The area also only has pockets of land covered by medium constraints (28%). The most notable of these is the World Heritage buffer zone to the north.
Total Area covered by medium constrained designations (hectares)	163.04 (28%)	However, within the search area there is a considerable amount of land (452ha) that has been identified as 'partially constrained' and 'unconstrained', Subject to the outcome of further detailed assessments as part of the Local Plan, some of these areas could potentially accommodate significant amount of development with appropriate and available mitigation and avoidance measures.
Total Area covered by partly constrained designations (hectares)	82.08 (14%)	Potential Green Belt growth locations in the Bradford North West area could lie in locations to the west (to the north west and north of Allerton and surrounding Heaton and Sandy Lane). In these locations environmental pressures are lower and development could help to facilitate significant economic, regeneration and social benefits, particularly around Manningham towards the centre of Bradford.
Total unconstrained area (hectares)	370.05 (63%)	Development in these locations could also help to improve public transport accessibility, in particular expanding the high frequency bus services. However, Green Belt locations should seek to maintain adequate minimum separation distances between Shipley Cottingley, Wilsden and Thornton.

Element Two: Green Belt Site Sustainability Testing

The environmental, social, economic and overall total scores for the Bradford North West SHLAA and Strategic Parcels subjected to the Element Two sustainability testing are set out within the following schedules:

SHLAA Site Reference	Environmental	Social	Economic	Total
NW/018	24	24	2	50
NW/020	21	29	2	52
NW/022	23	24	2	49
NW/025	22	23	2	47
NW/031	21	25	4	50
NW/033	24	29	4	57
NW/079	27	24	2	53
Average Score	23	25	3	51

Bradford Growth Assessment

Strategic Parcel Reference	Environmental	Social	Economic	Total
NW/SP/001	20	31	2	53
NW/SP/002	27	28	2	57
NW/SP/003	27	29	2	58
NW/SP/004	25	25	1	51
NW/SP/005	22	26	2	50
NW/SP/006	23	27	2	52
NW/SP/007	21	23	1	45
NW/SP/008	24	25	2	51
Average Score	24	27	2	52

Shipley

Shipley is located by the River Aire. The area spans from Esholt to the east and the built up area of Nab Wood to the west. Bradford lies to the south.

Element One: Directions for Growth

a) Existing Policy Constraint Designations and Sieve Mapping

Schedules and maps of the amount of land (hectares) covered by 'highly constrained', 'medium constrained' and 'partly constrained' designations within the 500 metre zone surrounding Shipley are set out below.

Shipley

Total Area: 367.38 Ha

High Constraints	Ha	%
Ancient Woodland	73.60	20.0%
Flood Risk Zone 3	43.46	11.8%
Landfill	6.87	1.9%
Total area (with high policy constraint overlaps)	123.92	
Total area (without high policy constraint overlaps)	123.27	33.6%

Medium Constraints	Ha	%
Allotments	4.71	1.3%
Bradford Wildlife Areas	67.94	18.5%
Historic Parks and Gardens	6.08	1.7%
Playing Fields	34.70	9.4%
Recreation Open space	27.09	7.4%
Scheduled Monuments	0.01	0.0%
SEGIs - RIGS	31.09	8.5%
World Heritage Site Buffer Zone	213.65	58.2%
World Heritage Site Boundary	8.06	2.2%
Total area (with medium policy constraint overlaps)	393.36	
Total area (without medium policy constraint overlaps)	261.07	71.1%

Partial Constraints	Ha	%
Conservation Areas	51.95	14.1%
Flood Risk Zone 2	60.98	16.6%
Grassland	2.83	0.8%
Other sites of Landscape or Wildlife Interest	31.09	8.5%
Wetland	50.42	13.7%
Woodland	86.62	23.6%
Total area (with partial policy constraint overlaps)	283.89	77.3%
Total area (without partial policy constraint overlaps)	162.75	44.3%

Total unconstrained area (hectares)	75.71	20.6%
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[The sum of the policy constraint areas do not necessarily sum to total search zone area due to policy designation overlap e.g. land can be covered by both partial and medium policy constraints. The total land area assessed under Element Two is set out within Appendix 1].

