



BRADFORD CORE STRATEGY DEVELOPMENT  
PLAN DOCUMENT PUBLICATION DRAFT

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**THE ESHOLT ESTATE**

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MARCH 2014

**Key  
Land**

**BARTON  
WILLMORE**

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CHAPTER 1

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**INTRODUCTION**

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**This promotional document has been prepared by Barton Willmore on behalf of the landowner, Keyland Developments Ltd to assist Bradford Metropolitan District Council with the preparation of their Core Strategy Development Plan Document, an integral part of its emerging development plan. It demonstrates that former waste water treatment works at the Esholt Estate represents a sustainable solution which can help meet the future employment and residential needs within the district.**

**Purpose of the Report:**

The Publication draft of the Core Strategy sets out a requirement to provide at least 135 hectares of employment land and will support the delivery of at least 2,897 jobs per annum through the lifetime of the plan. In order to achieve this there is recognition that Green Belt release will be required to satisfactorily meet the employment needs of the District.

In addition, the Core Strategy identifies a housing requirement of at least 42,100 over the plan period and the Council propose to make alterations to the existing Green Belt boundaries in order to satisfactorily accommodate the District's housing requirement.

The purpose of this document is to highlight the deliverability of the site to provide employment-led mixed-use development, in addition to demonstrating the sustainable nature of the site. This has assisted in the production of high level masterplanning to show the development potential of the site. It also demonstrates that a high quality development can be comfortably integrated within the surrounding area without comprising the integrity of the Green Belt in the future through urban sprawl.

This document demonstrates that the site can be considered to be both deliverable and a viable location for future development.







CHAPTER 2

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**SITE AND SURROUNDINGS**

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### Site Location

The Waste Water Treatment Works at Esholt Estate is located to the east and south east of Esholt village and north of Apperley Bridge. The settlements of Baildon and Rawdon are also located within proximity of the site, whilst Bradford City Centre is located approximately 4.5 miles to the south west.

Esholt is a small settlement located on the eastern border of the Bradford District within close proximity to Leeds City Council.

The settlement is well located in relation to existing transport routes including the A6038 (Hollins Hall) to the north which provides access to Shipley and Bradford City Centre and the A658 (Apperley Lane) which provides access to Leeds Bradford Airport that is located approximately 3 miles away. In addition, access routes into Leeds City Centre are located within proximity of the site.

The Apperley Bridge railway station that has planning consent will be located within close proximity of the site and would be situated within a comfortable walking distance.

### Site Description

There are two vehicular accesses to the site, via Station Road in Esholt and via The Avenue to the south which is located off the A658. The Site is approximately 170 acres (69 hectares) in size.

The Site consists of two substantial areas of filter beds that are redundant and no longer form part of the operational treatment works. The filter beds are linked by a woodland known as Gill Wood.

There are several woodlands located adjacent to the boundary that provide screening of the site within the immediate proximity in addition to landscaping that has been incorporated along the south western boundary of the site. The site is located within the valley bottom and land to the north and east rises relatively steeply.

