
Section 3

Spatial Vision, Objectives and Core Policies

This section sets out a number of key elements of the Core Strategy including:

- **A Spatial Vision and Strategic Objectives - designed to reflect the Council's Community Strategy**
- **The Strategic Core Policies**
- **Key Diagram**

Spatial Vision

3.1 Central to the Core Strategy for Bradford District is the long-term spatial vision that will create the framework for the development of policies and proposals to be included in the Local Plan. This vision emphasises local distinctiveness with a focus upon delivery. It gives expression to other strategies and programmes, including regeneration, economic development, transport, education, housing, health, waste, energy, recycling, environmental protection and culture. The vision has been derived from the challenges, issues, opportunities and aspirations expressed in the Community Strategy. It also draws upon the SA/SEA and baseline analysis report and was informed and tested through the public consultation.

3.2 The Core Strategy will provide the physical spatial expression for how Bradford District will respond to the challenges and deliver the transformational priorities identified in the Community Strategy vision.

3.3 The following is the spatial vision for the Bradford District which describes where the district should be by 2030. Section 4 includes place specific Sub Area spatial visions and policies for the City of Bradford (including Shipley and Lower Baildon), Wharfedale, Airedale, and the Pennine Towns and Villages. The plan objectives have been derived from the vision and used to establish the planning policies within the Core Strategy.

By 2030 the Bradford District:

Has become a key driver of the Leeds City Region's economy and a much sought after and desirable location where people want to live, do business, shop and spend their leisure and recreation time. The district has demonstrated that it is a place that encourages sustainable lifestyle choices and responds positively to the challenge of climate change.

The growth of the City of Bradford and the towns along Airedale and Wharfedale has been supported by a significant increase in the delivery of new houses, both market and affordable. This growth has driven the economic and social transformation of the district. Sustainable development and management has been at heart of this growth and prosperity. The District's unique landscapes, heritage and biodiversity assets have played a vital role in making great places that encapsulates what makes Bradford so special.

Economic transformation of the district has been achieved based on Bradford's key strengths of its unique young, growing and international workforce as well as its culture of entrepreneurship, high quality places where businesses can thrive and its rich historic and cultural identity and wealth of environmental assets.

3.4 In support of the above vision, the following sets out place specific visions. These are developed further into Sub Area Policies in Section 4 for the City of Bradford (including Shipley and Lower Baildon), Wharfedale, Airedale, and the Pennine Towns and Villages.

3.5 The **Regional City of Bradford** has become the prime focus for development and growth and the driver of the District's transformation and a vital component of the Leeds

City Region economy. This transformation has been symbolised by the regenerated City Centre, with a city park and a thriving commercial and residential community. The **City Centre** has become the rejuvenated heart of the District, home to major firms in the financial, professional and public sector services, as well as small and medium sized home grown enterprises in the thriving creative and knowledge industries closely associated with the University and College. Bradford city centre has truly become a place where people can live, work, shop and play.

- 3.6 The **Airedale** Corridor has realised its economic potential with quality commercial and industrial premises, enhanced high quality rural landscapes and regeneration of the three inter-connected town centres of **Keighley, Bingley and Shipley**. The Airedale Corridor has become a creative, connected, lifestyle corridor that has helped deliver the economic transformation of the district. It has become a place where creative, research, service sector and higher value industries thrive. These industries have been supported by, and linked into, a high quality transport corridor and improved educational establishments, which have helped deliver the skills to support this transformation.
- 3.7 Traditional manufacturing and job growth in manufacturing related research and development has continued to be an important part of the District's economy, and key employment sites in the district have been protected and enhanced. The area of **South Bradford** in the vicinity of the M606 motorway has continued to be the focus for employment growth in large scale general industry, storage and distribution, utilising the area's excellent transport connections.
- 3.8 Bradford District has had the fastest growing working age population of any District outside London over the last 20 years. This growth in population, households and the economy has been supported by the development of at least 42,100 new homes across the district. The majority of these new homes have been located in and around the **City of Bradford**, where emphasis has been successfully placed upon regenerating existing urban areas, the re-cycling of brownfield land and the expansion of the urban area in sustainable locations. Areas that have seen significant economic and housing growth include **Shipley town centre and the Canal Road Corridor, East Bradford, South Bradford and the City Centre**. The principal towns of **Ilkley, Keighley and Bingley** have supported housing and economic growth through **Wharfedale and Airedale** and continue to provide important services to the outlying local communities.
- 3.9 The unique diverse landscape and heritage of the District, ranging from vibrant urban centres and densely populated residential areas, to rural villages and Pennine moorland are significant assets. The protection and enhancement of these areas have played a part in Bradford's transformation, ensuring it has remained a place where people want to live, work and visit whilst ensuring that the local rural economy thrives. Sensitive rural landscapes, such as the South Pennine Moors, have been protected and enhanced. Bradford's built heritage is key to the District's identity and its distinctive sense of place. By ensuring quality new developments and the sensitive reuse and protection of this built heritage, the district has continued to maintain its identity and sense of place as it continues to develop. New developments have contributed to the resurgence of the District by building upon the existing character and by being developed to a high level of sustainable design.
- 3.10 The World Heritage Site of **Saltaire**, which is a symbol of Bradford's proud history and built heritage, along with **Haworth**, with its Bronte heritage and the spa town of **Ilkley**

have been strengthened as tourist destinations, whilst supporting the needs of their resident communities and protecting and enhancing what makes these places so special. **Bradford City Centre**, with the City Park at its heart, The National Media Museum, Alhambra Theatre, St Georges Concert Hall, a new swimming pool, hotels, the heritage of Little Germany and Goitside and its distinctive cosmopolitan nature has become a major visitor and tourism destination, offering a mix of arts, leisure, culture, heritage and shopping facilities as befitting of a leading Regional City.

3.11 Bradford has worked with partners, to ensure that the District has strong links internationally, internally and to neighbouring districts, particularly **Leeds, Craven, Calderdale and Kirklees**. This has been vital in order to support the growth of the District, connecting people to opportunities, training, and employment. The growth of the District has been supported by continued expansion of services and facilities at **Leeds-Bradford International Airport** including access improvements by road and rail and significant improvements to rail links to London Kings Cross and other major cities, including the Manchester City Region. Public transport connections have been improved within the District with particular regard to rural towns, villages and the outer suburbs, making it easier for people to access essential services. The construction of the **Shipley Eastern Bypass**, improvements to the **Canal Road Corridor** and the opening of rail stations at **Apperley Bridge and Low Moor** and improvements to **Bradford Interchange and Forster Square** stations have been essential in supporting sustainable housing and economic growth in these areas.

3.12 Bradford District is a place that enables and encourages sustainable healthy lifestyles and responds positively to the challenge of climate change. Environmental constraints, such as areas of flood risk along the **River Aire, River Wharfe and the South Pennine Moors** have been recognised and protected from development. The majority of the new development schemes that have been completed in the District over the last 20 years



Looking over Leeming Reservoir towards Oxenhope

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.

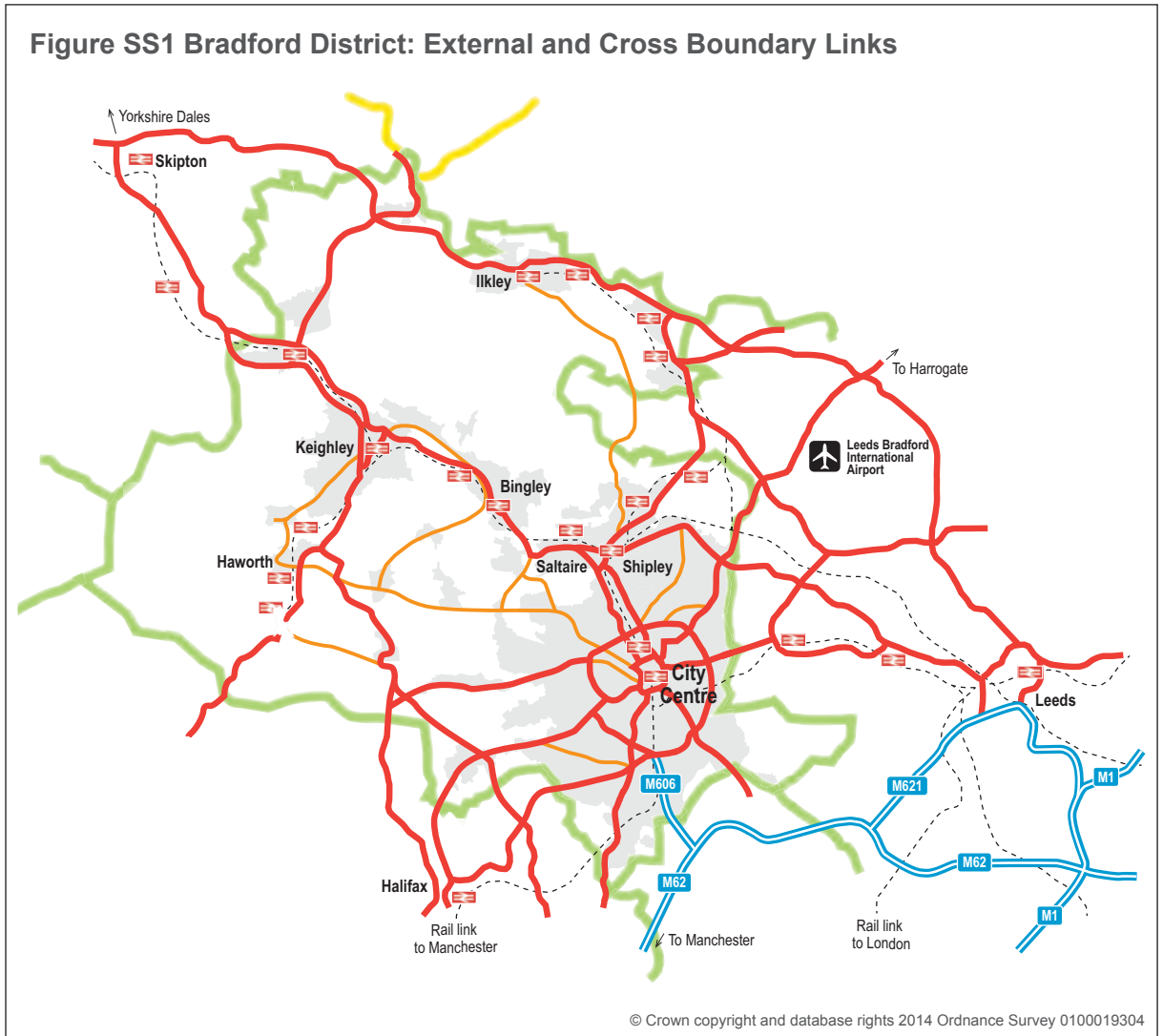
Strategic Objectives

- 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 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.