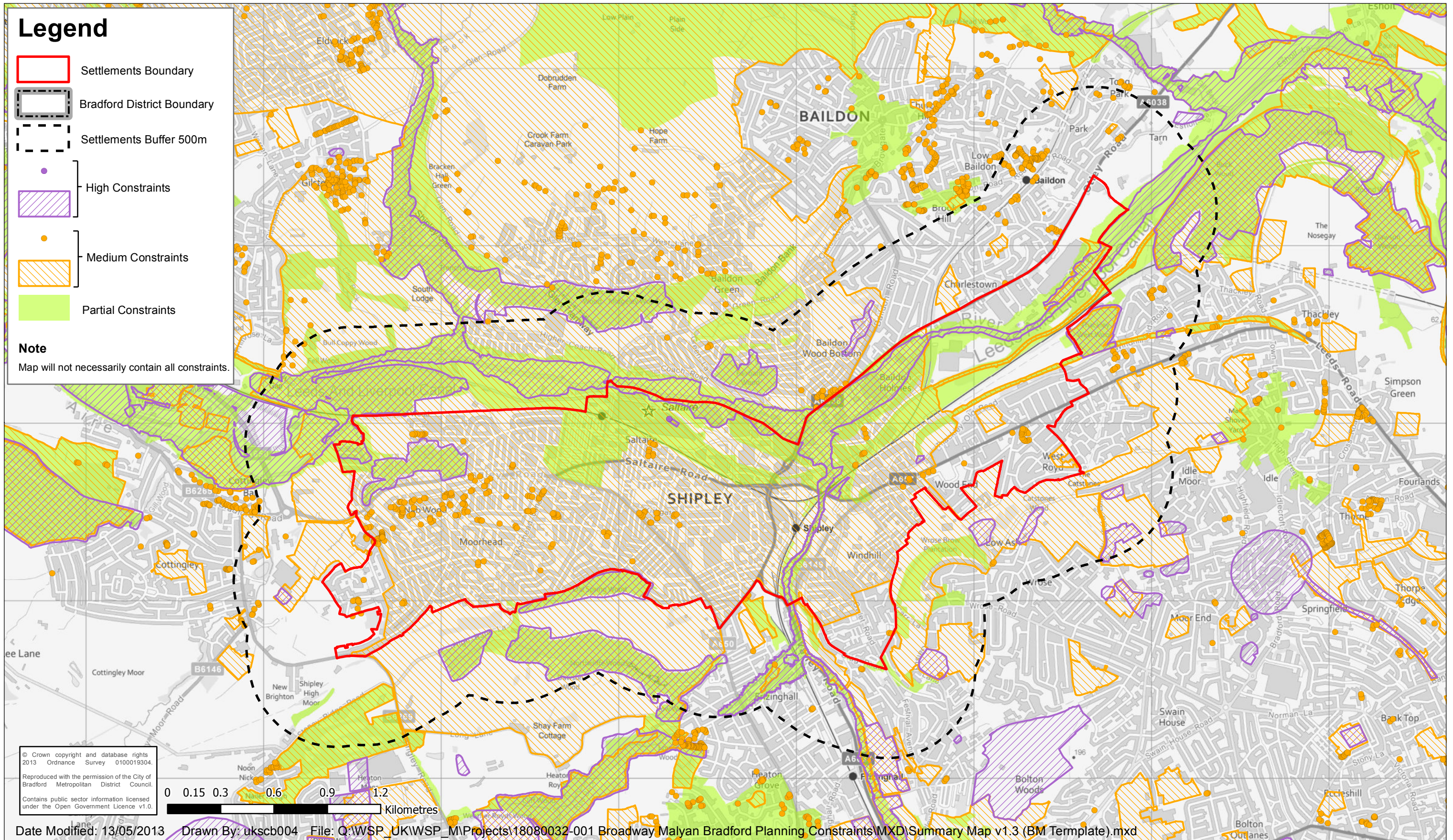
The following policy constraints maps for Shipley comprise:

- Shipley area covered by 'high constraints', 'medium constraints' and partial constraints.
- Shipley area covered by 'high constraints'.
- Shipley area covered by 'medium constraints'.
- Shipley area covered by 'partly constraints'.
- Map showing the Shipley SHLAA sites and the other Strategic Parcels of land identified which comprise unconstrained and partly constrained land. These Strategic Parcels and SHLAA sites will be subjected to the Element Two sustainability testing.

Legend

- Settlements Boundary
- Bradford District Boundary
- Settlements Buffer 500m
- High Constraints
- Medium Constraints
- Partial Constraints

Note
Map will not necessarily contain all constraints.



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T: +44 (0)161 819 2277 F: +44 (0)161 819 2332 E: Man@BroadwayMalyan.com
Eastgate, Castle Street, Castlefield, Manchester M3 4LZ

