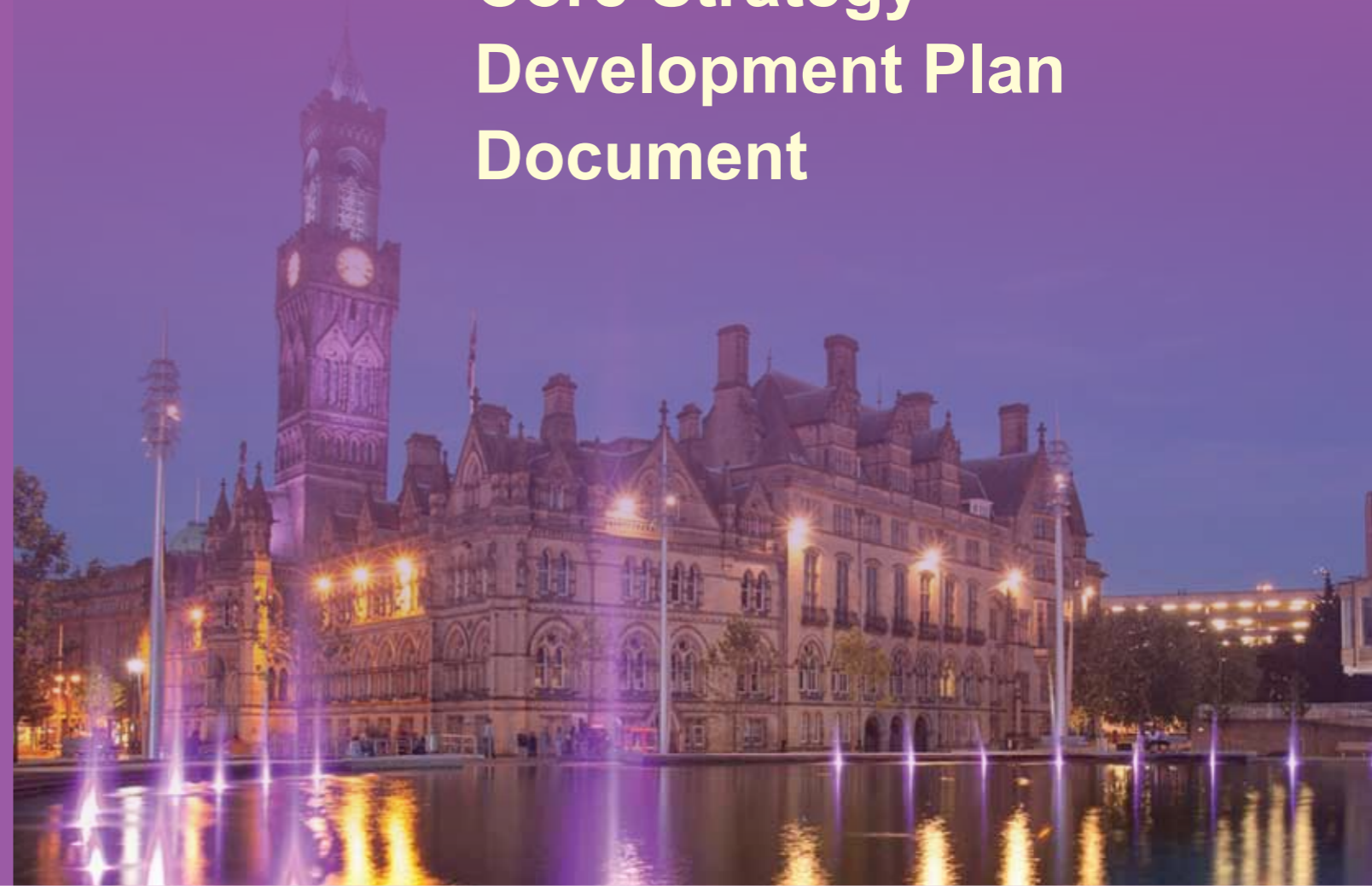


Local Plan for the Bradford District

# Core Strategy Development Plan Document



[www.bradford.gov.uk/planning](http://www.bradford.gov.uk/planning)

Adopted July 2017



have been carbon neutral. The District has supported measures that positively contribute to the environment, including reductions to the amount of waste sent to landfill, community heat and power projects, the sensitive location of wind farms and location of development in accessible sustainable locations, thereby reducing the need to travel by car, reducing the District's ecological footprint and maximising the use of renewable energy.