- 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.



Planning applications that accord with the policies in this Local Plan (and, where relevant, with polices in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the decision maker will grant permission unless material considerations indicate otherwise – taking into account whether:

- A. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- B. Specific policies in that Framework indicate that development should be restricted.

Strategic Core Policies

3.18

In order to support the delivery of the spatial vision and objectives, a limited number of strategic core policies are proposed. These set out the core approach and have been used to inform the more detailed approach and policies in subsequent sections of this document. All other DPDs will also need to conform with these policies. They will also be used to inform other development and investment decisions.

Strategic Core Policy 1 (SC1): Overall Approach and Key Spatial Priorities

A. Manage the delivery of development and change to meet the needs of the district to 2030 in order to deliver the Spatial Vision and objectives and achieve sustainable development in line with National Planning Policy Framework and Policy P1.

B. Planning decisions as well as plans, strategies, programmes and investment decisions should seek to:

1. Transform economic, environmental and social conditions of the District, in particular the Regional City of Bradford including Bradford City Centre, Canal Road Corridor and Leeds Bradford Corridor as well as Airedale, and Shipley.
2. Manage and spread the benefits of continued growth of the Bradford economy as part of the Leeds City Region.
3. Enhance the role of Bradford District within the wider Leeds City Region as an important business location with a good supply of labour, housing, services including retail and associated community provision.
4. Optimise the opportunities provided by the close proximity of Leeds Bradford International Airport as an international business gateway for the District and the region.



5. Support, protect and enhance the roles of the Principal Towns of Ilkley, Keighley and Bingley and the Local Growth Centres of Queensbury, Thornton, Silsden and Steeton with Eastburn as hubs for the local economy, housing and community and social infrastructure and encourage diversification of the rural economy of the district.
6. Support the Local Service Centres as defined in Policy SC4 to meet local needs for homes and local services.
7. Protect and enhance the District’s environmental resources including areas of international and national importance, such as the South Pennine Moors, the character and qualities of the Districts heritage, landscape and countryside and maximise the contribution they can make to the delivery of wider economic and social objectives.
8. Ensure resilience and become adaptable to environmental threats to the District and minimise the District’s exposure to those threats.
9. Avoid increasing flood risk, and manage land and river catchments for flood mitigation, renewable energy generation, biodiversity enhancement and increased tree cover.
10. Ensure that transport management and investment decisions support and help deliver the spatial strategy, in particular sustainable patterns of development, inclusive access to jobs and facilities, and shift to sustainable forms of movement.
11. Ensure that developments are of high quality and well designed and that they contribute to inclusive built and natural environments which protect and enhance local settings, and heritage and reinforce or create a sense of local character and distinctiveness.

OUTCOMES	INDICATORS	TARGETS
A more sustainable pattern of growth and movement will have been achieved across the Bradford District	See Appendix 10	

LEAD ROLES	MAIN MECHANISMS
Bradford Council	Local Plan Local Transport Plans Community strategies Housing Strategies Economic Strategies Other strategies, plans, programmes and investment decisions
Regional, sub regional and local organisations	Strategies, plans, programmes and investment decisions

Section 3 Spatial Vision, Objectives and Core Policies

- 3.19 The purpose of Core Policy SC1 is to state in a simple way what the Core Strategy, at its very core, is seeking to achieve and to establish key priorities for capitalising on and addressing the strategic strengths and issues across the District. These high level priorities are further developed through the sub areas and thematic policies.
- 3.20 The District has suffered from the decline in its traditional industries which resulted in significant economic change. This has contributed to more concentrated levels of deprivation. There is a major opportunity to further strengthen and renew the Regional City of Bradford and Principal Towns as the prime focus for economic activity. Much remains to be done to create more attractive living and working environments.
- 3.21 Low levels of education attainment and lack of basic skill requirements are also evident. Significant levels of deprivation are concentrated in many of the urban parts of the District, especially in the City of Bradford and Keighley. In rural areas, isolation and peripherality also generate significant issues. Overall, there is a need for a more interventionist based approach to connect people in need with opportunities and reduce exclusion and inequalities. Studies show that accessibility to opportunities, facilities and services has a key influence on people's quality of life. The voluntary and community sector have an essential part to play in helping to address exclusion, inequality and crime in the District.
- 3.22 A good quality environment is critical to the social, economic and environmental well-being of the District. Pressures on our environmental assets and resources are likely to increase with the demands for growth. The District is particularly susceptible to a number of environmental threats such as flooding, atmospheric pollution and soil degradation, as well as the multi faceted impacts of climate change. Positive, responsible environment management will be vital to safeguard and improve our environment, including air quality, and the well-being of people in the District.
- 3.23 The District's economy has grown recently, but dynamics of change in global, national and local economies means that growth and productivity gains remain key District and City Region priorities. The major loss of manufacturing jobs and the growth of the service based economy has produced disparate economic conditions and prospects around the District.
- 3.24 More efficient and environmentally friendly movement patterns will be required to support a competitive economy, healthier lifestyles and a quality environment.
- 3.25 Many parts of the District continue to need to be restructured and the legacies left by past industrialisation addressed. The industrial age has provided a very rich and distinctive character and heritage to the District and had a marked effect on communities and the physical environment.
- 3.26 The District needs, over the long term, to capitalise on existing strengths, unlock potential and to improve the quality of life, prosperity and health of current and future generations. Economic, social and environmental progress has been uneven across the District. Continued unbalanced development will threaten the future quality of life and competitiveness of the District – with 'overheating' of already successful areas (through congestion, and reduced environmental quality) and a 'failure to capitalise' on the latent strengths of under-performing areas.

3.27 The recent growth of the District economy has been fuelled by the significant expansion of knowledge, business and financial services industries as part of the 'Leeds Economy'. Maintaining and sharing out the benefits of this growth is a key Leeds City Region challenge.

3.28 The District is large and diverse, in terms of land area it is mainly 'rural' in character. The City of Bradford and the towns of Ilkley, Keighley and Bingley need to provide a strong focus for local communities, in terms of service provision and employment and housing opportunities. Other settlements have the potential to grow in a managed and sustainable way in particular the Local Growth Centres derived in Policy SC4. This will help to promote greater self-sufficiency in rural areas. The District offers a high quality environment, including Green Flag award winning Public Parks and gardens and Moorland countryside. The character and qualities of the countryside needs to be protected and enhanced in their own right, as well as for the important species and habitats they include. It also offers a key opportunity to stimulate new economic activity, particularly for more isolated and peripheral rural areas.

Climate Change and Resource Use

3.29 The Climate Change Act 2008 introduced a statutory target of reducing carbon emissions by 80% below 1990 levels by 2050, with an interim target of 34% by 2020. This was followed by the Low Carbon Transition Plan that set out how the UK will achieve these dramatic reductions in emissions. Important elements in the Plan are to reduce the energy used in homes and workplaces and to improve the UK's position as a centre of green manufacturing in low carbon sectors. All local authorities need to prepare strategies that make a full contribution to the delivery of the UK Climate Change Programme and energy policies.

3.30 Addressing climate change is therefore a key government priority for the planning system. The Planning Act of 2008 introduced a new duty for local development frameworks to address climate change. Key challenges identified in The Act are; securing progress against the UK's emission targets, delivering the ambition of zero carbon development and shaping sustainable communities that are resilient to climate change.

3.31 Ideally, therefore new development should be planned to avoid significant vulnerability to impacts arising from changes in the climate. Where development needs to be brought forward in areas that are vulnerable, risks need to be managed through suitable adaptation measures so as to provide sufficient resilience.

3.32 Addressing climate change is a strategic core policy as it is a priority both for the Council and national government. Thematic sections relating to energy, flood risk, biodiversity, green infrastructure, transport and environmental protection provide more detail on addressing impacts.

Strategic Core Policy 2 (SC2): Climate Change and Resource Use

Planning decisions as well as plans, strategies, investment decisions, programmes should:

- A. Plan for the adaptation and long term resilience to the impacts of climate change in the district by:**
- 1. Assessing the risks and designing an appropriate level of adaptation into all aspects of regeneration projects, new development and improvements to infrastructure.**
 - 2. Working with partner organisations and local communities to appraise, reduce and manage all sources of flooding.**
 - 3. Facilitating the management and expansion, where appropriate, of vulnerable habitat types, primarily blanket bog and woodland and supporting action plans for habitats and species at risk.**
 - 4. Addressing the opportunities and pressures that an increasing population has on the districts land resource, particularly in key locations for tourism and recreation.**
 - 5. Working with partner organisations to address fuel poverty and to stimulate the local energy sector to deliver carbon saving measures.**
 - 6. Aiming to improve air quality overall, to integrate road transport emission reduction into decision making and to address the impact of climate change on buildings, public spaces and vulnerable groups.**
 - 7. Working with the districts businesses to maximise opportunities from the move to a low-carbon economy, to raise awareness of increasing future costs of energy and water and to minimise potential disruption to local infrastructure.**
- B. Support the Councils carbon reduction targets by:**
- 1. Maximising energy efficiency, use of sustainable transport and other forms of infrastructure by focusing development and activity in the Regional City of Bradford followed by Keighley, Bingley and Ilkley.**
 - 2. Locating development where it will support opportunities for the delivery of renewable and low carbon energy, green infrastructure and improvements to public transport and facilities for walking and cycling.**
 - 3. Meeting the local challenges of moving towards low carbon living by engaging with residents and businesses to create sustainable and resilient communities, particularly in Local Growth Centres.**
- C. Seek to assess and manage the impact of future decisions on the Districts natural resources**



D. Require new development to use resources sustainably and reduce their environmental impact in particular by:

- 1. Utilisation of natural light and solar energy**
- 2. Achieving high standards of energy efficiency**
- 3. Taking the opportunities to produce and or access renewable energy**
- 4. Minimising water consumption and maximising the use of water recycling and sustainable urban drainage systems.**

OUTCOMES	INDICATORS	TARGETS
Greenhouse gas emissions have been reduced	Greenhouse gas emissions	Green house gases have been reduced in line with Council targets.
The District will continue to adapt successfully to the predicted impacts of climate change		
The impacts of new buildings on resource use will have been reduced	See HO9 Housing Quality	

LEAD ROLES	MAIN MECHANISMS
Bradford Council	Local Plan Local Transport Plans Other strategies, plans, programmes and investment decisions
Regional, sub regional and local organisations	Strategies, plans, programmes and investment decisions

3.33

The Yorkshire and Humber Climate Change Adaptation Study (2009) provides information at a regional and district level on projected climate change and the potential impacts of change. The projected changes that the district is likely to face by the 2050s include; higher winter average temperatures, hotter and drier summers, winter average rainfall increasing by 15% and slightly higher winter wind speeds.

