

LIST OF MODIFICATIONS

UDP – Keighley Chapter 7 Town Centres, Retail and Leisure

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/C/1</p> <p>UDP - SOM/K/CT1/85</p> <p>Site - Keighley Town Centre Expansion Area (Alkincote Street)</p> <p>IR - Keighley page 149</p>	<p>3. Damside, Water Lane, Alkincote Street and Worth Way (west) Expansion Areas</p> <p>These areas allow for the growth of the town centre and in particular the amount of potential additional retail floorspace forecast for the centre in the Colliers Erdman Lewis study. They also provide the ability for qualitative improvements to facilities in the town centre to take place.</p> <p>These areas have the potential to change during the Plan period. Their designation took account of the need to maintain a compact centre, to keep walking distances to the edge of the primary shopping area to a minimum and to ensure any obstacles to easy and safe pedestrian movement around the expanded centre can be alleviated.</p> <p>The development of these areas for retail and leisure uses and other town centre uses (as defined in paragraph 1.15 of PPG6) is acceptable provided there are no alternative sites within the centre which are available, suitable and viable.</p> <p>Development of these areas for industrial or residential purposes at ground floor level would prejudice their use for retail or leisure uses and such proposals would therefore be inappropriate.</p> <p>In order to provide for the East Parade / Worth Way relief road proposals on its route</p>	<p>A) The following changes be made to the text of chapter 7 of the Keighley volume:</p> <p>3. Damside, Water Lane, Alkincote Street and Worth Way (east) Expansion Areas</p> <p>These areas allow for the growth of the town centre and in particular the amount of potential additional retail floorspace forecast for the centre in the Colliers Erdman Lewis study. They also provide the ability for qualitative improvements to facilities in the town centre to take place.</p> <p>These areas have the potential to change during the Plan period. Their designation took account of the need to maintain a compact centre, to keep walking distances to the edge of the primary shopping area to a minimum and to ensure any obstacles to easy and safe pedestrian movement around the expanded centre can be alleviated.</p> <p>The development of these areas for retail and leisure uses and other town centre uses (as defined in paragraph 1.15 of PPG6) is acceptable provided there are no alternative sites within the centre which are available, suitable and viable.</p> <p>Development of these areas for industrial or residential purposes at ground floor level would prejudice their use for retail or leisure uses and such proposals would therefore be inappropriate.</p> <p>In order to provide for the East Parade / Worth Way relief road proposals on its route</p>	<p>The Alkincote Street Expansion Area is included within the town centre and central shopping area for the reasons set out in the Inspector's report.</p> <p>The description of the Worth Way Expansion Area is modified to correct a drafting error.</p>

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	<p>as shown on the Proposals Map, will be permitted only where they would not prejudice the construction of the road.</p> <p>Within the Worth Way (west) expansion area the existing street pattern of Coney Lane, Long Croft and Northern Road is antiquated. The redevelopment of this area may include the closure of these streets following construction of the East Parade / Worth Way relief road, where it would further comprehensive redevelopment.</p>	<p>as shown on the Proposals Map, will be permitted only where they would not prejudice the construction of the road.</p> <p>Within the Worth Way (east) expansion area the existing street pattern of Coney Lane, Long Croft and Northern Road is antiquated. The redevelopment of this area may include the closure of these streets following construction of the East Parade / Worth Way relief road, where it would further comprehensive redevelopment.</p> <p>B) The proposals map be amended as shown on plan number Mod/K/C/1.</p>	

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<p>Mod - Mod/K/C/2</p> <p>UDP - SOM/K/CT1/88:</p> <p>Site - Ilkley Town Centre Expansion Area (Leeds Road)</p> <p>IR - Keighley pages 150 - 151</p>	<p style="text-align: center;">Shopping in the Centre</p> <p>Although the shopping centre is only one fifth the size of the City Centre it is the third largest centre in the District in terms of the amount of the retail and associated service uses floorspace.</p> <p>In February 1999 Colliers Erdman Lewis advised the Council on the scope for new retail floorspace in the centre. They concluded that in relation to convenience shopping there was a small quantitative need for more floorspace rising to 410 square metres net by 2011. In respect of comparison goods they identified a larger quantitative need for additional floorspace of some 240 square metres, net rising to around 1,210 square metres net by 2011.</p> <p>The retail policies seek to ensure this need is accommodated in the central shopping area, or failing this, on the edge of the centre. To achieve this two small town centre expansion areas are defined on Leeds Road and Wellington Road. They also provide the scope and flexibility for modest qualitative improvements to the shopping offer of the centre.</p> <p style="text-align: center;">Area Planning Policy Statements</p>	<p>A) The following changes be made to the chapter 7 of the Keighley volume:</p> <p style="text-align: center;">Shopping in the Centre</p> <p>Although the shopping centre is only one fifth the size of the City Centre it is the third largest centre in the District in terms of the amount of the retail and associated service uses floorspace.</p> <p>In February 1999 Colliers Erdman Lewis advised the Council on the scope for new retail floorspace in the centre. They concluded that in relation to convenience shopping there was a small quantitative need for more floorspace rising to 410 square metres net by 2011. In respect of comparison goods they identified a larger quantitative need for additional floorspace of some 240 square metres, net rising to around 1,210 square metres net by 2011.</p> <p>The retail policies seek to ensure this need is accommodated in the central shopping area, or failing this, on the edge of the centre. To achieve this <i>an expansion area is defined at two small town centre expansion areas are defined on Leeds Road and Wellington Road. This</i> They also provides the scope and flexibility for modest qualitative improvements to the shopping offer of the centre.</p> <p style="text-align: center;">Area Planning Policy Statements</p>	<p>The Leeds Road, Ilkley Town Centre Expansion Area is deleted for the reasons set out in the Inspector's report.</p>