www.BroadwayMalyan.com

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





Project
Bradford Growth Study

Descriptions
Summary Map: Shipley

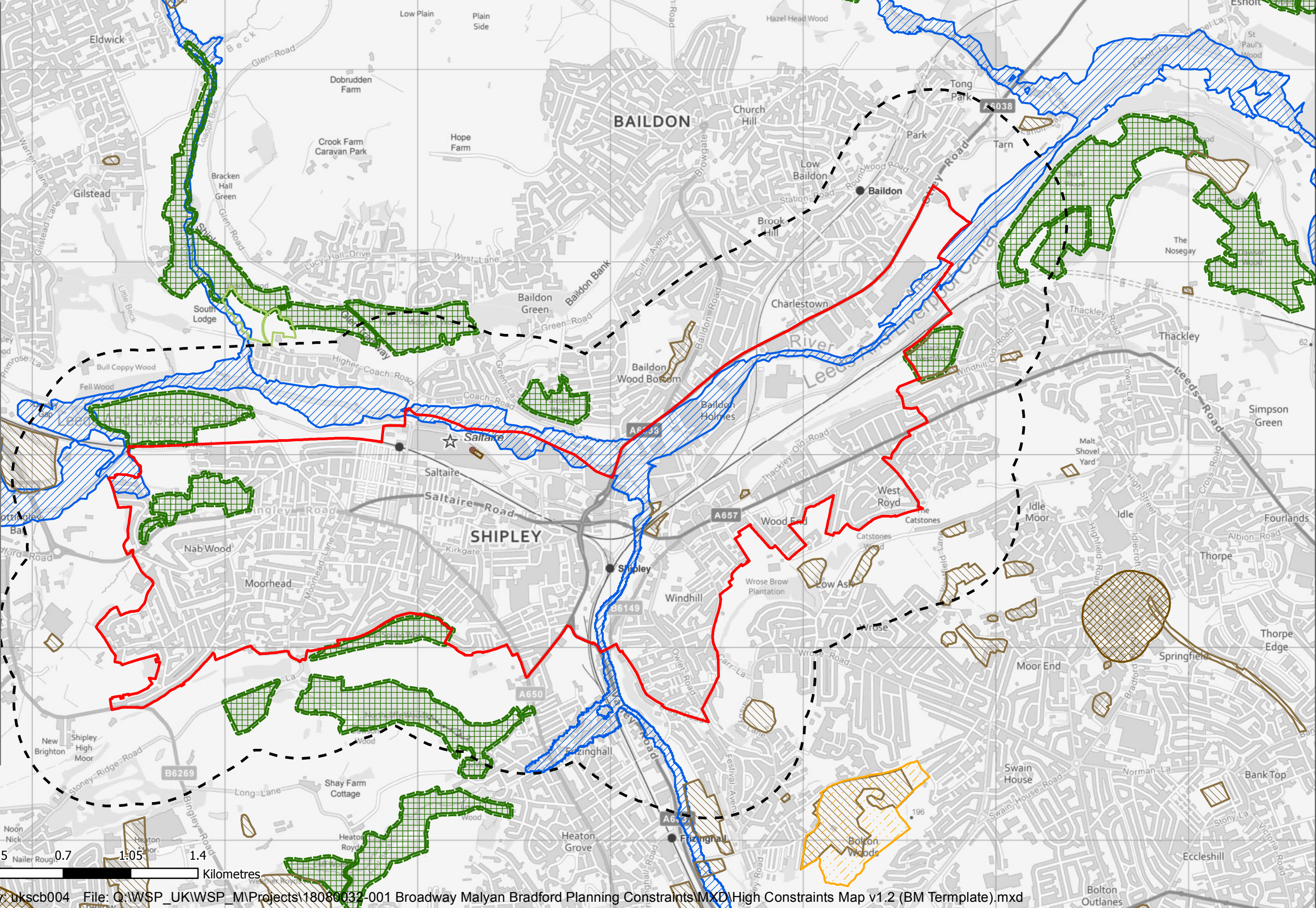
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Legend

-  Settlement Boundary
-  Bradford District Boundary
-  Settlements Buffer 500m
-  Special Protection Area
-  Special Protection Area 400m Zone
-  Site of Special Scientific Interest
-  Ancient Woodland *
-  Ancient Woodland 12m Buffer *
-  Flood Risk Zone 3
-  Hazardous Installation
-  Major Hazard Site
-  Active Landfill
-  Inert Waste Landfill
-  Landfill
-  Active Quarry

Note
 * Includes Ancient Semi-Natural Woodland and Replanted Woodland.
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T: +44 (0)161 819 2277 F: +44 (0)161 819 2332 E: Man@BroadwayMalyan.com
 Eastgate, Castle Street, Castlefield, Manchester M3 4LZ

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Descriptions
High Constraints: Shipleigh