3.34

In seeking to take account of the vulnerability of areas to impacts arising from changes in the climate, assessments can be informed directly by the latest set of UK Climate Projections. In future these may be used to test service and project delivery against a range of possible scenarios as our ability to model future climate change and quantify uncertainties improves. The degree of resilience built into projects will also be dependent on cost and viability.

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- 3.35 It is predicted that flood risk will increase due to more frequent severe storms bringing higher intensity rainfall and increasing run-off from land and buildings. This will cause rivers and streams to experience higher than normal flood flows and levels, and sewers and drains to discharge more frequently than at present. Bradford is particularly vulnerable to flooding caused by direct rainfall. Climate change could therefore increase the numbers of properties at risk and the incidence of blockages in watercourses, drains and culverts. It could also cause disruptions to low lying sections of roads and railways.
- 3.36 Guidance from government and the Environment Agency advocates a partnership approach to flood risk, which was used to progress the Council's Strategic Flood Risk Assessment – Level 1. This also makes the link between avoidance and management of flood risk and future quality of life and the development of sustainable communities. Bradford Council has a history of working pro-actively to address local flood risk issues, bringing in expertise from local universities and organisations from other areas in Europe to work with communities on a range of projects. The provisions of the Floods and Water Management Act give local authorities a stronger leadership role in the future.
- 3.37 The District's overall vulnerability to the impact of climate change depends on the attributes of its population, stocks of property and infrastructure, land resource, wildlife and organisations. While a number of the changes in weather patterns, for example the trend towards hotter, drier summers, are not expected to be established until the middle of the century, many of the decisions being made in the 2020s about major projects, property, infrastructure and tree-planting will have an anticipated lifespan that extends into the next century.
- 3.38 Hotter, drier summers are likely to have an impact on the upland wetland of the South Pennine Moors which could lead to greater fragmentation of sensitive habitats. Changes in the management of wetland and river habitats may be appropriate, where feasible, to assist in adaptation to intense periods of rainfall and summer drought. Tree loss is also predicted either due to the overall trend of changes in the local climate or where individual areas of woodland become waterlogged and affected by wind.
- 3.39 Increases in the number of people visiting popular locations for outdoor leisure are also likely. Sports grounds and intensively-used areas of open space and rights of way may become more difficult to manage due to heightened wet dry cycles between winter and summer and changes in maintenance, surfacing and planting regimes could be required.
- 3.40 The results of ongoing research work into carbon sequestration by the Forestry Commission and Natural England and through the partnerships involved in the Leeds City Region and Sustainable Uplands Projects need to be analysed within the district context, in association with work on carbon modelling. There may be potential during the plan period for developing a programme to link emissions from new development with the retention or creation of carbon sinks through protection and creation of woodland and restoring peat.
- 3.41 Periods of high temperatures could also increase the likelihood of air pollution events. A Low Emission Strategy which aims to take a proactive approach to help maintain and improve air quality within the District, was adopted in 2013. Air quality problems in Bradford are mainly attributable to transport. Many of the most densely populated areas of the District are located in the bottom of river valleys or basins which can trap poor air quality within the urban areas. Without intervention the need to accommodate growth

and development could lead to air quality being worse in the future. The District has a high incidence of deaths from heart disease and in some areas the incidence of asthma is significantly higher than the national average.

3.42

The vulnerability of the housing stock to the impacts of climate change will be dependent on its location, age, state of repair and efficiency of insulation and heating systems. The stock profile of private sector dwellings in Bradford is generally older than the national average. The need to regenerate the stock of housing and to accommodate growth will present opportunities to reduce energy use. Fuel poverty, caused by increasing costs of energy, low household income and properties with poor energy efficiency, is also a significant issue for Bradford. The best means of reducing fuel poverty is by increasing the energy efficiency of the homes of vulnerable people and to address this issue Bradford has an Affordable Warmth Strategy. The Council is also working with partners in the Leeds City Region to maximise the opportunities to deliver carbon saving in the housing sector.

3.43

The impact of climate change on the districts manufacturing industries will be process specific, however businesses will generally be susceptible to higher energy costs and to disruptions to supply networks and to transport infrastructure. Limitations imposed on water use during drier summers may also affect process efficiency. Advanced technology companies and those associated with universities and advanced manufacturing will be presented with opportunities to develop adaptation measures to climate change impacts.

3.44

To address climate change issues the spatial distribution, location and design of development should aim to achieve the best resource and energy efficiency and secure a reduction in emissions. Patterns of urban growth and sustainable rural development should help secure the fullest possible use of sustainable transport and decentralised energy. Where information was available to support these objectives, they have influenced the development of the spatial strategy.



Rooftop solar panels

3.45

Future planning for the District will involve managing increasing energy costs and carbon exposure which will require service providers, businesses and individuals to reduce fossil fuel consumption. The Core Strategy seeks to identify locations for development that are resilient to higher fuel, energy and travel costs and support a longer term shift in living patterns towards more locally based activity.

3.46

Seeking to locate the majority of new development in existing urban areas will reduce the need for additional supporting infrastructure and resource use. However the scale of development required to accommodate growth will inevitably have a significant impact on the districts environment, including take-up of land, air quality, an increased demand for water and energy and the generation of additional quantities of waste.

3.47

The sustainability appraisal process has provided an assessment of vulnerability to climate change and the potential impact of the Core Strategy's proposals on environmental quality and natural resources. It has identified improvements in relation to the mitigation measures already included in the core strategy, many of which have been incorporated into the plans preparation in order to reduce its environmental impacts.

3.48

Working Together

The Council recognises that the Core strategy policies require wide ranging collaboration and co-operation with partners in the public, private and voluntary sectors. Policy SC3 below identifies key issues and opportunities for working together to make great places.

Strategic Core Policy 3 (SC3): Working Together

Planning decisions as well as plans, strategies, investment decisions and programmes should be based on:

A. Effective collaboration between the Council, adjoining local planning authorities, the District's Town and Parish Councils, partners and communities within the District Leeds City Region and beyond, particularly to:

1. Support the renewal and regeneration of urban and rural areas.
2. Address low and high housing demand.
3. Balance housing with current and future employment opportunities.
4. Promote polycentric networks of different places with complementary roles, based on their own strengths and characteristics.
5. Realise the potential of Leeds City Region and ensure that benefits are spread across it.
6. Achieve effective environmental management and enhancement and address climate change.
7. Manage development to support economic and housing growth in the District, in particular the Leeds Bradford Corridor and Airedale Corridor.
8. Make the best use of sustainable modes of transport, including inter-city regional road and particularly rail and water transport links.
9. Ensure Landscape and environmental management and enhancement.

B. Effective discharge of the duty to cooperate in order to:

1. Address strategic cross boundary issues
2. Align spatial development and mitigation of impacts of development
3. Coordinate investment in infrastructure to support development

OUTCOMES	INDICATORS	TARGETS
All plans, strategies, and investment decisions have collectively achieved identified District priorities.		
There has been successful collaboration with adjoining authorities in the Leeds City Region and Central Lancashire City Region to achieve a better performing North of England	Performance of North of England	

LEAD ROLES	MAIN MECHANISMS
Bradford Council	Local Plan Local Transport Plans Other strategies, plans, programmes and investment decisions
Regional, sub regional and local organisations	Strategies, plans, programmes and investment decisions

3.49 The Core Strategy has been drawn up to conform with the Regional Spatial Strategy for Yorkshire and the Humber which established the strategic framework for the Leeds City Region as well as the region. With the revocation of the RSS the LCR agreed to continue to work to the principals established in RSS. The Council will work under the duty to cooperate introduced in the Localism Act to ensure effective ongoing collaborate working with relevant bodies to positively address strategic cross boundary issues as well a deliver the ambitions of this plan.

3.50 Within the District, there are many different and distinctive urban and rural settlements – a polycentric model of managing change and development offers a framework for planning the District’s future. On the basis that not everywhere can offer every service or meet every need, it is important that places across the District are well connected and recognise inter-dependencies so that complementary, rather than competing roles are developed. The Core Strategy and the Leeds City Region Development and investment Programme provide a key mechanism for collaborative working to fully realise the economic value of the Districts city, towns and hinterlands. This issue transcends regional boundaries given the close relationships of parts of the District with the Northwest region. In July 2012, the Leeds City Region Deal was agreed with central government to boost jobs and growth in the City Region. The Deal gives the local authorities that make up the Leeds City Region greater control over spending and decision making to ensure interventions are inline with the needs of the LCR economy. The City Deal includes a number of initiatives including a £1 billion fund to improve public transport and highways network, additional £400m fund to strengthen infrastructure across the city region and a programme to roll out ultra fast broadband infrastructure across the city region.

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3.51 The Leeds City Region is also currently developing a Strategic Economic Plan in response to central governments initiative to all Local Enterprise Partnerships (LEPs) to agree a Local Growth Deal for their areas. The Strategic Economic Plan will set out the economic ambitions for Leeds City Region and will be used to bid for a share of the Local Growth Fund, which provides LEPs with at least £2 billion funding each year between 2015 and 2020.

3.52 This focus on co-operation rather than competition does not support the domination of one area over others. It seeks to overcome the concept of core and peripheral areas.

3.53 There are functional linkages with adjoining areas, in particular Leeds, Calderdale, Craven and Kirklees which influence how people, live, shop, work and access leisure and cultural facilities. Spatial planning in the Bradford District has an important role to play in realising regeneration and renewal objectives elsewhere. These links are further developed in the Core Strategy sub areas policies.

3.54 Transport routes in the District form part of a key national and Trans European network -including the M62 motorways and access to airports. Transport is a key opportunity area for improving the economic competitiveness of the District and the North of England creating the need for joint management and planning approaches and requires effective collaboration between regions.

3.55 South Pennine Moor Special Protection Area, River Aire and River Wharfe catchment areas and flood risk areas also cross district and regional boundaries.

Hierarchy of Settlements

3.56 The use and articulation of a settlement hierarchy in guiding and controlling the distribution of growth and development is a tool already used and established within both the RUDP and the RSS and one which can play a major role in establishing a sustainable pattern of growth and development across the district.

3.57 While the settlement hierarchy approaches of the RUDP and RSS were based upon a range of detailed evidence and analysis, including the Regional Settlement Study of 2004, it is important that the principles behind them are tested debated and if necessary adjusted within this Core Strategy to reflect the challenges and circumstances facing the district both now and up to 2030.

3.58 While broadly in line with the approach of the now revoked RSS the Core Strategy has taken the opportunity to use the information contained within Bradford's own settlement study and the practicalities of the land supply situation to make some adjustments to the core RSS settlement hierarchy approach.