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	<p>These area planning policy statements set out how the centre and expansion areas may change in the Plan period to accord with policy CT1. Such developments should aim to stimulate economic activity and social interaction and ensure the continued vitality of the town centre. Where proposals relate to listed buildings the presumption is that such buildings will be retained and reused.</p> <p>1. The Town Centre</p> <p>The town centre includes a mixture of retail and other town centre uses including the Town Hall and library, Kings Hall, the Parish Church, Manor House museum, and Crescent Hotel. The centre is intensively developed and because of its conservation area designation it is unlikely that there will be any large redevelopment schemes during the Plan period. Consequently it is anticipated that change within the centre is likely to be small scale in nature.</p> <p>Brook Street public car park is the only site that might accommodate a large scheme, but this facility is important to the vitality and viability of the town centre. Any proposals for its redevelopment would need to provide for a similar quantity and quality of replacement parking either as part of the development or within easy walking distance of the centre.</p> <p>Developments within the centre should seek to retain and concentrate the retail, leisure and service centre functions.</p>	<p>These area planning policy statements set out how the centre and expansion areas may change in the Plan period to accord with policy CT1. Such developments should aim to stimulate economic activity and social interaction and ensure the continued vitality of the town centre. Where proposals relate to listed buildings the presumption is that such buildings will be retained and reused.</p> <p>1. The Town Centre</p> <p>The town centre includes a mixture of retail and other town centre uses including the Town Hall and library, Kings Hall, the Parish Church, Manor House museum, and Crescent Hotel. The centre is intensively developed and because of its conservation area designation it is unlikely that there will be any large redevelopment schemes during the Plan period. Consequently it is anticipated that change within the centre is likely to be small scale in nature.</p> <p>Brook Street public car park is the only site that might accommodate a large scheme, but this facility is important to the vitality and viability of the town centre. Any proposals for its redevelopment would need to provide for a similar quantity and quality of replacement parking either as part of the development or within easy walking distance of the centre.</p> <p>Developments within the centre should seek to retain and concentrate the retail, leisure and service centre functions.</p>	

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	<p>Policy CL1 provides that within this area leisure uses are acceptable although within the primary shopping area all non retail uses are subject to policy CT5.</p> <p>2. The Leeds Road and Wellington Road Expansion Areas</p> <p>These two small expansion areas, the former school and car parking area on Leeds Road and land and buildings used as a existing builders merchants on Wellington Road, have the potential to provide for a modest growth and qualitative improvements to the town centre.</p> <p>These areas may be developed for retail and leisure purposes or other town centre uses (as defined in paragraph 1.15 of PPG6) provided there are no alternative sites within the centre that are available, suitable and viable. Any development of the car parking area will need to incorporate the same quantum of replacement public car parking, either as part of the development or within easy walking distance of the centre, to accord with policy TM14.</p>	<p>Policy CL1 provides that within this area leisure uses are acceptable although within the primary shopping area all non retail uses are subject to policy CT5.</p> <p>2. The Leeds Road and Wellington Road Expansion Areas</p> <p>The These two small expansion areas, the former school and car parking area on Leeds Road and land and buildings used as a existing builders merchants on Wellington Road, has have the potential to provide for a modest growth and qualitative improvements to the town centre.</p> <p>This area These areas may be developed for retail and leisure purposes or other town centre uses (as defined in paragraph 1.15 of PPG6) provided there are no alternative sites within the centre that are available, suitable and viable. Any development of the car parking area will need to incorporate the same quantum of replacement public car parking, either as part of the development or within easy walking distance of the centre, to accord with policy TM14.</p> <p>B) The proposals map be amended as shown in plan number Mod/K/C/2.</p>	