Status
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Legend

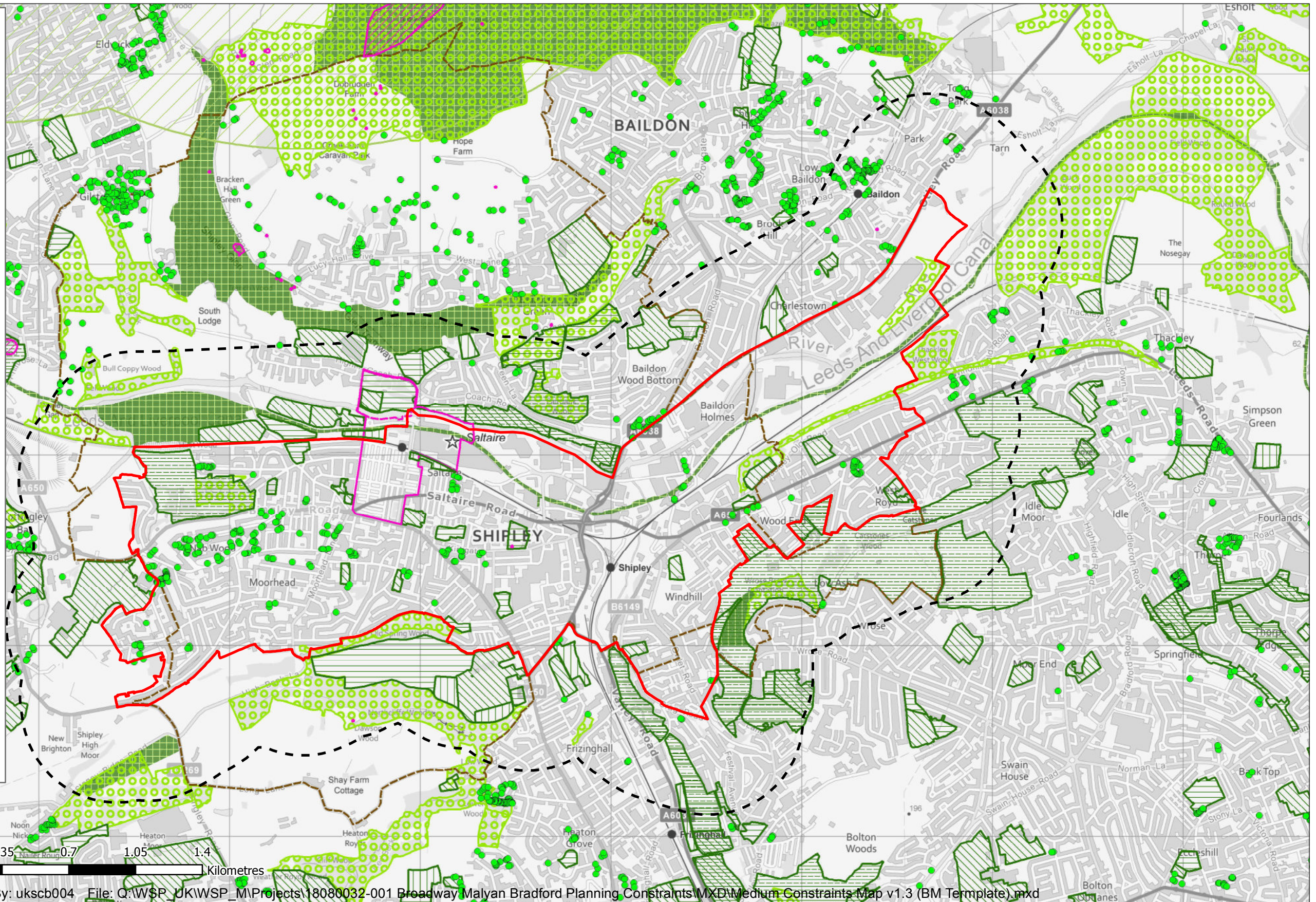
-  Settlements Boundary
-  Bradford District Boundary
-  Settlements Buffer 500m
-  Tree Preservation Order
-  Allotment
-  Scheduled Monuments
-  World Heritage Site
-  World Heritage Buffer Zone
-  Historic Battlefield
-  Historic Parks and Gardens
-  Playing Fields
-  Recreation Open Space
-  Urban Greenspace
-  Village Greenspace
-  Bradford Wildlife Areas
-  SPA Buffer 400m-2.5km
-  SEGIS/RIGS

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Architecture Urbanism Design

T: +44 (0)161 819 2277 F: +44 (0)161 819 2332 E: Man@BroadwayMalyan.com
Eastgate, Castle Street, Castlefield, Manchester M3 4LZ

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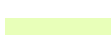
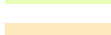

Descriptions
Medium Constraints: Shipleigh

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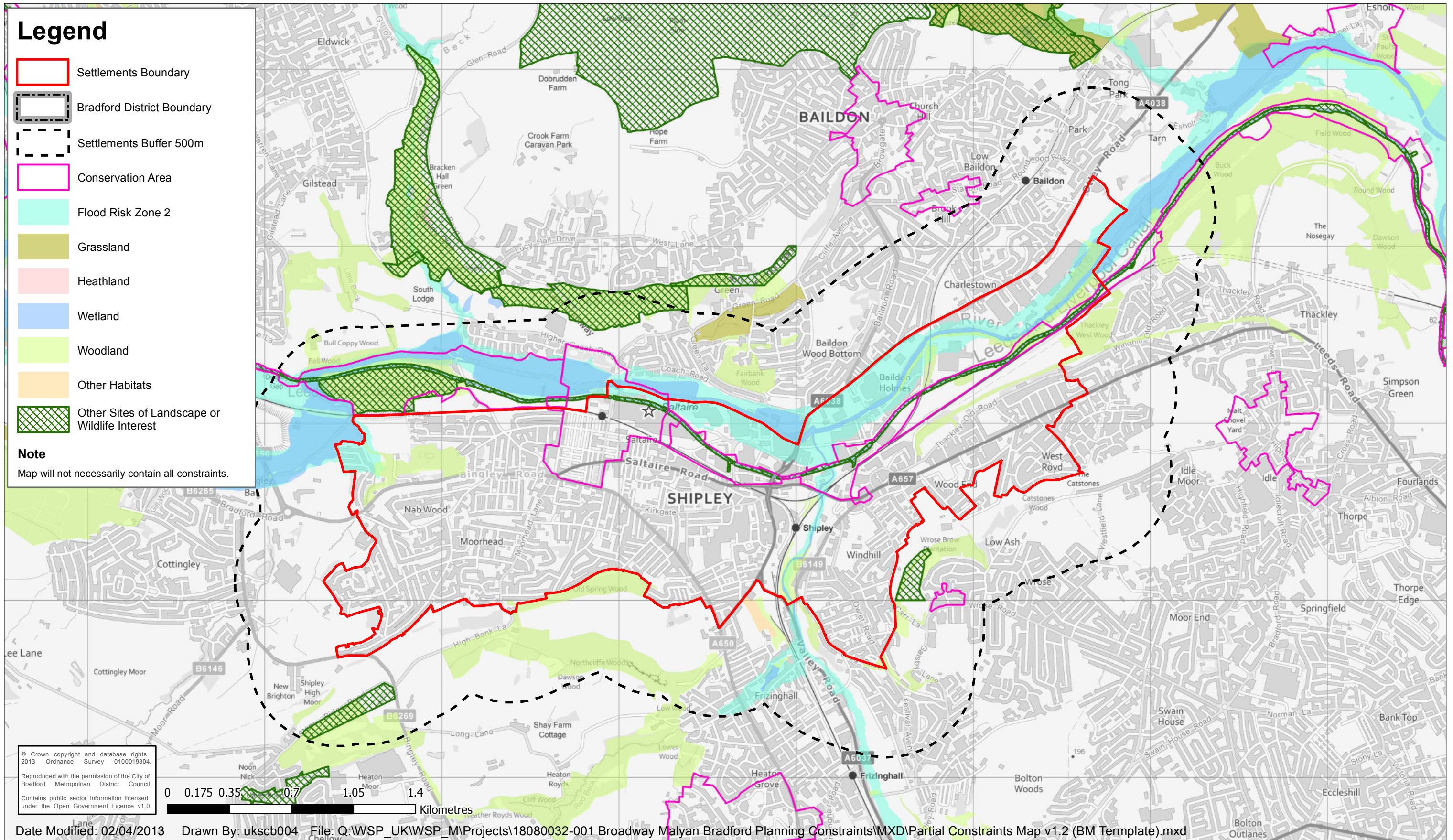
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Legend