3.59 The Core Strategy has made two significant changes. Firstly it has added a Principal Town (Bingley) reflecting the town's role in providing homes, jobs, services and cultural activities to the area and its importance within the Airedale Strategy's regeneration proposals. Secondly it has added an additional tier of 'Local Growth Centres' between the Principal Towns and much smaller Local Service Centres. This reflects the land supply constraints in the upper two tiers and the fact there are significant differences in the characteristic of the settlements below the Principal towns level and their ability to grow in a sustainable way.

3.60

The following policy therefore seeks to both identify the key differences in scale and nature of development envisaged between the different parts of the district and give a more spatially specific outline of the key priorities for plans, strategies and investment decisions at each tier of the settlement hierarchy. Figure SS2 illustrates the Districts settlements and their respective sub area grouping.

Strategic Core Policy 4 (SC4): Hierarchy of Settlements

Regional City

A. The Regional City of Bradford (with Shipley and Lower Baildon) will be the prime focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities in the District. To support this role the Regional City will see the greatest proportion of development and growth as set out in policies HO3 and EC3.

B. The Regional City of Bradford (with Shipley and Lower Baildon) will be transformed into attractive, cohesive, inclusive and safe places where people want to live, work, invest, and spend time in. Planning decisions as well as Plans, strategies, investment decisions and programmes should:

- 1. Achieve a wide range of housing and employment offer to meet the needs of the communities and modern employers.**
- 2. Develop a strong sense of place which reinforces the distinct identity of the area through a with a high quality of public realm and well designed buildings within a clear framework of routes and spaces.**
- 3. Create new and improve existing green areas, networks and corridors including the urban fringe to enhance biodiversity and recreation.**
- 4. Maintain and strengthen the identity and roles of Bradford City Centre and Shipley Town Centre as accessible and vibrant focal points for high trip generating uses which support both the day and evening economy.**
- 5. Improve public transport systems and services and increase opportunities for walking and cycling, in particular along the Leeds Bradford Corridor.**
- 6. Improve connectivity with the adjoining Regional City of Leeds to access housing, employment and community facilities.**
- 7. Improve Connectivity between the Regional City of Bradford and the Airedale Regeneration Priority Area including access to the Regional City of Leeds via Otley Road.**

Principal Towns

A. Ilkley, Keighley and Bingley will be the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities.



B. The roles of Ilkley, Keighley and Bingley as accessible and vibrant places to live, work and invest should be enhanced.

C. Biodiversity, landscape and heritage assets define the character and setting of the Districts principal towns. Identifying potential for growth will be informed by the existing scale of the settlement, the contribution made by environmental assets and the importance of these assets and flood risk issues.

Planning decisions as well as plans, strategies, investment decisions and programmes should:

- 1. Improve accessibility from surrounding areas and improve their function as hubs for transport services and interchange.**
- 2. Improve public transport links between Ilkley, Keighley, Bingley, Regional Cities of Leeds and Bradford.**
- 3. Ensure that they provide the main focus for employment development in rural areas.**
- 4. Enhance the vitality and viability of their town centres.**
- 5. Create new and improve existing green areas, networks and corridors including the urban fringe to enhance biodiversity and recreation.**

Local Growth Centres

A. Queensbury and Thornton are sustainable local centres accessible to the Regional City of Bradford and Steeton with Eastburn, and Silsden, are sustainable local centres within Airedale. All are located along key public transport corridors and should therefore make a significant contribution to meeting the districts needs for housing, employment and provide for supporting community facilities.

B. The roles of, Steeton with Eastburn, Silsden, Queensbury and Thornton as accessible, attractive and vibrant places to live, work and invest should be enhanced.

Planning decisions as well as Plans, strategies, investment decisions and programmes should seek to:

- 1. Improve accessibility from surrounding areas and improve their function as hubs for transport, local facilities, affordable and market housing needs.**
- 2. Develop new and improved public transport links between Local Growth Centres and with Regional City of Bradford and the Principal Towns of Ilkley, Keighley and Bingley and also the Regional City of Leeds and the Principal Towns of Halifax and Skipton.**
- 3. Ensure that they support economic diversification.**
- 4. Enhance the vitality and viability of Local Growth Centres.**
- 5. Create new and improve existing green areas, networks and corridors including the urban fringe to enhance biodiversity and recreation.**



Local Service Centres and Rural Areas

Within the Local Service Centres of Addingham, Baildon, Burley In Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Wilsden the emphasis will be on smaller scale developments which meet local needs together with the protection and enhancement of those centres as attractive and vibrant places and communities, providing quality of place and excellent environmental, economic and social conditions.

Planning decisions and plans, strategies, investment decisions and programmes should seek to:

1. Achieve a high standard of design that protects and enhances settlement and landscape diversity and character.
2. Support innovative means of accessing and delivering services and the reduction of isolation particularly through the development of high speed broadband access in rural areas.
3. Retain and improve local services and facilities, particularly in Local Service Centres.
4. Support economic diversification, including leisure and tourism offer, live work and home working.
5. Meet local needs for both market and affordable housing.
6. Create new and improve existing green areas, networks and corridors including the urban fringe to enhance biodiversity and recreation.
7. Improve public transport links between Local Service Centres and to the Regional City of Bradford, Principal Towns of Ilkley, Keighley and Bingley, the Regional City of Leeds, and the Principal Towns of Halifax and Skipton.

OUTCOMES	INDICATORS	TARGETS
The City of Bradford, Shipley and Lower Baildon will provide a high quality of place and will be prime places to live, work and visit.	Population levels Population structure Migration Economic growth GVA Housing completions	More than 60% of housing development in the District as a whole to be focussed on the City of Bradford, Shipley and Lower Baildon
Ilkley, Keighley and Bingley will have been strengthened as the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities.	Population levels Population structure Migration Economic growth GVA	



Section 3 Spatial Vision, Objectives and Core Policies

OUTCOMES	INDICATORS	TARGETS
Steeton with Eastburn, Silsden, Queensbury and Thornton will have made a significant contribution to meeting the districts needs for housing, employment and associated community facilities.	Population levels Population structure Migration Economic growth GVA	
Addingham, Baildon, Burley in Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Wilsden and rural areas will have seen smaller scale development to meet local needs.	Population levels Population structure Migration Economic growth GVA	

LEAD ROLES	MAIN MECHANISMS
Bradford Council	Local Plan Development Management Local Transport Plans Community strategies Other strategies, plans, programmes and investment decisions
Regional, sub regional and local organisations	Strategies, plans, programmes and investment decisions

3.61

Policy SC4 applies to the Regional City of Bradford including Shipley and Lower Baildon as shown on the Key Diagram and in the sub areas in section 4. The Regional City of Bradford including Shipley and Lower Baildon will provide the prime focus of new housing development and of employment, shopping and health, leisure, business and public services in the District.

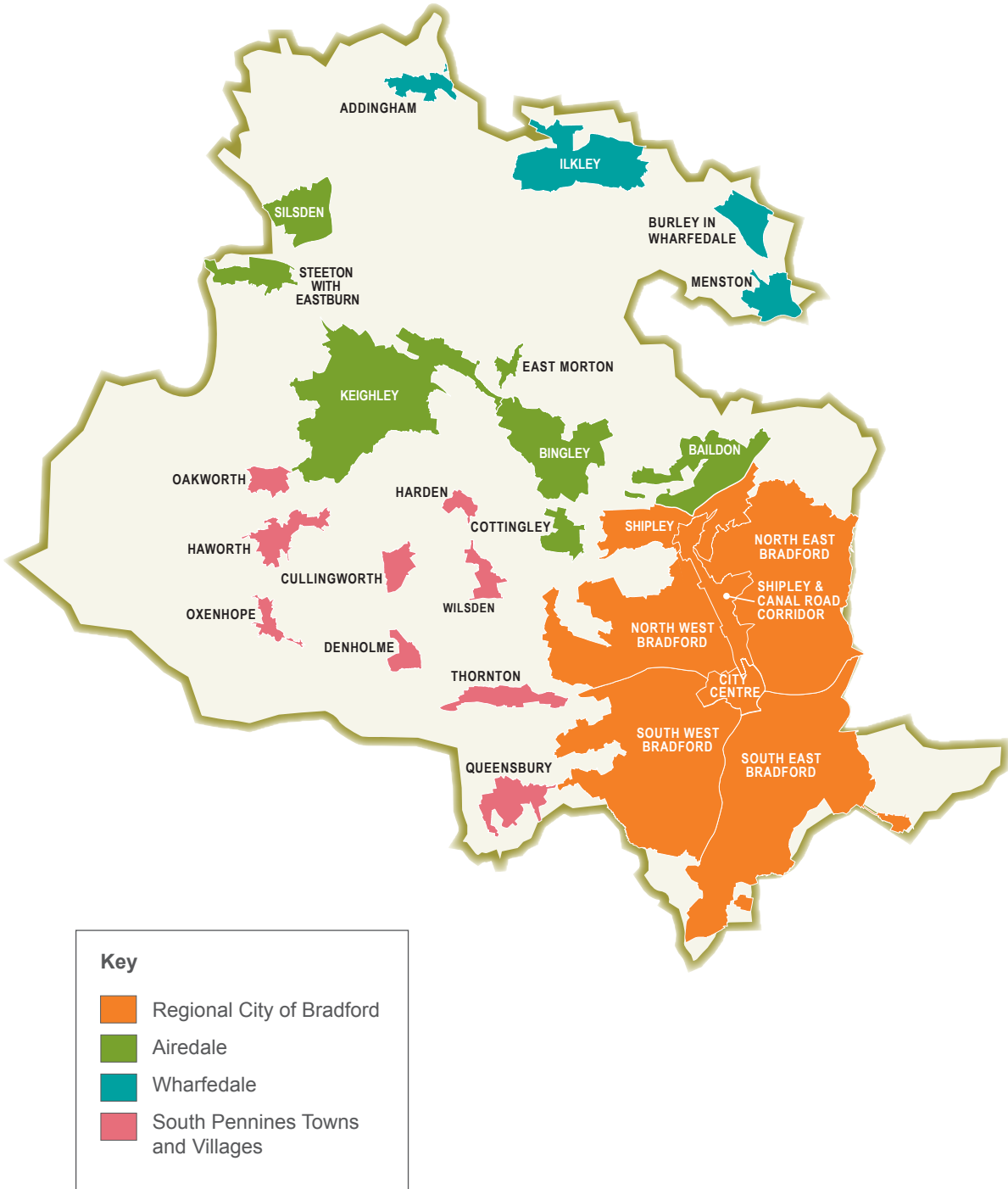
3.62

Focusing development, investment and activity on the Regional City of Bradford, Shipley and Lower Baildon offers the greatest scope to: re-use land and buildings; make the most of existing infrastructure and investment; reduce greenhouse gas emissions and related impacts by reducing the need to travel; maximise accessibility between homes, services and jobs; foster wide-ranging inclusion and, encourage the use of public transport. Approximately 68% of the district's housing development is planned for the Regional City under the proposals of Policy HO3. While this reflects the fact that the Regional City is likely to see the greatest rate of increase in the need for housing, the Plan envisages that there will need to be a modest degree of dispersal of housing growth to other settlements

to reflect the land supply limitations in the Regional City to ensure that growth and regeneration is also fostered in the Principal Towns and to ensure that sufficient provision is made for affordable and local needs housing in the Local Growth and Local Service Centres.