## Strategic Objectives

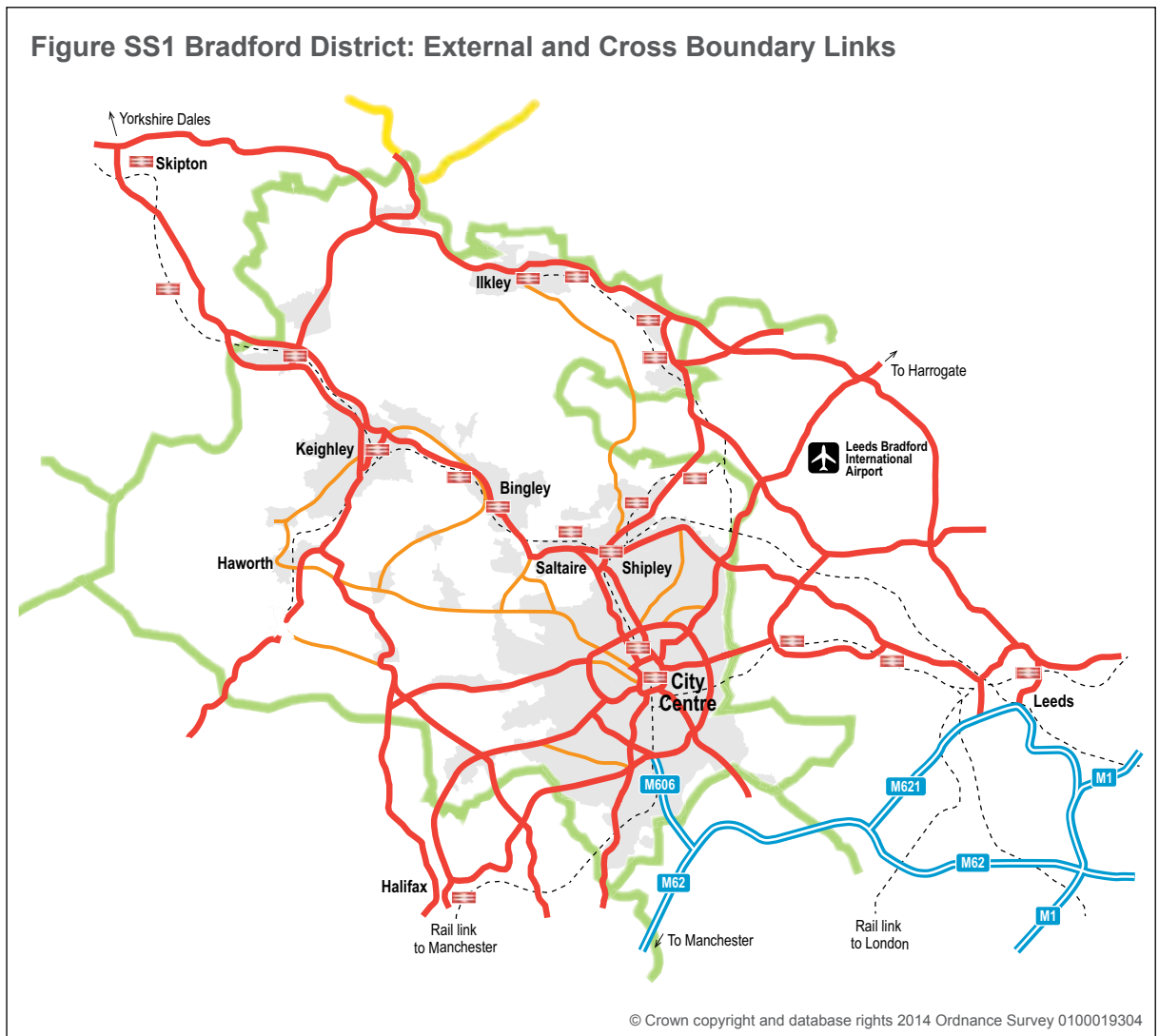
- 3.13 The following objectives indicate how the spatial vision for Bradford District will be delivered by the Council and its partners in making planning and investment decisions. Many of these objectives are identified as priorities in the Community Strategy and the Councils Corporate Plan.
- 3.14 The objectives are specific, achievable, attainable and realistic in what they seek to achieve in order to fulfil the vision over the plan period. The Performance Framework of the Core Strategy and the Annual Monitoring Report will measure whether the Council and its partners are meeting the spatial objectives.
- 3.15 The Spatial Vision for Bradford District will be achieved through the following strategic objectives:
1. To recognise and fully exploit the role of the City of Bradford and the towns along Airedale and Wharfedale as dynamic locations of choice for housing and economic growth within the Leeds City Region.
  2. To ensure that the District's needs for housing, business and commerce are met in full in sustainable locations that reduce the need to travel and are well served by public transport and services, whilst prioritising, the use of deliverable and developable previously developed land. In so doing overcrowding within the existing housing stock should be reduced.
  3. Ensure that the appropriate critical infrastructure (including green and social) is delivered to support growth and the timing of development and infrastructure delivery are aligned.
  4. To provide a range of quality dwellings, in terms of type and affordability, in well designed neighbourhoods to cater for the current needs and future growth of the District.
  5. To promote the role of the Bradford District in the Leeds City Region economy by creating conditions for housing growth, city living and enterprise where business thrives, generating opportunity, prosperity and jobs.
  6. To promote and support a successful growing economy with a wide range of high quality employment opportunities, by fostering indigenous firms and by attracting inward investment in the high value creative, innovative and knowledge based industries.
  7. To promote, manage and develop the image and the role of Bradford City Centre as a regionally significant business, commercial, shopping, civic and cultural area.
  8. To support the University of Bradford and the District's colleges and schools in investing in buildings and spaces to ensure a well educated and skilled workforce.