-  Settlements Boundary
-  Bradford District Boundary
-  Settlements Buffer 500m
-  Conservation Area
-  Flood Risk Zone 2
-  Grassland
-  Heathland
-  Wetland
-  Woodland
-  Other Habitats
-  Other Sites of Landscape or Wildlife Interest

Note
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Architecture Urbanism Design

T: +44 (0)161 819 2277 F: +44 (0)161 819 2332 E: Man@BroadwayMalyan.com
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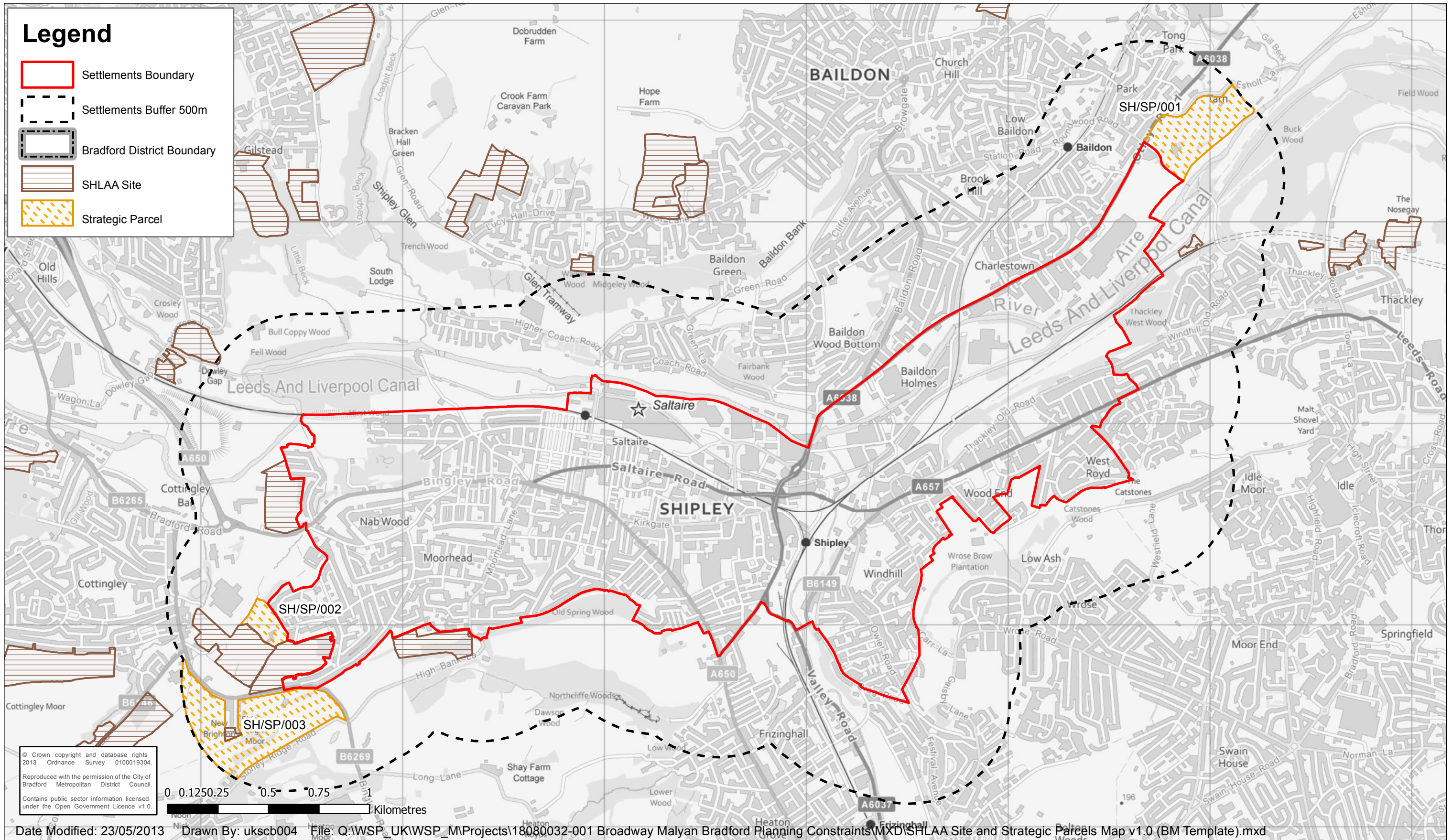
Project
Bradford Growth Study

