

LIST OF MODIFICATIONS

UDP – Keighley Chapter 3 Principal Policies

Mod Ref UDP Ref Site Ref IR Page No.	Existing UDP Wording – 1st Deposit (June 2001) or Revised Deposit (July 2002) (<i>whichever is the latest approved by Council</i>)	Proposed Modification	Reason for Modification
<p>Mod - Mod/K/PP/1</p> <p>UDP – Keighley Principal Polices, Para 3.0</p> <p>IR – Keighley proposals, pages 1-8</p>	<p>3.0 PRINCIPAL POLICIES</p> <p>Role of the Area</p> <p>Keighley has limited capacity for the further expansion of due to its topography and the District has seen major infrastructure investment in the Area’s road and rail network. Therefore the Plan will see a twin emphasis of new development in the Silsden - Steeton area and redevelopment within the older industrial areas of Keighley. The Silsden - Steeton area is well-placed to meet the expanding needs of Upper Airedale for both good housing and employment sites, to reflect the District 2020 Vision providing such development is linked to further investment in highway, drainage and educational infrastructure.</p> <p>The Area has the following functional divisions:</p> <p>1. Keighley remains the major focus of employment and the main retail and service centre of the Area. Whilst there is still a need for new employment sites close to Keighley town centre, the topography around the town is such that few suitable sites are available. Much of the relatively level land close to Keighley is needed for flood control purposes. The only area that offers real potential for new housing and employment development during the Plan period is around Silsden/Steeton, some four miles from the main built-up area of Keighley.</p>	<p>3.0 PRINCIPAL POLICIES</p> <p>Role of the Area</p> <p>Keighley has limited capacity for the future expansion of due to its topography and the District has seen despite major infrastructure investment in the Area’s road and rail network. Therefore the Plan will see a twin emphasis of new development in the Silsden – Steeton area and redevelopment within the older industrial areas of Keighley. The Steeton – Silsden area is well-placed to meet the expanding needs of Upper Airedale for both good housing and employment sites, to reflect the District 2020 Vision providing such development is linked to further investment in highway, drainage and educational infrastructure. The emphasis on sustainable development will however remain on the main urban area of Keighley.</p> <p>The Area has the following functional divisions:</p> <p>1. Keighley remains the major focus of employment and the main retail and service centre of the Area. Whilst there is still a need for new employment sites close to Keighley town centre, the topography around the town is such that few suitable sites are available. Much of the relatively level land close to Keighley is needed for flood control purposes. The only area that offers real potential for new housing and employment development during the plan period is around Silsden/Steeton, some four miles from the main built-up area of Keighley.</p>	<p>Having broadly accepted the Inspector’s conclusions regarding the starting point of the Plan, it follows that the role of the main urban area as set out in 3.46 is also accepted. This will lead to a modification of the Council’s own motion to recognise the role of the main urban area on the face of the Plan. The Council also accepts the tests to be applied when defining other urban areas set out in paragraph 3.47 of the Inspector’s report which are drawn from paragraph 4.8 of RPG12 and the approach the Inspector takes in using comparative accessibility for the third test in paragraph 3.48 of his report</p> <p>In considering the role of towns in the settlement hierarchy the Council agrees with the Inspector’s view that Silsden should not be categorised as an urban area. However because of the status and function of Silsden it does not sit readily elsewhere in the hierarchy described in policy P1 of RPG12. The Council accepts the Inspector’s conclusion that it does not score well in terms of current accessibility by public transport yet it has a good range of services (except for the absence of a secondary school) and has a much more substantial employment base than any other smaller settlement in the District. At present, until the RSS re-examines the role and function of settlements, Silsden should be regarded as a less well located smaller settlement though when compared to the other settlements in this category it offers a much broader range of services and is better served by public transport.</p>