## SECTION 3 Spatial Vision, Objectives and Core Policies

- 9.** To improve and develop excellent public transport and highway systems to increase the level of accessibility within the District and establish good connections with other parts of the Leeds City Region and the country by ensuring safety, efficiency and sustainability.
- 10.** To ensure that Bradford is a diverse city where socially inclusive and vocal communities live and where the needs of citizens are met through improved access to good quality homes, jobs, shopping, cultural facilities, health and education provision and community facilities for a growing population.
- 11.** To provide a clean, safe, secure, sustainable, attractive and accessible built and natural environment in order to reduce the fear of crime and disorder and foster a shared sense of civic pride and responsibility.
- 12.** Safeguard, enhance and promote the diverse historic built and natural heritage of the District which helps reinforce the local distinctiveness of places.
- 13.** To reduce the impact of climate change through mitigation and adaptation, particularly through reducing pollution, energy consumption, the risk of flooding, and promoting the use of renewable energy and securing the means to become locally self sufficient.
- 14.** Provide accessible and varied opportunities for leisure and recreation including access to the countryside and the utilisation of green infrastructure spaces and routes for walking and cycling.
- 15.** Safeguard and enhance the District's biodiversity assets through careful landscape, woodland and waterways management. In particular the South Pennine Moors and upland fringe.
- 16.** Safeguard and enhance the District's natural and renewable energy resources, including water, agriculture, woodland and minerals, and promote the sustainable management of waste and recycling.