Descriptions
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T: +44 (0)161 819 2277 F: +44 (0)161 819 2332 E: Man@BroadwayMalyan.com
 Eastgate, Castle Street, Castlefield, Manchester M3 4LZ

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Descriptions
**SHLAA Site and Strategic Parcels Map:
 Shingley**

Status
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N/A	WSP	2013
Job Number	Drawing Number	Revision
29232	-	-

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b) The existing environmental, social and economic position of Shipley

Environmental Role Element	Provision/ Position	Comment
Green Belt	Significant contribution to the role of the West Yorkshire Green Belt	<p>The Green Belt performs well in this location with regards to the purposes set out in the National Planning Policy Framework (NPPF):</p> <ul style="list-style-type: none"> • To the west, south west and north west of Shipley the Green Belt provides a significant contribution to preventing unrestricted sprawl. However, to the north, north east, east and south east the Green Belt provides limited contribution to preventing unrestricted sprawl. • To the north west, west and south west the Green Belt provides a significant contribution towards preventing neighbouring towns and villages from merging. However, to the north east, east and south east the neighbouring town and village areas have already merged to make Shipley part of the main Bradford Urban area. • To the north west, west and south west the Green Belt contributes towards safeguarding the countryside from encroachment. To the north east, east and south east the Green Belt does not perform this function as neighbouring settlements have merged. • To the north west, west and south west the Green Belt provides a significant contribution towards preserving the setting of the Saltaire World Heritage site. • As with all settlements within the District the Green Belt contributes towards encouraging efficient use of previously developed and derelict land within urban areas.
Previously Developed Land	1,040	The District's Strategic Housing Land Availability Assessment update contains previously developed sites with a capacity to deliver just over 1,000 dwellings which is likely to make a substantial contribution to need as identified in the Council's Core Strategy.
Landscape	Moderate	The Wilsden character area lies to the south of Saltaire on the western side of Shipley. Within this area there is mixed sensitivity with the higher ground being more sensitive than the lower valleys due to prominence in views from routes through the areas, and due to the open character of the landscape types. It does not have the capacity to accommodate vast amounts of new development. Should further development be required in this character area there are places where it could be relatively well accommodated and 'hidden'.
Topography	Varied	The Nosegay Knoll and the wooded inclines to the north east and south of Shipley are likely to limit any further development. However, the flat valley floor to the northeast and west of Shipley, and the gently undulating pastures to the west would provide suitable conditions for further development.
Archaeology and Heritage	High - Medium	The Saltaire World Heritage Site is located within the centre of Shipley, to the west of Shipley station and close to the River Aire. There are a significant number of listed buildings surrounding Salts Mill. Roberts Park to the north is a Registered Park and Garden. There are a number of listed buildings scattered within and surrounding the settlement. The Leeds and Liverpool Canal which passes through the Shipley area and through Saltaire is designated as a Conservation Area.

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Nature Conservation	Medium	There are a significant number of designated areas with wildlife value surrounding Shipley. The Leeds Liverpool Canal is a designated Site of Ecological and/or Geological Importance (SEGI). Hirst Wood to the north east is also a SEGI, and further north a SSSI. A locally designated butterfly reserve is at Shipley station. The woods lying between Shipley and the Bradford north west area is designated as a Bradford Wildlife Area. This designated abuts the settlement boundary of Shipley. To the far north east Buck Wood which abuts the settlement boundary is a Bradford Wildlife Area.
Renewable Energy	Potential	There may be potential for development to use low carbon or renewable energy sources.
Land Conditions	Medium	The River Aire runs to the north of the settlement. Bradford Beck runs north to south.
Hazards and Contamination	Low	There are no active landfill sites within or within the vicinity of Shipley. However there are a number of disused landfill sites to the south east.
Environmental Summary: There are a large number of heritage and natural conservation designations within the Shipley area. These designations are slightly less to the west. The Green Belt performs a significant role in this location as it prevents Shipley merging with Bradford and the smaller settlements to the west and north west. However, the Bradford landscape study does indicate that some development to the west could potentially be accommodated due to the landscape containment within this area. Green Belt development is likely to be appropriate where adequate separation distances between neighbouring settlements are maintained.		