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<p>Mod - Mod/K/C/3</p> <p>UDP - K - Local Centres page 29</p> <p>IR – Policy Framework Centres Chapter</p>	<p>Policy CR4 Local Centres</p> <p>The following local centres are defined on the Proposal Map by a symbol. Their detailed boundaries are shown in the separate document entitled 'Local Centres', which incorporates large scale maps of all the local centres within the District.</p> <p>ADDINGHAM, CROSS ROADS (KEIGHLEY), FELL LANE/OAKWORTH ROAD (KEIGHLEY), HAWORTH (MAIN STREET), HAWORTH (MILL HEY), SILSDEN.</p> <p>Policy CR7 Convenience Shopping Provision</p>	<p>A) The following changes be made to the chapter 7 of the Keighley volume:</p> <p>Policy CR4 CR1a Local Centres</p> <p>The following local centres are defined on the Proposal Map by a symbol. Their detailed boundaries are shown in the separate document entitled 'Local Centres', which incorporates large scale maps of all the local centres within the District.</p> <p>ADDINGHAM, CROSS ROADS (KEIGHLEY), FELL LANE/OAKWORTH ROAD (KEIGHLEY), HAWORTH (MAIN STREET), HAWORTH (MILL HEY), SILSDEN.</p> <p>Policy CR7 CR4a Convenience Shopping Provision</p> <p>B) Proposals Map Changes - Amend the legends of the Keighley Proposal Map and the Keighley and Ilkley town centre Inset Maps to take account of the renumbering of the retail policies.</p>	<p>Changes to the retail policy numbers in the Policy Framework mean that consequential changes are required to the text of the Proposal Report and the Proposal Map.</p>
<p>Mod - Mod/K/C/4</p> <p>UDP - SOM/K/UR7/91 and SOM/K/CR7/91</p> <p>Site – Silsden Local Centre</p> <p>IR – Keighley Proposals pages 40</p>	<p>SILSDEN LOCAL CENTRE</p> <p>Silsden has a small shopping centre, the largest shop being the Co-op supermarket at its northern end. The Plan provides for a relatively large amount of new residential development in Silsden. As new housing is built it is likely that this will create the scope</p>	<p>A) the following amendments are made to the text:</p> <p>SILSDEN LOCAL CENTRE</p> <p>Silsden has a small shopping centre, the largest shop being the Co-op supermarket at its northern end. The Plan provides for a relatively large amount of new residential development in Silsden. As new housing is built it is likely that this will create the scope</p>	<p>A) For the reasons set out in the Inspector's report.</p> <p>B) As a result of proposed modifications to the Centres chapter, it is proposed that references to policy CR7 be replaced by CR4a.</p>

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and 157	<p>and need for further food shopping facilities, which would also benefit existing residents by providing increased choice and competition.</p> <p>Any new retail development should take place in the centre. However it may not be possible to accommodate a small supermarket because the compact nature of the centre, and the antiquated highway system, may result in sites and buildings of appropriate size not being available, suitable and viable. In these circumstances proposals that accord with policy CR7 will be permitted in either of the two expansion areas shown on the Proposal Map, notwithstanding the provisions of policies E1 and E3 which would normally safeguard these areas for employment purposes.</p> <p>Any development of the expansion area at Hainsworth Street will need to ensure that additional vehicular and pedestrian movements generated by the development can be accommodated safely and without detriment to the free flow of traffic at the existing unsatisfactory junction of Clog Bridge and Elliot Street with Kirkgate.</p> <p>Development of the expansion area south of the canal can only take place if a new access road is constructed from Keighley Road. The provision of this road must contribute as practical and appropriate to the infrastructure necessary for the development of the employment site. A pedestrian route from the eastern corner of the area to the Keighley Road canal bridge must also be provided to ensure safe and convenient access to the existing centre.</p>	<p>and need for further food shopping facilities, which would also benefit existing residents by providing increased choice and competition.</p> <p>Any new retail development should take place in the centre. However it may not be possible to accommodate a small supermarket because the compact nature of the centre, and the antiquated highway system, may result in sites and buildings of appropriate size not being available, suitable and viable. In these circumstances proposals that accord with policy CR7 CR4a will be permitted in the either of the two expansion areas shown on the Proposal Map, notwithstanding the provisions of policies E1 and E3 which would normally safeguard these areas for employment purposes.</p> <p>Any development of the expansion area at Hainsworth Street will need to ensure that additional vehicular and pedestrian movements generated by the development can be accommodated safely and without detriment to the free flow of traffic at the existing unsatisfactory junction of Clog Bridge and Elliot Street with Kirkgate.</p> <p>Development of the expansion area south of the canal can only take place if a new access road is constructed from Keighley Road. The provision of this road must contribute as practical and appropriate to the infrastructure necessary for the development of the employment site. A pedestrian route from the eastern corner of the area to the Keighley Road canal bridge must also be provided to ensure safe and convenient access to the existing centre.</p>	

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		B) The proposals map is modified by deletion of the Expansion Area Policy CR7 at Sykes Lane, Silsden as shown on plan number Mod/K/C/2.	