3.16

The high level outcomes related to the Spatial Vision and the Strategic Objectives are set out in Appendix 10.



3.17

### Presumption in Favour of Sustainable Development

The policies of the Core Strategy provide a positive planning framework for guiding development and change in line with central government guidance. When considering development proposals the Council will take a positive and proactive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

#### Policy P1: Presumption in Favour of Sustainable Development

The Council will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the Bradford District and wider Leeds City Region.



## SECTION 4.2 Sub Area Policies: Airedale

### Sub Area Policy AD1: Airedale

#### A. Strategic Pattern of Development

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

	Number of residential units
Keighley	4,500
Bingley	1,400
Silsden	1,200
Steeton with Eastburn	700
Baildon	350
Cottingley	200
East Morton	100

Affordable housing requirements are set out in Policy HO11.

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

**Keighley** will see the creation of 4,500 new homes and associated community facilities, in particular health provision, local shops and sporting facilities. The new homes will be delivered by a mix of sites including existing capacity within urban area together with a significant contribution from green belt in sustainable locations. Central Keighley will see comprehensive regeneration including housing, starter units for small and medium sized businesses, business park premises for larger digital, design and knowledge and service sectors. Keighley will see high quality mixed use development in the town centre including former Keighley College site, Market Hall, Cavendish Court and Cavendish Retail Park. Heritage led enhancements focused on historic buildings such as Dalton Mills. Traffic management schemes will be introduced in Keighley Town Centre and Hard Ings Road Improvement will be completed.

**Bingley** will see the creation of 1,400 new homes through redevelopment of sites within the urban area and some local green belt changes in sustainable locations. Employment will be created in financial, professional and public services, town centre office space and retail and leisure schemes at 5 Rise shopping centre, former Bradford and Bingley HQ and Lilycroft Mill.

**Silsden** will see the creation of 1,200 new homes with associated community facilities and the creation of Silsden Rural Business Park. Supporting highway infrastructure will be provided together with good walking and cycling links to Silsden and Steeton railway and bus interchange station.



**Steeton and Eastburn** will see the creation of 700 new homes including some local green belt changes in sustainable locations and associated community facilities and high quality employment areas with good walking and cycle links to Silsden and Steeton railway and bus interchange station.

**Baildon** will see the creation of 350 new homes including from sites within the urban area together with some local green belt changes in sustainable locations and associated community facilities.

**Cottingley and East Morton** will see a smaller scale of housing development including some local green belt changes in sustainable locations.

#### C. Economic Development

1. Keighley and Bingley will be the principal focus for indigenous economic development including starter units for small and medium sized businesses, business park premises for larger digital, design and knowledge, financial and service sectors at Dalton Lane Business Innovation Zone and Royd Ings.
2. Support the role of Keighley and Bingley town centres as locations for a mix of retail, leisure and office developments benefiting from excellent rail and road connections to Leeds, Bradford, Craven and the Central Lancashire region.
3. The creation of employment land at Silsden Rural Business Park .
4. Support the roles of the Council, the Health Authority and the Education Authority as significant generators of direct and indirect employment in the District.
5. Help to connect disadvantaged communities to job opportunities.
6. Support initiatives for the sustainability and diversification of agricultural and rural enterprise and for the extension of high speed broadband to rural communities.

#### D. Environment

1. Protect and enhance landscape character and the range of habitats and diversity of species found in the wetlands, woodlands, Pennine Uplands and upland fringe areas of Airedale
2. Protect and enhance the integrity of the South Pennine Moors SPA/ SAC and identify measures to support valuable upland fringe habitats. For the protection of the South Pennine Moors SPA, avoid and/or mitigate loss or deterioration of important foraging land within the SPA's zone of influence, and mitigate the impact of increasing visitor numbers.
3. Improve green infrastructure along the Airedale river, canal and public transport corridors.
4. Protect and enhance river, beck and canal corridors, their value for