Social Role Element	Provision/ Position	Comment
Population	17,912	According to the 2011 Census Population Counts at Output Area 3.5% of the total population within the Core Strategy settlement areas live within Shipley
Population Growth (2001-2011)	7.5%	Analysis of Census data shows that the population of the Shipley area increased by over 1,200,000 or 7.5% over the period. This is below the average for all the Core Strategy settlement areas of 12.9%
Households	8,594	Figure based on Census 2011 data. This equates to approximately 3.5% of the District's total households.
Average Household Size	2.08	Figure based on MOSAIC HH Count data for the Shipley area as defined within the Core Strategy. This is lower than the District average of 2.48
Age structure	Aging population	The Districts Economic Profile indicates that the Shipley Ward has an older age profile than the District average.
Deprivation	Low	The Bradford Economic Ward Profiles indicate that the Shipley Ward is ranked 21 out of 30 least deprived Wards in Bradford (1 being the most deprived). According to the Index of Multiple Deprivation 2010 Shipley has low levels of deprivation overall.
Convenience store	✓	Shipley is one of the District town centres identified within the Bradford Retail and Leisure Survey. The Retail Study outlines that the environmental quality of the town is low and could be improved. Expanding the town centre to improve the offer was also recommended. Saltaire to the north-east is also a designated Local Centre offering mainly convenience retail and services.
Type of Town Centre	Town Centre	
Proximity to nearest Town Centre	0km	

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Primary School	✓	ShIPLEY has 9 primary schools. The Bradford Education Organisation Plan indicates that within all three of the primary school catchment areas there is currently surplus capacity. Within the Central Confederation Area secondary school capacity is predicted to be exceeded in 2015/2016.
Secondary School	✓	
Higher/ Tertiary Education Facility	✗	
Hospital	✓	ShIPLEY has a very good range of community facilities and services. However, the Bradford Settlement Study concludes that the provision of healthcare facilities in ShIPLEY is poor. There is also an identified shortage in the Canal Corridor area.
Health Centre	✓	
Post Office	✓	
Library	✓	
Community Centre and Hall	✓	
Green Infrastructure, Open Space and Public Space	Good	The Bradford Open Space and Recreation Study did not identify any gaps in open space or recreation facilities at ShIPLEY. The Bradford Local Infrastructure Plan outlines the need for a linear park in the Canal Corridor area to the south of ShIPLEY.
Sports and Recreation Facilities	Poor	The Districts Open Space and Recreation Study identified a significant shortfall in the provision of football pitches within ShIPLEY.
Railway Station	✓	Saltaire and ShIPLEY railway stations fall within the area. These stations provide local services to Bradford and also national services between Glasgow and London. The Settlement Study outlines that the majority of the area lies within 400 metres of a ten-minute frequency bus route and 800m of a railway station. However, areas to the east of ShIPLEY (Baildon) fall outside the high frequency area.
Bus Station	✗	
High Frequency Bus Service	✓	
Bus Service	✓	
Utilities and Telecommunications Capacity	✓	The District's infrastructure plan concludes that there are no strategic utility capacity issues at ShIPLEY. ShIPLEY has Broadband.
Affordable Housing	Shortfall	The District's Strategic Housing Market Area Assessment (2010) outlines that within the Bingley and ShIPLEY sub area there is a net shortfall of affordable housing provision. This equates to approximately 14% of the Districts total annual affordable housing need. There is a particular shortage of 2 bed properties.
Long term housing vacancy rate	2.8%	This rate is below the District average of 3.3%.
Market supply and demand (Sub area)		The District's Strategic Housing Market Area Assessment (2010) outlines that within the Bingley and ShIPLEY sub area there is a high demand for private and rented properties. There is a particular shortage of 4+ bed-room detached houses, but also high demand for 3-bed semi-detached properties, flats and bungalows.
<p>Social Summary: ShIPLEY has an excellent range of existing community and social facilities and services. New homes would help support the vitality and viability of ShIPLEY town centre and help its expansion and redevelopment. The settlement also has good public transport services. New housing development in this location would help to fill primary school places and address shortfalls in education capacity, healthcare facilities and open space and support enhanced public transport services. There is also an identified housing need and demand within ShIPLEY.</p>		

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Economic Role Element	Provision/ Position	Comment
Travel to work area and job accessibility	Marginally higher out commuting	The Bradford Ward Economic Profiles outline that the average distance commuted is below the District average. Journeys made by car are also below the District average. However, 22.5% work outside the District, of these 60% of commute to Leeds by train.
Working population (aged 16-64)	11,437	Figure based on Census 2011 Ward level data. This equates to approximately 3.1% of the District's total working population.
Total number of local jobs	10,000	Figure based on the Bradford Ward Economic Profiles.
Proportion of working age population to total local jobs	1.1 working age residents per local job	Figures based on Ward level data and calculated by dividing the working age population by the total number of local jobs (above two rows).
Entrepreneurship	High	The Bradford Ward Economic Profiles outlined that in 2011 the Shipley Ward had a rate of 128 new businesses start-ups per 10,000 population. This is higher than the District average of 100. The Ward also has a higher than District average of households with someone who is either self-employed or is a business owner.
Number of local business units	619	Based on the Bradford Ward Economic Profiles.
Top 30 employers	✓	Figure based on the Bradford Ward Economic Profiles DENSO Marston Ltd in Lower Baildon and PACE in Saltaire are both within the Districts top 30 employers.
Employment Land	Capacity	The District's Employment Land Review outlines that the main employment locations are located to the east of the town along the canal corridor. The area also attracts office uses, particularly high value activities.
Regeneration Areas	✓	Shipley is a regeneration area for the District
Transport Capacity	Capacity issues	The District Wide Transport Study identified highway capacity issues within Shipley. The Bradford Local Infrastructure Plan outlines that the City of Bradford, Shipley and the Lower Baildon areas suffer from significant levels of traffic congestion and slow speeds during peak hours. Saltaire roundabout, Canal Road Corridor and Fox Corner in Shipley are identified as 'hot spots'.
Potential transport measures		The Bradford Local Infrastructure Plan outlines potential interchange improvement, junction improvements to the Saltaire roundabout, including a public transport hub and a Shipley eastern link road.
<p>Economic Summary: New housing development would assist with regeneration of Shipley and also potentially within the Canal Road Corridor to the south and deliver improved public transport services and highway junction improvements within the Saltaire area. New housing may help to attract new employment opportunities to Shipley, which will assist with regeneration and help to maintain the settlements containment. There would be economic benefits associated with increased footfall within Shipley town centre arising from new homes in the Shipley area.</p>		