LIST OF MODIFICATIONS

UDP – Keighley Chapter 3 Principal Policies

Mod Ref UDP Ref Site Ref IR Page No.	Existing UDP Wording – 1st Deposit (June 2001) or Revised Deposit (July 2002) (<i>whichever is the latest approved by Council</i>)	Proposed Modification	Reason for Modification
	<p>2. Ilkley, a one-time spa town, is now a residential town and tourist centre. It is a popular commuter town for both Bradford and Leeds. There have been recent upgrades to rail transport links along this part of the Wharfe Valley.</p> <p>3. Addingham, a semi-rural village, built on a small and now declining manufacturing base, is essentially a residential community with good road links along Wharfedale and into Airedale.</p> <p>4. The Aire Valley settlements of Silsden and Steeton with Eastburn retain a local industrial base and, because of their good and improving road and rail links to Skipton, Bradford and Keighley, are also important commuter areas. In recent years, Silsden's growth has been significant, as it has responded to development pressures that cannot be met easily in Keighley. This growth has outstripped the existing infrastructure of the settlement and for this reason the Plan proposes an expansion of Silsden that will include provision of additional infrastructure.</p> <p>5. The Pennine settlements of Oakworth, Haworth and Oxenhope. Haworth is one of the most important day visitor centres in the region but has only a limited capacity to absorb large influxes of visitors. All three villages are commuter settlements for Bradford and Keighley.</p> <p>6. The Pennine uplands, particularly Haworth Moor and Rombalds Moor, are of considerable landscape and recreation importance. These areas, which are often high and exposed, are also seen as a resource for the production of energy and are coming under increased pressure</p>	<p>2. Ilkley, a one-time spa town, is now a residential town and tourist centre. It is a popular commuter town for both Bradford and Leeds. There have been recent upgrades to rail transport links along this part of the Wharfe Valley.</p> <p>3. Addingham, a semi-rural village, built on a small and now declining manufacturing base, is essentially a residential community with good road links along Wharfedale and into Airedale.</p> <p>4. The Aire Valley settlements of Silsden and Steeton with Eastburn, for their sizes, retain a local industrial base and, because of their good and improving road and rail links to Skipton, Bradford and Keighley, are also important commuter and service areas. In recent years, Silsden's growth has been significant as it has responded to development pressures that cannot easily be met in Keighley. This growth has outstripped the existing infrastructure of the settlement and for this reason the Plan proposes an expansion of Silsden that will include provision of additional infrastructure</p> <p>5. The Pennine settlements of Oakworth, Haworth and Oxenhope. Haworth is one of the most important day visitor centres in the region but has only a limited capacity to absorb large influxes of visitors. All three villages are commuter settlements for Bradford and Keighley.</p> <p>6. The Pennine uplands, particularly Haworth Moor and Rombalds Moor, are of considerable landscape and recreation importance. These areas, which are often high and exposed, are also seen as a resource for the production of</p>	

LIST OF MODIFICATIONS

UDP – Keighley Chapter 3 Principal Policies

Mod Ref UDP Ref Site Ref IR Page No.	Existing UDP Wording – 1st Deposit (June 2001) or Revised Deposit (July 2002) (<i>whichever is the latest approved by Council</i>)	Proposed Modification	Reason for Modification
	<p>for wind turbine developments.</p> <p>The Location Strategy as it applies to Keighley Constituency.</p> <p>The location strategy identifies a settlement hierarchy as part of the approach to promoting more sustainable patterns of development. Within this constituency it identifies the towns of Keighley, Ilkley and Silsden as the most sustainable locations. These are followed by the well-located smaller settlement of Steeton with Eastburn. The remaining smaller settlements of Haworth, Oakworth, Oxenhope and East Morton are locationally less well favoured.</p> <p>As the towns and particularly their centres are more sustainable locations policy seeks to facilitate development in these locations first. This includes realising the potential to redevelop and reuse buildings and to help promote this a mixed use area has been identified in the Worth Valley.</p> <p>The location strategy also identifies a corridor from Ilkley via Addingham and Silsden to Steeton where improved public transport would help promote greater usage.</p> <p>The strategy promotes one significant change to policy for areas of restraint from development. This is the exceptional addition to the Green Belt to the north of Addingham to assist in safeguarding the countryside from encroachment. This arises from the need to manage the increasing development pressures in this part of the Wharfe Valley brought about by improved public transport links particularly from nearby Ilkley to Leeds and Bradford.</p>	<p>energy and are coming under increasing pressure for wind turbine developments.</p> <p>The Location Strategy as it applies to Keighley Constituency.</p> <p>The location strategy identifies a settlement hierarchy as part of the approach to promoting more sustainable patterns of development. Within this constituency it identifies the towns of Keighley and Ilkley and Silsden as the most sustainable locations. These are followed by the well-located smaller settlement of Steeton with Eastburn. The remaining smaller settlements of Silsden, Haworth, Oakworth, Oxenhope and East Morton are locationally less well favoured.</p> <p>As the towns and particularly their centres are more sustainable locations, policy seeks to facilitate development in these locations first. This includes realising the potential to redevelop and reuse buildings and to help promote this a mixed use area has been identified in the Worth Valley.</p> <p>The location strategy also identifies a corridor from Ilkley via Addingham and Silsden to Steeton where improved public transport would help promote greater usage.</p> <p>The strategy promotes one significant change to policy for areas of restraint from development. This is the exceptional addition to the Green Belt to the north of Addingham to assist in safeguarding the countryside from encroachment. This arises from the need to manage the increasing development pressures in this part of the Wharfe Valley brought about by improved public transport links particularly from nearby Ilkley to Leeds and Bradford.</p>	

LIST OF MODIFICATIONS
UDP – Keighley Chapter 3 Principal Policies

Mod Ref UDP Ref Site Ref IR Page No.	Existing UDP Wording – 1st Deposit (June 2001) or Revised Deposit (July 2002) (<i>whichever is the latest approved by Council</i>)	Proposed Modification	Reason for Modification
	There is little change to the extent of the areas of restraint within the built up areas.	There is little change to the extent of the areas of restraint within the built up areas.	