## SECTION 4.2 Sub Area Policies: Airedale

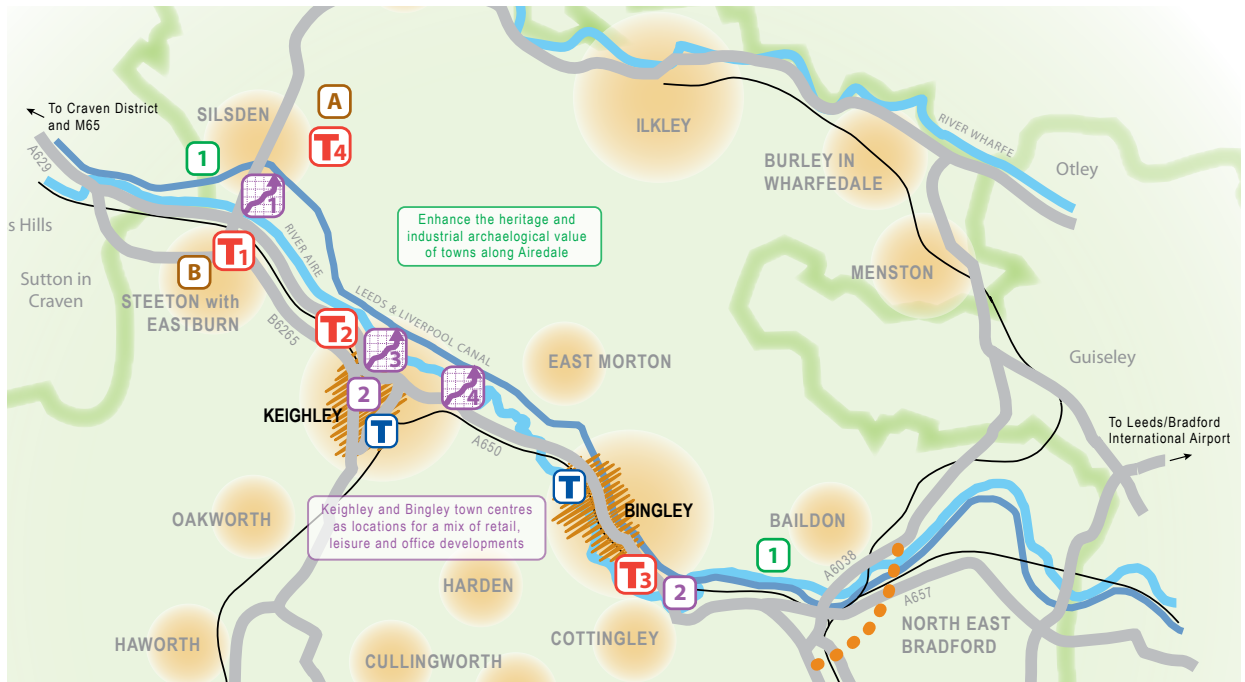
biodiversity and heritage, potential for reducing flood risk and role in improving connectivity between urban and rural areas. Recognise that development could lead to opportunities for improving green infrastructure and flood storage provision, particularly in relation to the Upper Aire.

5. Woodland, groups of trees and habitats are key elements in the landscape and efforts should be made to increase tree cover, particularly in areas where development might be located.
6. Conserve and enhance the designated and undesignated heritage assets of the Airedale Corridor in particular those within the boundary of the Keighley Townscape Heritage Initiative and elements which make a significant contribution to the distinct character of this area including: the mills, chimneys and associated housing of its textile heritage in particular Saltaire World Heritage Site, the buildings and structures associated with the Leeds and Liverpool Canal and the prehistoric landscapes.
7. Use the opportunities provided by increased development in the Principal Towns of Keighley and Bingley and the Local Growth Centres of Silsden and Steeton with Eastburn to maximise renewable energy generation and energy efficiency through CHP and hydro energy.