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c) Objectively Assessed Consideration

Total area of 500m search area (hectares)	367.38	<p>New homes would assist with addressing the identified social and economic issues within Shipley.</p> <p>The land surrounding Shipley has a moderately high level of 'highly constrained' policy designations (34%) and a significant amount of medium policy constrained land (71%). The most notable being the World Heritage Site buffer zone.</p> <p>To meet identified housing needs and demand the SHLAA indicates there is significant potential from previously developed opportunities within Shipley.</p> <p>However, within the search area there is a some unconstrained land (around 75ha), Subject to the outcome of further detailed assessments as part of the Local Plan, some of these areas could potentially accommodate development with appropriate and available mitigation and avoidance measures</p> <p>Therefore, if Green Belt development is required some of these areas may, subject to more detailed assessments as part of the local plan, make a contribution.</p> <p>There could be potential in locations to the north east and to the west. To the west any Green Belt development should look to maintain adequate separation gaps between Shipley and Cottingley.</p>
Total Area covered by highly constrained designations (hectares)	123.27 (34%)	
Total Area covered by medium constrained designations (hectares)	261.07 (71%)	
Total Area covered by partly constrained designations	162.75 (44%)	
Total unconstrained area (hectares)	75.71 (21%)	

Element Two: Green Belt Site Sustainability Testing

The environmental, social, economic and overall total scores for the Shipley SHLAA and Strategic Parcels subjected to the Element Two sustainability testing are set out within the following schedules:

SHLAA Site Reference	Environmental	Social	Economic	Total
SH/026	21	25	4	50
Average Score	21	25	4	50

Strategic Parcel Reference	Environmental	Social	Economic	Total
SH/SP/001	22	25	6	53
SH/SP/002	24	25	4	53
SH/SP/003	25	25	3	53
Average Score	24	25	4	53

The Regional City of Bradford Summary

A summary table of the Element One land areas (hectares) covered by existing policy constraint within the 500m search areas surrounding each of the Regional City of Bradford settlement areas.

Settlement	Total area of 500m zone (ha)	Total area of High Constraints (ha)		Total area of Medium Constraints (ha)		Total area of Partial Constraints (ha)		Total area of Unconstrained Land (ha)	
		ha	%	ha	%	ha	%	ha	%
Bradford SE	520.75	153.82	30%	51.79	10%	23.38	4%	324.30	62%
Bradford NE	206.96	71.15	34%	65.91	32%	95.46	46%	87.93	42%
Bradford SW	471.43	55.44	12%	81.13	17%	40.77	9%	347.05	74%
Bradford NW	591.00	103.84	18%	163.04	28%	82.08	14%	370.05	63%
Shipley	367.38	123.27	34%	261.07	71%	162.75	44%	75.71	21%

Summary tables of the average environmental, social, economic and overall total scores for the Regional City of Bradford settlement areas SHLAA and Strategic Parcels that were subjected to the Element Two sustainability testing:

SHLAA Sites	Environmental	Social	Economic	Total
South East Bradford	24	32	5	62
South West Bradford	26	31	2	59
North East Bradford	26	28	3	58
North West Bradford	23	25	3	51
Shipley	21	25	4	50
Average Regional City of Bradford score	24	28	3	56
All settlements average score	24	27	3	54

Strategic Parcels	Environmental	Social	Economic	Total
South East Bradford	24	28	5	57
South West Bradford	23	29	3	55
North East Bradford	22	27	4	52
North West Bradford	24	27	2	52
Shipley	24	25	4	53
Average Regional City of Bradford score	23	27	4	54
All settlements average score	22	25	3	50

There is a significant amount of unconstrained and partly constrained land within the 500 metre zones surrounding the Regional City of Bradford Core Strategy settlement areas. The average sustainability assessment scores for both SHLAA sites and the Strategic Parcels are both higher than the overall settlements average. The scores are fairly closely grouped. However of the different areas the South East Bradford area scores most strongly and favourably particularly in the social and economic categories suggesting that it should be a particular focus for growth while the Shipley area scores

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most weakly. Overall these results demonstrate the suitability of the Regional City of Bradford settlement areas being at the top of the Bradford settlement hierarchy and as such the focus for future growth.

Appendix 1

The Total Land Area assessed under Element Two

Settlement	Strategic Land Parcels (ha.)	SHLAA Sites (ha.)	Total (ha.)
Bradford North East	46.63	20.60	67.23
Bradford North West	231.32	67.01	298.33
Bradford South East	220.54	89.47	310.00
Bradford South West	271.54	46.97	318.51
Shipley	34.39	6.23	40.61
Total Regional City of Bradford (ha.)	804.42	230.28	1034.68