- 3.63 The Council recognises that housing and economic growth will assist with regeneration efforts in the City of Bradford and Shipley whilst enhancing the viability of key infrastructure provision, including public transport, shops and other community facilities.
- 3.64 The industrial legacy in the District presents both major opportunities and significant constraints. Over the last century, urban areas have often been neglected, with a relatively slow pace of renewal and change. Progress has been made over recent years, such as increased city centre living and more brownfield development. However, much of the physical fabric of urban areas remains outmoded for modern day living and working and meeting the needs of the 21st century. It is vital that the momentum of urban renewal in the City of Bradford is not only maintained but increased. Major 'step change' is required to deliver high quality urban places. Comprehensive and co-ordinated action will be required to counter negative images, deal with social exclusion, reduce high crime rates, raise education standards and provide for better amenity. This will help to foster cohesive communities and retain families.
- 3.65 The District's legacy from the industrial age remains a powerful influence on the nature of its people and community. It has shaped the fundamentals of the City, Principal Towns and smaller settlements of the District. Alongside a legacy of fine civic buildings and parks and gardens, there are often less welcome stocks of older houses such as back to back terraces and industrial buildings, which cannot really be adapted to modern needs. Where markets for housing and business premises are weak, this has led to concentrations of physical decline and under-investment often with high levels of exclusion as can be found in parts of the Regional City of Bradford.
- 3.66 Greater emphasis needs to be placed on the design and management of the public realm. Well-designed places, buildings and public places are essential to achieving and sustaining urban renaissance and reducing crime. Open spaces have a vital role to play. Parks, squares, greens and wildlife areas can all help create a stronger and more attractive identity – with more opportunities for leisure and recreation, increased biodiversity and healthier lifestyles.
- 3.67 The Regional City of Bradford is a key driver of the economy and Bradford City Centre has a key role to play in realising opportunities in the more serviced based and knowledge driven economy. The focus on the City of Bradford, Shipley and Lower Baildon provides for a balanced range of investment to take place across the District to foster a strong network of polycentric places. Compact places, designed to increase the use of public transport, walking, and cycling will help to make the Regional City of Bradford livelier, more attractive and more environmentally friendly.
- 3.68 The **Principal Towns within the district are Ilkley, Keighley and Bingley**, as identified on the Core Strategy Key Diagram and the Sub Areas in section 4. They vary in size and function but fulfil a District wide significant role as service, employment and transport hubs for their surrounding areas. While on a smaller scale than that within the Regional City, these towns will be a main focus for the provision of new housing and will provide an important focal point for services, facilities and employment – complementing and

Figure SS2: The District Settlements



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supporting the roles of the Regional Cities of Bradford and Leeds. This focus supports a pattern of service centres to meet the needs of rural areas and support a balanced pattern of development across the District. Relative to the overall number of settlements in the District, a local development focus on these 3 principal towns provides an efficient and concentrated approach to investment and service delivery. As significant towns in their own right it is important that public transport services enable local communities to efficiently access their services, facilities and employment opportunities. Transport is fundamental in enabling settlements to function as a network of different places fulfilling different roles and providing different opportunities.

- 3.69 Their town centres provide a key focus for commercial, service and cultural activity. Improving the performance, management and attractiveness of town centres is important to the future roles of towns across the District.
- 3.70 It is important that while growth and change is supported within the Principal Towns, the character and distinctiveness of them is protected and enhanced – for economic, environmental and social reasons. Open spaces within settlements, their edges and landscape settings and historic buildings, areas and street patterns all have a strong influence on their character and distinctiveness.
- 3.71 The **Local Growth Centres within the district are, Steeton with Eastburn, Silsden, Queensbury and Thornton**, as identified on the Core Strategy Key Diagram and in the Sub Areas in section 4). They vary in size and function but fulfil a significant role as settlements along key public transport corridors providing attractive and vibrant places for their surrounding areas. These centres will provide an important focal point for affordable housing and market housing needs as well as employment and associated community facilities - complementing and supporting the roles of the Regional City of Bradford, Sub Regional Town of Halifax and the Principal Towns of Skipton, Ilkley, Keighley and Bingley. This focus supports a pattern of service centres to meet the needs of rural areas and support a balanced pattern of sustainable development across the District with high quality links to Halifax, Skipton and Leeds beyond the District boundary.
- 3.72 Despite their smaller scale, the levels of housing development envisioned within the Core Strategy in these Local Growth Centres means that sustainable patterns of development will be dependent on maintaining and where possible improving public transport services. This will enable local communities to access services and employment opportunities both within the Local Growth Centres and within neighbouring larger settlements and centres.
- 3.73 It is important that the growth and change which occurs within the Local Growth Centres is achieved without detracting significantly from their character and distinctiveness. Elements that should be protected wherever possible include valued open spaces within settlements, and historic buildings and their settings. It is also important that the development which does occur within Local Growth Centres makes maximum contribution to meeting the needs of those local communities and in supporting and enhancing the viability of the local services.
- 3.74 The District's **Local Service Centres and rural areas** form the fourth element of the settlement hierarchy. The Local Service Centres are listed in Policy SC4 and shown on the Key Diagram and in the sub areas in section 4.
- 3.75 A much slower pace and scale of growth, compared to urban areas, forms the overall approach in these parts of the district, with development being focussed on meeting local

Section 3 Spatial Vision, Objectives and Core Policies

needs of Addingham, Baildon, Burley In Wharfedale, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Wilsden. Local Service Centres are the villages that provide services and facilities that serve the needs of, and are accessible to, people living in the surrounding rural areas. Local Service Centres include a range of settlement types and sizes.

3.76 The Plan seeks to prevent the unnecessary dispersal of development to smaller settlements and open countryside while meeting local needs and appropriate limited types of development in the open countryside in line with NPPF.

3.77 The Yorkshire and Humber Rural Framework has identified the Region's rural priorities. Many of the issues that affect rural areas also affect the District's urban areas. Addressing common issues of exclusion and deprivation requires a range of actions – one size will not fit all. Rural areas contribute to the prosperity of the whole District, therefore it is key to recognise and improve the relationships between our rural and urban areas, and ensure that urban-based services address exclusion and deprivation in their rural hinterlands.

3.78 Approximately 66% of the District is rural in nature and home to 20% of the Districts population. It is important that we harness the strengths and resources of rural areas to the benefit of the District as a whole and to develop a viable future for rural communities. There is a need to ensure that the countryside is enhanced and sustains the natural, cultural and historic environment of the District. Haworth and Bronte Country to the west of the district are of significant cultural significance for example. Using appropriate materials



Main Street, Haworth

and a good quality of design is important to safeguarding and enhancing local character. Effective environmental stewardship is vital ensuring that local people have access to local services is important to the quality of life experienced by rural communities.

Location of Development

3.79

Policy SC5 supported by Policies HO2, HO3, HO4, HO6, HO7 and EC3 provides a clear framework and sequential approach for producing within the Local Plan a supply of development sites which prioritises the use of deliverable previously developed land, focuses as much development as is practicable and viable within the existing urban area and therefore minimizes the amount of dispersal of development to edge of settlement locations and the need for changes to Green Belt.

3.80

It is a policy which should be applied both to the production of the site allocating DPD's and also to the consideration of larger windfall proposals which have the potential to frustrate the strategic objectives of this document and or set undesirable precedents for future proposals which individually or cumulatively may do likewise.

Strategic Core Policy 5 (SC5): Location of Development

A. In accordance with the rest of the Strategic Core Policies, and with Policies HO2, HO3, HO4, HO6, HO7 and EC3, and after determining the broad distribution of development between the District's settlements, the Council will allocate sites in the Allocations DPD and Area Action Plan DPDs by giving:

- 1. First priority to the re-use of deliverable and developable previously developed land and buildings provided that it is not of high environmental value and the more efficient and effective use of existing developed areas within the City of Bradford, Principal Towns of Ilkley, Keighley and Bingley, the Local Growth Centres and the Local Service Centres.**
- 2. Second priority to other Greenfield opportunities within the settlements.**
- 3. Third priority to Local Green Belt releases to the built up areas of settlements in sustainable locations.**
- 4. Fourth priority to larger urban extensions in sustainable locations**

B. In identifying and comparing sites for development, the Local Plan will adopt an accessibility orientated approach to ensure that development:

- 1. Makes the best use of existing transport infrastructure and capacity.**
- 2. Takes into account capacity constraints and deliverable improvements, particularly in relation to improving and development of the Strategic Road Network including junctions and schemes identified in the spatial vision.**
- 3. Complies with the public transport accessibility criteria set out in Appendix 3 and maximises accessibility by walking and cycling.**
- 4. Maximises the use of rail and water for uses generating large freight movements.**

Section 3 Spatial Vision, Objectives and Core Policies

OUTCOMES	INDICATORS	TARGETS
A more concentrated and transport orientated pattern of development will be realised, which will make best use of land, buildings and infrastructure.	<p>Amount of development by settlement type</p> <p>Amount and percentage of housing development on previously developed land.</p> <p>Conformity with accessibility standards set out in Appendix 3</p> <p>Conformity with transport investment and management priorities set out in Policy TR7</p> <p>Reduction in congestion of the Strategic Road Network.</p> <p>Number of journeys undertaken by public transport.</p> <p>Number of planning applications supported by an approved Transport Assessment and Travel Plan.</p>	
LEAD ROLES	MAIN MECHANISMS	
Bradford Council	Local Plan	

3.81 Strategic Core Policies SC4 and SC5 envisage a relatively concentrated pattern of development across the District focused primarily but not exclusively on the Regional City of Bradford (which includes Shipley and Lower Baildon), together with the Principal Towns of Ilkley, Keighley and Bingley. However, this approach must be supported by the site search and site allocating approach advocated above in Policy SC5. Policy SC5 will compliment and help deliver some of the other housing policies such as HO2, HO3, HO4, HO6 and HO7 and will help deliver the brown field strategy as outlined in Appendix 6.