### E. Transport

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












**Figure AD1: Spatial Vision Diagram – Airedale by 2030**





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**Key**

**Airedale Policy AD1**

-  AD1B Urban Regeneration and Renewal Priority Areas
-  AD1D Economic Development
-  AD1E Environment
-  AD1F Transport
-  Trainline
-  River
-  Canal
-  Road
-  Existing train station
-  Proposed train station
-  Proposed Road Infrastructure


**Growth Areas**

-  Silsden
-  Steeton with Eastburn





**Economic Development**

-  Silsden Business Park
-  Keighley and Bingley - Principal focus for indigenous economic development including starter units for SMEs and business parks for larger digital, design, financial and service sectors
-  Royd Ings
-  Dalton Lane Business Innovation Centre

**Environment**

-  Improve green infrastructure along Airedale River, Canal and Transport Corridor

**Transport**

-  Bus and Rail Interchange at Silsden and Steeton
-  Hardings Road / Keighley Town Centre Improvements
-  Bingley Interchange
-  Highway Improvement to East of Silsden



## SECTION 4.2 Sub Area Policies: Airedale

### Outcomes by 2030

4.2.1 **The following is the outcome envisaged at the end of the plan period (2030) following the implementation of policies, proposals and programmes outlined in this Core Strategy. It constitutes a high level description of how the area will look by 2030.**

4.2.2 **Keighley** is the principal town of Airedale with its public, administrative, sporting, cultural and retail functions. The town has successfully retained its industrial economic base whilst establishing a reputation as a centre for research and development for manufacturing companies supported by institutions such as Park Lane College Keighley. Regeneration initiatives have included the reinvention of Market Hall, Cavendish Court and redevelopment of Cavendish Retail Park and the former Keighley College site into high quality vibrant mixed use areas. Keighley has also born witness to heritage led regeneration, including the conversion of Dalton Mills, Keighley Townscape Heritage Initiative and Cliffe Castle Park, in addition to waterfront access to the East and South of the town centre and railway station improvements. These schemes have all enhanced the character and heritage of Keighley reinforcing its role as an attractive shopping and leisure destination, whose facilities and services continue to serve the town and the surrounding rural villages. Keighley is an accessible town which has seen growth in housing including living over the shop, new builds and mill conversions, as part of intensive mixed use schemes in the commercial heart of the town. Keighley has also witnessed growth in its economy with the development of starter units for small and medium sized businesses, alongside business park premises for the larger digital, design, knowledge and service sectors which have been supported by enhancements to public transport and improved infrastructure connectivity throughout Airedale and into the Regional Cities of Bradford and Leeds as well as Wharfedale. The growth in economic activity has been complemented by significant investment in schools throughout Keighley which has increased attainment levels and the skills needed for local sectors.

4.2.3 **Bingley** has been reborn as a distinctive market town with high quality new housing, town centre residential units and office space. The town is a destination for speciality retail through the creation of the outdoor market set in a new square at the heart of the town which offers the opportunity for open air performances and community space. Bingley is the place to visit for food, drink and leisure and has seen the retail offer significantly improve through the redevelopment of the Myrtle Walk shopping centre, a larger anchor food store, new smaller shop units and library. The town has also seen enhancements to civic and social amenities with the new library and redesigned Jubilee Gardens and improvements to the river walk, park and visitor centre for the Five Rise Locks as well as the creation of a



Top: Keighley Campus  
Above: Bingley

bus interchange outside the railway station, improved parking and transport improvements. Bingley has also seen the creation of new business premises for the digital and high technology sectors. The growth in economic activity has been further enhanced by significant investment in schools throughout Bingley which now provide the skills to serves the needs of these home grown industries.

**4.2.4 Silsden** has become an important small town for Airedale and adjoining lower Craven, with the creation of Silsden Rural Business Park with its good quality pedestrian and cycle routes to the Silsden and Steeton railway station, bus interchange and canal providing high quality industrial and office space for businesses wanting to relocate throughout Keighley and Craven. As well as employment opportunities, Silsden has also seen its retail and housing offer enhanced to create a desirable and much sought after location complemented by investment in local schools.

**4.2.5 Steeton with Eastburn** is a settlement full of character with Airedale Hospital providing an excellent range of employment opportunities. It has seen high quality housing and commercial led mixed use developments that have assisted in providing safe and attractive pedestrian and cycle links to Silsden and Steeton railway station with its fast and frequent train services to employment and retail centres of Keighley, Skipton and Regional Cities of Bradford and Leeds.



The Leeds and Liverpool Canal at Silsden



Woodlands Mill, Steeton

### Sub Area Policy AD2: Investment Priorities for Airedale

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

**A. To improve public transport, particularly to Keighley, Bingley, Steeton with Eastburn and Silsden, to enhance the ease of movement and improve access to jobs within the Airedale Corridor particularly for disadvantaged communities.**

**B. To support the regeneration of Keighley and Bingley town centres to deliver enhancements to the public realm, mixed use retail and leisure schemes on key brownfield sites and improvements to the railway stations.**



## SECTION 4.2 Sub Area Policies: Airedale

C. To provide infrastructure to support site assembly, manage flood risk, and improve access between Airedale to Bradford City Centre, Shipley Town Centre as part of regeneration initiatives on the Shipley and Canal Road Corridor and the Connecting Airedale initiative (including Hard Ings Road Improvements).

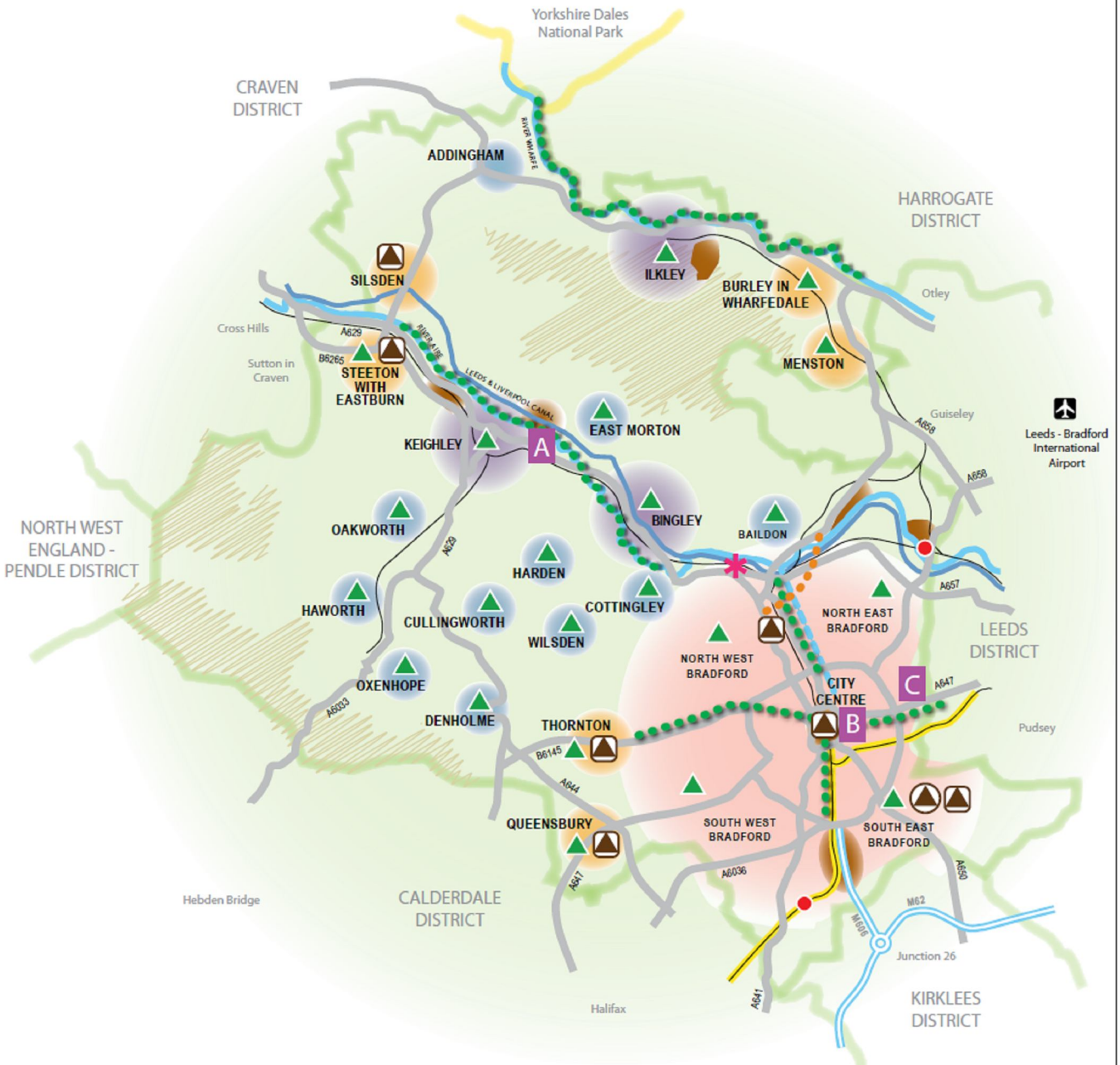
D. To take advantage of the close proximity of the City Centres of Bradford and Leeds and deliver renewal of existing urban sites, training programmes and support site assembly including improvements to the quality and capacity of public transport along Airedale to Craven, the Regional Cities of Bradford and Leeds and through the application of accessibility standards (see Appendix 3).