3.82 A sequential approach is fundamental in allocating specific sites for development and will help to:

- Deliver the development focus of policies SC4
- Make better use of underused land and buildings and existing infrastructure and services
- Strengthen the commercial and cultural roles and vibrancy of the City and the Principal Towns
- Minimise both the need to travel and to develop greenfield sites

3.83 While there has been considerable success in re-using 'brown field sites' in the District over recent years, the challenges in maintaining this in future years with much higher levels of housing need will be much greater. Policy SC5 will therefore ensure that the

opportunities that do exist to re-use and recycle deliverable sites within the existing built up area are maximised. Policy SC4 and SC5 promotes transforming urban areas of the City and the Principal Towns.

3.84

It is important that valuable habitats and open spaces are retained within settlements and that a vibrant mix of land uses is maintained – the achievement of housing growth should not be at the expense of driving out important employment and community uses from the hearts of the Regional City and Principal Towns. Avoiding significant adverse environmental impacts and promoting the integration of transport and land use are key factors in achieving more sustainable development.

3.85

Policy SC5 requires a more transport orientated approach to development, whether sites are in inner or peripheral areas. This approach places an emphasis on public transport (planned or existing) routes as a key factor for locating or intensifying development. This also provides the scope to foster 'walkable' neighbourhoods clustered along transport corridors.

3.86

Public transport corridors should radiate from within settlements to link into main centres of activity and provide the scope for prioritised, high quality and efficient public transport services. Railway stations, park and ride sites and locations along bus routes can all act as 'nodes' for development to encourage a greater use of public transport. In terms of any peripheral growth areas public transport routes can provide a structure to safeguard or create green wedges of open space or countryside. The transport orientated approach does not seek to 'eliminate' the car – but balance and reduce its use. Dual careers, the decentralisation of activities and greater specialisation and increased leisure time are all inducing growth in the need to travel. This Strategic Core Strategy policy, along with the District Transport Strategy, seeks to ensure that more of these journeys are made by public transport, foot and cycle.



Cycling along the Leeds and Liverpool Canal

Green Infrastructure

- 3.87 Work on developing the concept of Green Infrastructure (GI) has been carried out by Natural England, the Environment Agency and by regional and sub-regional planning bodies. A key aim is to raise the status of GI to that of more traditional forms of infrastructure.
- 3.88 The NPPF supports an approach which recognizes the multiple benefits that open land can provide, particularly in relation to habitats for wildlife and opportunities for recreation, water management and food production. It emphasizes the need to plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure and encourages the protection and enhancement of valued landscapes. Natural England supports the view that GI should take account of the 'landscape context, hinterland and setting, as well as strategic links of sub-regional scale and beyond'.
- 3.89 Bradford's approach to GI needs to reflect the value that GI can add to the quality of the district for residents, visitors and businesses, the need to adapt to climate change and the importance of existing environmental assets, particularly the District's rural hinterland. Identifying GI assets can improve and protect essential natural capital; including soils, air quality and critical water resources. Benefits and services include the provision of food, fibre and fuel, the regulation of climate, the purification of air and water and flood protection.
- 3.90 GI offers benefits for physical and mental health by encouraging outdoor recreation, exercise and relaxation. It aims to improve accessibility to the countryside and green space for people who live within the main built up areas. Introducing trees and water bodies into urban areas can enhance visual amenity, moderate the urban heat island effect and help wildlife to adapt to climate change. By offering sustainable transport links and areas where local communities can grow food, GI can help to minimise the ecological footprint of the District.
- 3.91 Defining GI forms an element in a place-shaping agenda that seeks to recognise the character and distinctiveness of different locations. The quality and diversity of the District's landscape character, its heritage value and cultural associations and the legacy of historic buildings, conservation areas and parks are important strengths. Work carried out to date on the World Heritage site in Saltaire, on Conservation Area Appraisals and on the Landscape Character Assessment (SPD) represent an important starting point in identifying design principles. Implementing GI needs to deliver landscape or public realm creation, enhancement or restoration.
- 3.92 The aspiration to create space for both green and blue (ie water-based) infrastructure within the city centre, the Canal Road Corridor and elsewhere within the densely developed urban area will form an essential element in the District's approach. Creating



Roberts Park, Saltaire

3.93

space for water can manage flood risk, improve water quality and access to waterways, support regeneration and provide wetland habitats and landscape enhancement. The SFRA recommends that opening up land to create flow paths or flood storage areas should be a primary function of Green Infrastructure. Undeveloped land within the urban area, upstream of locations where surface water flooding is a problem, should be considered for inclusion in future areas of GI.

As a strategic core policy GI provides a common thread that links other important issues in the Core Strategy; local resilience to climate change (in relation to the provision of flood water storage, sustainable drainage and urban cooling), sustainable transport and housing, tourism, health and well-being and making space for water. Particular aspects of GI have been developed in the environment theme policies relating to biodiversity, recreation and open space, heritage, design and landscape.

Strategic Core Policy 6 (SC6): Green Infrastructure

A. Planning decisions as well as Plans, policies, strategies and investment decisions will support and encourage the maintenance, enhancement and extension of networks of multi-functional spaces, routes and key areas of Green Infrastructure, as an integral part of the urban fabric and to improve urban and rural connectivity.

The sub-regional drivers of:

- Promoting quality of place and a successful economy
- Achieving greater resilience to climate change
- Encouraging healthy living and sustainable transport and Reversing biodiversity decline

Are supported as a basis for programmes of joint investment with partner organisations.

B. The River Corridors of the Aire and Wharfe and the South Pennine Moors are identified as strategic Green Infrastructure assets due to the opportunities offered to enhance the living landscape as a resource for people and wildlife and to address future needs for flood alleviation, water management, carbon capture and recreation.

C. At a district level, Green Infrastructure is considered to be land which already contributes towards, or has the potential to contribute towards the following:

1. Retention, creation and enhancement of important habitats and ecological networks
2. Resilience to climate change and sustainable design
3. Important attributes of natural greenspace, connectivity to other greenspaces and a local need for open space
4. Valued landscapes and local distinctiveness and amenity, particularly within the urban core



- 5. Historic parks and landscapes and the setting for heritage assets
- 6. Improving opportunities for walking, cycling and horseriding, establishing strategic green links and enhancing the rights of way network in urban and rural parts of the district

Green spaces and corridors which can be assessed as making a significant contribution towards the above criteria will be protected.

Further work to define Green Infrastructure will be carried out through the preparation of the other Local Plan documents. Locations for development will be identified that offer opportunities to enhance Green Infrastructure and principles for design will be set out to deliver this.

OUTCOMES	INDICATORS	TARGETS
Green infrastructure has improved and a more accessible and healthy environment is available.	Proposals identified in the City Centre AAP, Shipley and the Canal Road Corridor, Allocations DPD and Neighbourhood Plans Funding accessed through working in partnership with key stakeholders and Leeds City Region Green Infrastructure Strategy Management agreements achieved	
Social and economic benefits of green infrastructure recognised and promoted in other DPDs and local strategies.	Health and wellbeing	

LEAD ROLES	MAIN MECHANISMS
Bradford Council	Local Plan Development Management
Forestry Commission	Regional Forestry Strategy English woodland Grant Scheme
Community Forest Partnerships	White Rose Forest Plan Forest of Bradford
Environment Agency	Strategies, plans and programmes
Natural England	Strategies, plans and programmes
Sport England	Leeds City Region Green Infrastructure Strategy

3.94 Natural England have carried out work to produce a consistent evidence base for GI in the Region. This starts to define multi-functional networks of spaces and identifies the river corridors of the Aire and the Wharfe as regional GI corridors and the South Pennine Moors as a strategic asset. Sub-regional corridors are also identified and local corridors where these link into regional and sub-regional corridors, broadly focused on the networks of beck corridors.

3.95 Leeds City Region commissioned the GI Strategy to ensure that future growth is underpinned by high quality GI and to address climate change. The Strategy was influenced by the earlier Natural England work and recognises the importance of Rombalds Moor and the corridors of the Rivers Aire and Wharfe for residents across the City Region. It proposes a range of initiatives to maximise the impact of GI and has links with city region housing and regeneration programmes, particularly the Canal Road Corridor Eco Settlement and the Leeds Bradford Corridor. Due to the range of potential benefits identified, the GI concept has gained momentum in the region and city region, and is supported by many partner agencies.

Fig SS3: Opportunities to improve Green Infrastructure linked to key areas of change

- 1. Bradford Shipley Canal Road Corridor Urban Eco-settlement**
Establish innovative means of low carbon living and create space for water management and sustainable transport routes
- 2. Bradford City Centre**
Improve connectivity and enhance the quality of the public realm to achieve greater prosperity and contribute towards urban cooling
- 3. Leeds Bradford Corridor**
Co-ordinate improvements in the environmental quality of neighbourhoods and the accessibility and value of green space
- 4. Great Northern Trail and other routes identified in the Rights of Way Improvement Plan**
Improve the network of recreational routes and sustainable transport options leading to healthier lifestyles
- 5. Leeds-Liverpool Canal Corridor and key beck corridors**
Enhance their positive contribution to recreation, tourism, transport, heritage, biodiversity and environmental quality within the district
- 6. Regeneration programmes in the urban core of the Regional City and Keighley**
Help to achieve improvements in environmental quality and encourage healthier lifestyles
- 7. For identified urban extensions, local green belt releases and proposals to develop Greenfield sites**
Incorporate the character of the surrounding landscape, achieve sustainable design and networks of green spaces

3.96 Policies and proposals in the City Centre AAP, the Shipley and Canal Road Corridor AAP, the Allocations DPD and Neighbourhood Plans will need to provide guidance on how housing growth can be delivered in such a way as to respect and enhance GI and support innovative ways to deliver it. The application of design principles and development

gain need to be used to 'leverage' net gains for new residents and also to enhance the coherence and quality of links to the wider network. If new housing is planned in an area with a deficiency of GI, strong policies and a framework need to be put in place so that development which compromises the integrity of potential corridors and networks would not be considered acceptable.

3.97 The identification of urban extensions and local green belt releases and proposals to develop Greenfield sites can represent opportunities to deliver GI. For example, within river and beck corridors setting back development from the waters edge can improve flood carrying capacity and provide continuity of habitat. For identified urban extensions, local green belt releases and proposals to develop Greenfield sites, a GI and landscape plan will need to be provided, in advance of development taking place that conforms to the briefs set out in Local Plan Documents or specified in advance. Positive planning for GI may have an impact on the density of development and on assessments of density. For example, high density housing developments may have a more constrained immediate 'footprint', but they may also represent a lost opportunity to integrate public green spaces and links into a wider strategic network that extends beyond the development under consideration.

3.98 The public rights of way network in Bradford District includes over 1100km of public footpaths, bridleways and restricted byway. Some of these routes form parts of locally and nationally recognized promoted routes such as the Dales Way, the Bronte Way and the Great Northern Railway Trail. However a large proportion of the network does not form part of any high profile promoted route but does perform a vital role in the day to day lives of Bradford and people employed in the District. The Rights of Way Improvement Plan aims to assess the extent to which the network meets present and likely future needs and includes actions to secure an improved network. The rights of way network represents an important resource and work on identifying strategic green infrastructure networks needs to reflect this.

3.99 Proposals and programmes should seek to contribute towards identifying GI at a neighbourhood scale to improve the quality of life and sense of place within the urban areas. The key areas of change set out in the policy offer opportunities to improve Green Infrastructure focusing on particular objectives. Efforts also need to be focused on areas where a shortfall or gap has been identified and health, environmental quality and density indicators identify the need for an improved resource. Significant gaps in corridors and areas of deficiency need to be analysed by more detailed mapping and consultation with local communities.

3.100 In order to fulfil gaps and address deficiencies, there will be a need to assess underused and vacant land, not currently allocated for development, in terms of the range of functions and services it provides for people and wildlife and its potential to link existing sites and improve connectivity. Where gaps exist, then the aim will be to implement a corridor when proposals come forward and opportunities arise. Efforts will be made to secure management arrangements to enhance and maintain areas of open space that are readily accessible to those living in the urban areas.

Green Belt

3.101 The Bradford District has a long established green belt which performs a number of key green belt functions.

Strategic Core Policy 7 (SC7): Green Belt

A. The Green Belt in the District (Broad extent shown on the Key Diagram) has a valuable role in supporting urban renaissance and transformation, keeping settlements separate, and the concentration of development, as well as conserving countryside.

B. Green belt releases required to deliver longer term housing and jobs growth in the District as set out in Policy HO3 and Policy EC3 will be delivered by a selective review of Green Belt boundaries in locations that would not undermine the strategic function of green belt within the Leeds City Region and that would accord with the Core policies and the strategic patterns of development set out in Policy SC5. The Decisions on allocations on green belt land will be assessed against the purposes of including land in green belt as set out in national guidance. The selective review will be undertaken through the Allocations DPD in consultation with local communities and stakeholders.

C. The revised Green Belt boundary will provide long term protection for at least 15 years from adoption of the Core strategy.

OUTCOMES	INDICATORS	TARGETS
The general extent of the Districts Green Belt has been revised following a selective review.	Net change in Area of Green Belt in the District	
Any revision to the Green Belt boundaries in the District to meet development needs, allow sustainable development to be delivered in accordance with the development strategy and Core Strategy policies.	Scale and location of housing and economic growth to meet long term needs.	
Detailed Green Belt boundaries are to be defined in the Allocations DPD	Green Belt boundary defined in the Allocations DPD.	

LEAD ROLES	MAIN MECHANISMS
Bradford Council	Local Plan

3.102

The general extent of the Green Belt in the District is shown on the Key Diagram. In general the Districts Green Belt has helped to achieve the aims set out in NPPF. However, the implementation of the Core Strategy will require a change to the general extent

of the Green Belt through the Allocations DPD in order to fully meet its development needs within the plan period to 2030 as set out in policies HO1, HO3 and EC3, as well as ensuring a green belt which lasts beyond the plan period. Based upon the current evidence of need and land supply a selective review of the green belt is required to meet the unmet needs which cannot be accommodated in non green belt areas. Localised changes to the Green Belt will be made in sustainable locations to meet identifiable development needs for which locations within the Regional City of Bradford, the Principal Towns, Local Growth Centres and Local Service Centres are not available. Any such changes will be considered in the context of policies SC1 – SC5, and is allowed for by policy SC7B.

- 3.103 The Council will seek to work closely with other local authorities in Leeds City Region, City Region partners, and other stakeholders to adopt a strategic approach to any detailed change to the Green Belt. The extent of the Green Belt will be established to last beyond the plan period. However, given the current evidence on land supply and constraints within the District the Council considers that the extent of the green belt beyond 2030 will need to be considered strategically in future plan reviews. The Local Plan will establish a green belt which is capable of lasting beyond the plan period given the contribution of windfall within the plan period will allow the allocated supply of sites to last longer and establish a green belt boundary to at least 2030.

Protecting the South Pennine Moors and their zone of influence

- 3.104 The NPPF recognises the importance of the Habitat Regulations by stating in paragraph 119 that the presumption in favour of sustainable development does not apply where development requiring appropriate assessment under the Birds or Habitats Directives is being considered, planned or determined. The Appropriate Assessment of the Further Engagement Draft Core Strategy, required under the Habitat Regulations, assessed the potential impacts of policies and proposals in the plan on four nature conservation sites of European importance, the North and South Pennine Moors SAC and SPA.
- 3.105 Potential for adverse effects on European Sites was identified via the following impact pathways:
- Loss of supporting habitats;
 - Increased emissions to air from road traffic
 - Collision mortality risk and/ or displacement from wind turbine developments
 - Recreational impacts
 - Urban edge effects
- 3.106 The distribution and magnitude of impacts differs between the four designated areas. Impacts are likely to be of a greater magnitude in relation to South Pennine Moors sites due to their relative proximity and accessibility to development proposed within the district.
- 3.107 The Draft HRA Report identified a range of actions that could help to avoid or mitigate the adverse effects of the Core Strategy. It recommended adjusting the scale and spatial distribution of development in order to achieve a position where adverse impacts on the South Pennine Moors SAC and SPA were capable of being avoided, managed and mitigated. It focused attention on the combined total of new dwellings over the plan period for the settlements of Addingham, Ilkley, Burley in Wharfedale, Menston, Bingley, East

Morton, Silsden, Keighley and Worth Valley, that all fall within approximately 2.5km of the South Pennine Moors SPA and SAC.

- 3.108 The zone lying within 2.5km of the SPA and SAC was identified in the HRA Report as the area most frequently utilised by SPA species and where supporting high quality habitat of particular importance was to be found. To improve understanding of the use of the moorland fringe by birds of the SPA, surveys were undertaken to record bird activity and the distribution of potentially important supporting habitats.
- 3.109 The broad 2.5km zone of influence was mapped and attention focused on the extent to which this encompasses the entire outer edge of a settlement. Based on the findings of the bird and habitat surveys and on the need to achieve some reduction in the overall numbers of houses that need to be accommodated within areas of greatest sensitivity, adjustments have been made to the overall distribution of development.
- 3.110 While significant progress has been made in adjusting the scale and distribution of development, a strategic policy needed to be formulated that was capable of addressing outstanding adverse impacts, including elements of both avoidance and management and mitigation measures. The zone adjacent to the South Pennine Moors SPA and SAC is evidently an area where change needs to be sensitively managed.
- 3.111 The information in the Draft HRA Report justifies setting out a broad zone of influence policy and the identification of precautionary parameters in relation to the carrying capacity of zones around the site and avoidance and mitigation measures. The purpose of the policy set out below is to avoid potential adverse impacts on the South Pennine Moors SPA and SAC, yet to allow development to take place in locations and on a scale where potential impacts are at such a level that there is confidence they can be avoided and managed.
- 3.112 A wide range of policies contribute towards an overall approach of avoidance of impacts and management and mitigation measures; Strategic Core Policy 2 Climate Change and Resource Use, Strategic Core Policy 6 Green Infrastructure, Policies EN 1 and 2 relating to Open Space and Biodiversity and a number of policies in the Transport section. Where direct impact pathways were identified, such as HO3 Housing Distribution and EN6 Energy, then a link has been made and amendments addressed.

Strategic Core Policy (SC8): Protecting the South Pennine Moors and their zone of influence

Development will not be permitted where it would be likely to lead to an adverse effect upon the integrity, directly or indirectly, of the South Pennine Moors Special Protection Area and Special Area of Conservation. To ensure these sites are not harmed, a number of zones have been identified:

Zone A

No development involving a net increase in dwellings would be permitted within a suitable buffer area around the upland heath/ South Pennine Moors (normally 400m) unless, as an exception, the form of residential development would not have an adverse effect upon the sites' integrity.



Zone Bi

Zone Bi would apply between 400m and 2.5km of the designated Site boundary

Within Zone Bi the Council will take a precautionary approach to the review and identification of potential Greenfield sites for development based on an assessment of carrying capacity using the available evidence from bird and habitat surveys and appropriate additional monitoring. The underlying principles will be to avoid loss or degradation of areas outside European Sites that are important to the integrity of sites and that sufficient foraging resources continue to be available, in order to ensure the survival of bird populations.

Zone Bii

Zone Bii would apply between 2.5km and up to 7km of the designated Site boundary

Within Zone Bii appropriate assessment is still likely to identify significant adverse effects in combination with other proposals, however appropriate avoidance or mitigation measures should allow development to take place.

Zones Bi and Bii

Within Zones Bi (taking into account the need to avoid loss or degradation of areas outside European Sites that are important to the integrity of the sites) and Zone Bii residential developments that result in a net increase of one or more dwellings will be required to contribute to:

1. The provision of additional natural greenspace and appropriate facilities to deflect pressure from moorland habitats and the long-term maintenance and management of that greenspace.
2. The implementation of access management measures, which may include further provision of wardens, in order to reduce the impact of visitors
3. A programme of habitat management and manipulation and subsequent monitoring and review of measures

To mitigate impacts on European Sites due to the increase in population, an approach will be adopted that sets out a mechanism for the calculation of the planning contribution.

OUTCOMES	INDICATORS	TARGETS
No sites have been identified that would have direct potential adverse impacts on European Sites.	Area of upland fringe habitat protected and created.	
A range of management and mitigation measures, and a funding mechanism, have been identified that will allow indirect impacts to be managed and mitigated.	Area of appropriate natural greenspace protected. Area of appropriate natural greenspace created and maintained.	