E. Support a number of local green belt releases in sustainable locations that meet accessibility standards to Keighley, Bingley, Silsden and Steeton with Eastburn through development site assembly, improvements to the quality and capacity of public transport, improvements to cycling and walking facilities.

F. To support the development and extension of high speed broadband especially in rural and other less accessible areas.

G. To work with Yorkshire Water and the Environment Agency to understand fully the water and waste water infrastructure requirements needed to support growth and ensure that development proposals are aligned with investment in asset management and catchment management plans.

# Key Diagram - Location Strategy





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## KEY

### Settlement Hierarchy Categories (Policy SC1, SC4, SC5)
















-  **Regional City (Policy BD1)**  
(City of Bradford with Shipley & Lower Baildon) 66%
-  **Principal Towns (Policy AD1, WD1)**  
(Ilkley, Keighley & Bingley) 16%
-  **Local Growth Centres (Policy AD1 WD1 PN1)**  
12%
-  **Local Service Centres (Policy AD1, WD1, N1)**  
6%

### Other Notations

-  **Economic Growth Area (Policy EC1)**
-  **Urban Extension (Policy HO2)** - Holme Wood and SE Bradford
-  **Growth Areas (Policy HO2)** - City Centre, Shipley and Canal Road Corridor, Silsden, S.E Bradford, Steeton with Eastburn, Thornton, Queensbury
-  **Potential Localised Green Belt Deletions**  
\*Locations are only indicative and may include other settlements

### Regeneration Partnerships

-  A Airedale
-  B Bradford City Centre
-  C Leeds Bradford Corridor

-  District Boundary
-  Yorkshire Dales National Park Boundary
-  Main Roads
-  River / Beck
-  Motorway
-  Leeds and Liverpool Canal
-  Proposed Bradford Canal
-  Railway Line
-  Electrification of Caldervale Line
-  Proposed New Railway Station
-  Proposed Road Infrastructure
-  UNESCO Saltaire World Heritage Site
-  Green Infrastructure Corridor (Policy SC6)
-  General Extent of Greenbelt (Policy SC7)
-  South Pennine Moors SPA and SAC (Policy SC8)