LEAD ROLES	MAIN MECHANISMS
Bradford Council	Local Plan
Natural England	EU Habitat Regulations

- 3.113 The detailed review of available evidence presented in the HRA Report indicates that a precautionary spatial strategy would in the first instance seek to restrict residential development within 400m of the SAC/SPA boundary in order to avoid the risk of urban edge effects. This is because, in most cases it will not be possible to be reasonably certain that such adverse effects could be avoided or alleviated at this distance.
- 3.114 In addition to recreational pressure, urban edge moorlands are subject to a number of additional pressures from people’s use and abuse of these areas of land. Urban edge effects are the collective term used to refer to these pressures. They include: fly tipping, dumping of garden waste and resultant introduction of invasive/ alien plants; traffic causing air pollution and rat running along minor roads and tracks, off-road vehicles leading to track erosion, disturbance to (conservation) grazing livestock, increased incidence of wildfire and predation from domestic pets and urban scavengers.
- 3.115 In relation to Zone Bi, the review of the literature relating to the behaviour of SPA/ typical bird species, presented in the HRA Report, suggests that many species travel as far as 2.5km from the SPA boundary to forage (and in some cases further). The area up to 2.5km from the SPA boundary is referred to as the supporting habitat management zone in the HRA Report. Within this zone, the Report recommends that new development must avoid direct (eg land take) and indirect (eg increased disturbance) impacts on supporting habitats. This has led to a re-assessment of the distribution of development within this zone in order to avoid potential adverse impacts, particularly direct land-take. It does not rule out future development, provided an adequate programme of management and mitigation measures have been identified and mechanisms set out to achieve implementation of these. Based on review of the literature, the Report recommendations and early analysis of bird and habitat survey data, a precautionary approach to carrying capacity is necessary within this zone.
- 3.116 Early analysis of bird and habitat data has led to the identification of broad areas where development should be avoided. In circumstances where a need for local green belt releases has been identified and where a proportion of land adjoining the settlement lies within the 2.5km zone, the HRA Report recommends that areas of land will need to be identified that feature neither high numbers of birds nor good quality habitats. Consideration will be given to the benefits of identifying compensatory areas of land and further work will seek to ensure that areas regularly used by the birds can be protected from development and its associated impacts.
- 3.117 A more precautionary approach is therefore required to the identification of potential Greenfield sites for development within Zone Bi, until we reach the position of having a high degree of confidence that appropriate avoidance and mitigation measures can allow development to take place, in response to identified need and in appropriate locations.
- 3.118 In relation to Zone Bii (the zone between 2.5km and up to 7km of the designated site boundary), while appropriate assessment will still identify a significant adverse effect in combination with other proposals, avoidance or mitigation measures can allow land to be

identified for development in the Local Plan and proposals to be approved. Recreational impacts are likely to be the major pressure generated by development within this zone.

- 3.119 Early analysis of data from visitor survey work carried out at a range of key access points to the South Pennine Moors within Bradford District during August and September 2013 has informed the outer limit of this zone. Respondents' postcode data from the 2013 visitor surveys has been geo-referenced using OS Code Point within GIS to generate projections of average distance travelled to site and establish a picture of the zone of influence of visits to the SAC/SPA. Research carried out on distances travelled to visit European Sites for recreation in other parts of the country and supported by Natural England has indicated an average distance travelled to reach the site of between 5 and 7km. The indicative zones are shown in Appendix 14.
- 3.120 The HRA Report makes a number of broad recommendations in relation to management and mitigation measures and considers that an integrated management plan is needed to assess relative benefits that could be achieved from a mix of interventions. Further analysis of the visitor survey data, together with the outputs from the bird and habitat surveys, will refine the overall approach, in relation to the provision of greenspace, access and habitat management measures and monitoring. The Council will then be in a position to define in greater detail the most appropriate range of measures. As part of the process of reassessing existing open space, responding to the need for additional areas of recreation open space and identifying green infrastructure, consideration will be given to the potential of such areas to provide alternative natural greenspace and to deflect pressures from more sensitive upland areas.
- 3.121 An approach will be adopted that sets out a mechanism for the calculation of the planning contribution towards the most beneficial mix of the management and mitigation measures identified in the policy. Where funding needs to be pooled from a number of development proposals, consideration will be given to include such measures in the Regulation 123 List of the Community Infrastructure Levy Regulations.
- 3.122 Differences in the scale of impacts that individual projects can have, will need to be recognized. Larger scale developments may be expected to explore ways of avoiding or mitigating their adverse impacts through on-site measures.
- 3.123 In conjunction with other interested parties, the Council is committed to developing a long term mitigation strategy to ensure that planned growth can be accommodated without having an adverse effect upon the integrity of the South Pennines.

Making Great Places

- 3.124 Good design is key in terms of realising the spatial vision and strategic objectives for the District. It can help to create memorable and attractive neighbourhoods, streets, buildings and spaces which are safe and accessible to all. Therefore it is important to ensure that the development growth planned in the Core Strategy contributes to creating great places for people. Strategic Policy SC9 sets out what is expected in terms of the overall quality of place in the District and seeks to embed the principles of good design at all levels of decision making. It provides a framework for the more detailed design policies DS1 - DS5 in section 5.

Strategic Core Policy SC9: Making Great Places

A. Planning decisions as well as plans, development proposals and investment decisions should contribute to creating high quality places, and attractive, cohesive, sustainable settlements through:

1. Understanding the place and wider context, and taking opportunities to improve areas and make them as good as they can be.
2. Being place specific by responding to the District’s distinctive features and character, and being appropriate to the local context.
3. Creating a strong sense of place through the design of the buildings, streets and spaces.
4. Providing a well connected network of attractive routes and spaces that are safe and easy to move around for all members of the community.
5. Designing places which can adapt to changing circumstances and needs, and which will function well over the long term.

OUTCOMES	INDICATORS	TARGETS
New development will be well designed and will contribute to making great places.	Proposals identified in the Area Action Plans, Allocations DPD and Neighbourhood Plans Building for Life assessments of major housing schemes Recommendations of the Design Review Panel	

LEAD ROLES	MAIN MECHANISMS
Bradford Council	Local Plan Development Management Supplementary Planning Documents Design Review Other strategies, plans, programmes and investment decisions

3.125

Design proposals should be based on a good understanding of the existing place, its key issues and characteristics and the opportunities which exist to improve it. This should be a collaborative process between different professionals and local interests and should seek to involve communities and key stakeholders in identifying aspirations and ideas, whilst also having regard to any relevant strategies and plans which may exist for the area.

3.126

Responding to, and taking advantage of, the district’s distinctive features including its topography, waterways, green networks and landscape features as well as its patterns of development and built form can help create memorable places and reinforce local

character. This can be further supported through the arrangement of buildings, routes and spaces and their relationship to each other to provide variety and interest, and attractive, well defined street scenes. Designs should be appropriate to their local context in terms of scale, density, layout and appearance and should not have an adverse impact on the character and amenity of the area.

3.127

Creating a well connected network of routes and spaces which feel safe and are accessible for all can help to encourage people to travel on foot or by bike rather than by car. This can help to promote healthier and more sustainable lifestyles as well as encouraging social interaction between different members of the community.

Delivering the Core Policies

3.128

Delivering the major step-change required to achieve the Spatial Vision and the implementation of the Core Policies (policies SC1-SC9) will involve actions on the ground by investors and development decisions taken about particular places and sites, and through other Local Plan Documents, Supplementary Planning Documents and strategies.

3.129

The Core Policies set the strategic direction for change. Subsequent sections in the Core Strategy identify the actions required to achieve this. The Core Strategy is about achieving change over 15-20 years, so not all of the actions required to deliver this change are in place now.

Managing Growth

3.130

The District is experiencing rapid population growth while in the medium and longer term economic growth is set to occur. The District's attractive living environment, natural population change (with people living longer) and larger and smaller household sizes are also fuelling the demands in the District for more homes, journeys, services and leisure and recreational opportunities.

3.131

The Core policies provide the starting point for planning growth in the District in a proactive, managed, more sustainable and mutually beneficial way. The Strategic Core Policies require that this growth is accommodated, within the limitations imposed by the deliverable land supply, in a focused way, concentrated particularly on the City of Bradford with Shipley and Lower Baildon and the Principal Towns of Ilkley, Keighley and Bingley, whilst ensuring the creation of sustainable rural communities.

3.132

The focus for growth is to create a strong polycentric network of the City, Principal Towns, Local Growth Centres and Local Service Centres which serves to address decentralisation and provides a focus for providing services, facilities and employment opportunities at the heart of communities across the whole of the District. A concentrated approach to growth of settlements in the hierarchy is more efficient in terms of the use of land, infrastructure, service delivery and essential transport connections.

3.133

The approach to managing growth in urban and rural areas of the District is set out in the Strategic Core Policies and is then set out in more detail in the sub area section.

Sub Area Policies

- 3.134 The Core Strategy uses a sub area approach to provide a functional basis for spatial planning across the District. This provides a framework for responding to the issues and characteristics of different parts of the District.
- 3.135 The sub areas represent the polycentric nature of the Bradford District. The sub areas also make reference to areas that fall outside of the District. Overall, the sub area approach provides a functional basis to articulate and develop the Core Policies in a way that is responsive to the whole of the District. The Plan maintains a clear delivery focus on the District and sub areas.
- 3.136 Each sub area represents a functional area where there are close links between the City, towns and villages and where journeys to work, to shop, to education and to cultural and recreation facilities are not limited by the Bradford District administrative boundaries. The extent and scale of such linkages with adjoining settlements are reflected in travel to work areas, labour markets, retail catchments and strategic housing markets housing market areas.
- 3.137 Section 4 sets out four sub area planning policy frameworks which relate to the areas shown on Figure I1. While these sub areas have been identified as separate areas for the purposes of this plan they clearly do not function independently of each other and there are a number of interrelationships. Significant overlaps between the City of Bradford and Airedale are explained in more detail in Section 4 which sets out key spatial priorities within each sub area. Building on Policies SC1- SC5, they highlight particular emphasis, focus and approaches. They include sub-sets of the District Transport Strategy policies and priorities. They are not comprehensive sub- area planning strategies – all of the thematic-based policies set out in Section 5 will also need to be taken account of when making planning decisions and preparing plans in relation to the sub areas. A common format for each sub area framework has sought to include a characterisation and identification of key issues; environmental and context diagrams; and a sub area policy.

Managing Change Over Time

- 3.138 Change needs to be managed realistically and sensitively in the District. The pace and degree of change must be handled in a way that is responsive to objectives such as urban regeneration, renewal and rural renaissance that is reflective of local conditions, whilst ensuring the benefits of change and growth are delivered in a sustainable way as soon as possible.





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) 68%
-  **Principal Towns (Policy AD1, WD1)**
(Ilkley, Keighley & Bingley) 16%
-  **Local Growth Centres (Policy AD1 WD1 PN1)**
8%
-  **Local Service Centres (Policy AD1, WD1, N1)**
8%

Other Notations

-  **Economic Growth Area (Policy SC1)**
-  **Urban Extension (Policy HO2) - Holme Wood and SE Bradford**
-  **Growth Areas (Policy HO2) - City Centre, Shipley and Canal Road Corridor, Silsden, 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
-  Proposed Quality Bus Corridor
-  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)

Section 3 Spatial Vision, Objectives and Core Policies