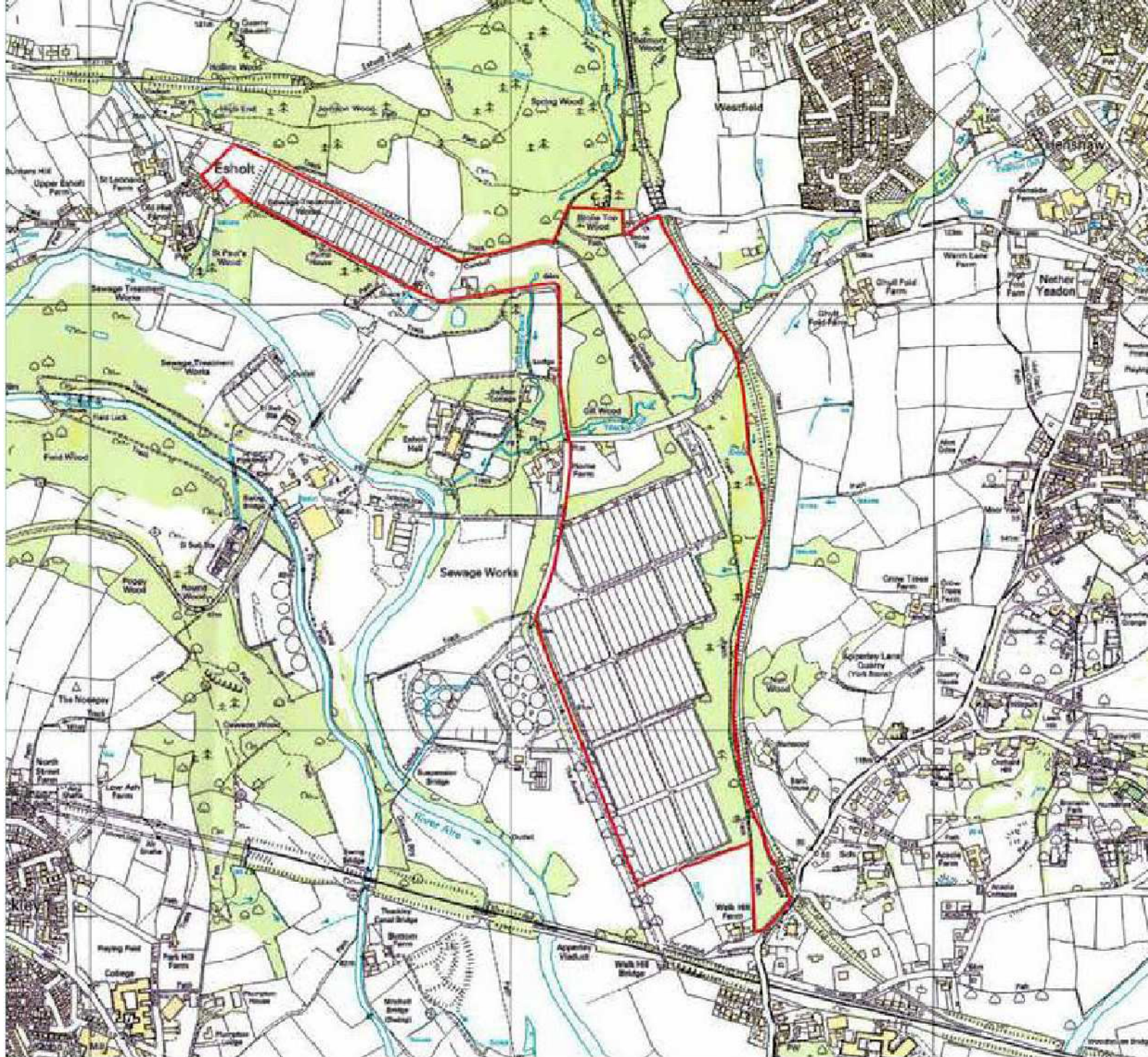
### Site Context

The entirety of the site is situated within the Green Belt and the two areas of disused filter beds offer two extensive areas of previously developed land which are currently designated within the RUDP as major developed sites in the Green Belt.

There are two vehicular accesses that serve the site; one situated off Station Road in Esholt, the other is off Harrogate Road. There is a private through road connecting the two access roads.

A small area of the site is situated within Flood Zone 2 of the Environment Agency's indicative flood map.





> Figure 1: Red Line Plan



CHAPTER 3

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**PLANNING POLICY**

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#### 3.1 National Planning Policy

National Planning Policy Framework (the Framework) was published in March 2012 and sets out the Government's planning policies for England. It is a key part of the Government's reforms to make the planning system less complex and more accessible to protect the environment and promote sustainable growth.



#### Achieving Sustainable Development

The Framework stipulates that there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles as follows:

- An economic role
- A social role
- An environmental role

The Framework specifically states that the above roles should not be undertaken in isolation, because they are mutually dependant.

Paragraph 14 sets out that a presumption in favour of sustainable development is at the heart of the Framework and should be seen as a golden thread running through both plan-making and decision-taking.

Paragraph 17 sets out twelve core land-use planning principles that should underpin both plan-making and decision-taking. The third principle seeks to proactively drive and support sustainable economic development in order to deliver homes, business and industrial units.

In paragraph 21 of the Framework it is made clear that planning policies should recognise and seek to address potential barriers to investment. In drawing up Local Plans, local planning authorities are encouraged to identify strategic sites for local and inward investment to match the overall strategy of the plan and to meet the anticipated need within the District.

### Green Belt policy

The Framework places great emphasis on the importance of Green Belts, which aim to prevent urban sprawl by keeping land permanently open.

Paragraph 80 of the Framework defines the five purposes for including land within the Green Belt:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns, and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Paragraph 83 goes onto state that Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan.

Paragraph 85 of the Framework provides guidance for local planning authorities when seeking to set out Green Belt boundaries. They are advised to:

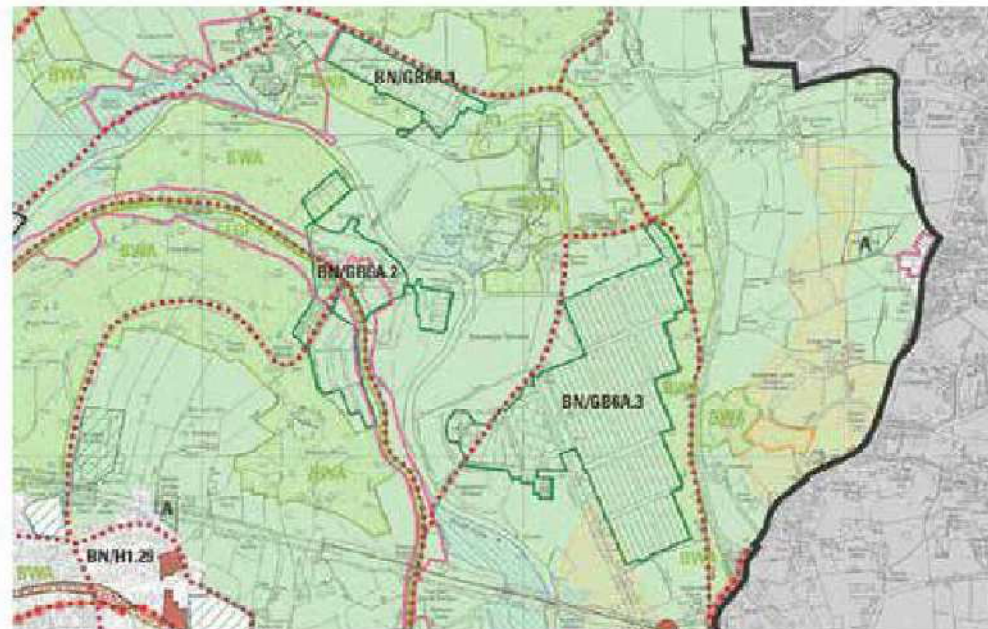
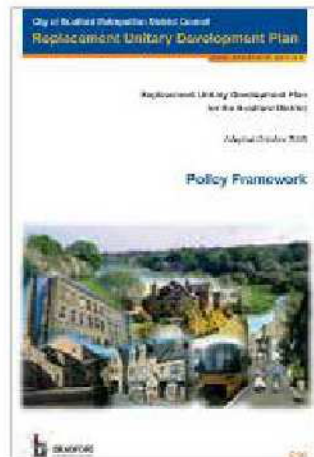
- Ensure consistency with Local Plan strategy for meeting identified requirements for sustainable development;
- Not include land which it is unnecessary to be kept permanently open;
- Satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period; and
- Define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.

3.2 Local Planning Policy

**Bradford Replacement Unitary Development Plan (2005)**

The Current Bradford Replacement Unitary Development Plan (RUDP) was adopted in 2005 and in 2008 the majority of policies contained within the Plan were saved and continue to be utilised for development management purposes. The entirety of the site is located within the Green Belt and the two filter bed areas are specifically designated as a major developed site within the Green Belt under Policy GB6A. The majority of woodland areas located adjacent to and partially within the site are designated as Sites of Local Conservation Interest under Policy NE9 of the RUDP.

> Figure 2: Bradford RUDP Map



### Bradford Core Strategy

The Bradford Core Strategy (CS) will set out the long term spatial vision for the District, the strategic policies and proposals required to deliver that vision. The emerging CS seeks to recognise and fully exploit the role of Bradford as a dynamic location of choice for housing and economic growth within the Leeds City Region. With regards to the provision of new housing this will be achieved through the provision of high quality dwellings, which vary in type and affordability which are located within well designed neighbourhoods. The CS will also seek to promote a growing economy with a wide range of high quality employment opportunities through the development of existing companies within the District and through inward investment.

The CS sets out a settlement hierarchy (Policy SC4) whereby the Regional City of Bradford (including Shipley and Lower Baildon) will be the prime focus for new housing and employment growth. This is expanded upon in sub area policy 1 (BD1) which divides the City of Bradford into seven areas which are as follows – Bradford City Centre; Shipley & Canal Road Corridor; Shipley; North East; South East; South West and North West. The site is located within the North Eastern area of the City of Bradford and is therefore situated within the most sustainable location for new development.

Policy BD1 identifies the site as providing a new employment opportunity comprising a high quality research and development led technology park and commercial enterprise will be located at Apperley Bridge that will be complemented by a new railway station. In addition, the Spatial Vision Diagram that accompanies the policy identifies the site as being a strategic location for a new business park.



The CS states that there is a requirement for 135 ha of employment land within the district, that will be distributed through the District as follows – 100 ha within the City of Bradford; 30 ha in the Airedale Corridor and 5 ha in the Wharfedale Corridor. The employment land requirement will be met through:

- unimplemented sites allocated within the UDP;
- committed sites with planning permission;
- sites identified in existing regeneration strategies for Bradford City Centre and Airedale;
- sites identified in current and emerging masterplans including that for the Shipley and Canal Road Corridor, City Plan for Bradford City Centre and Leeds Bradford Corridor; and
- new sites.


The CS states that Green Belt deletions will be acceptable to allow for the provision of high quality employment locations within North Bradford which is tied to the locational benefits of proximity to Leeds Bradford Airport and Apperley Bridge rail station. The Green Belt deletions will come forward through the Allocations DPD.


**Key**


**City of Bradford inc. Shipley and Lower Baildon Policy 1**

-  **BD1B Urban Regeneration and Renewal Priority Areas**
- |                            |                  |
|----------------------------|------------------|
| A. City Centre             | E. Manningham    |
| B. Canal Road Corridor     | F. Little Horton |
| C. Shipley Town Centre     | G. Atterton      |
| D. Leeds Bradford Corridor |                  |

-  Urban Extension - Holme Wood

-  **BD1D Economic Development**

-  **BD1E Environment**


-  **BD1F Transport**


-  Trainline

-  River

-  Canal

-  Road

-  Existing train station

-  Proposed train station

-  Proposed Road Infrastructure



**Growth Areas**

- Bradford City Centre
- Shipley and Canal Road Corridor
- Queensbury
- Thornon

**Economic Development**

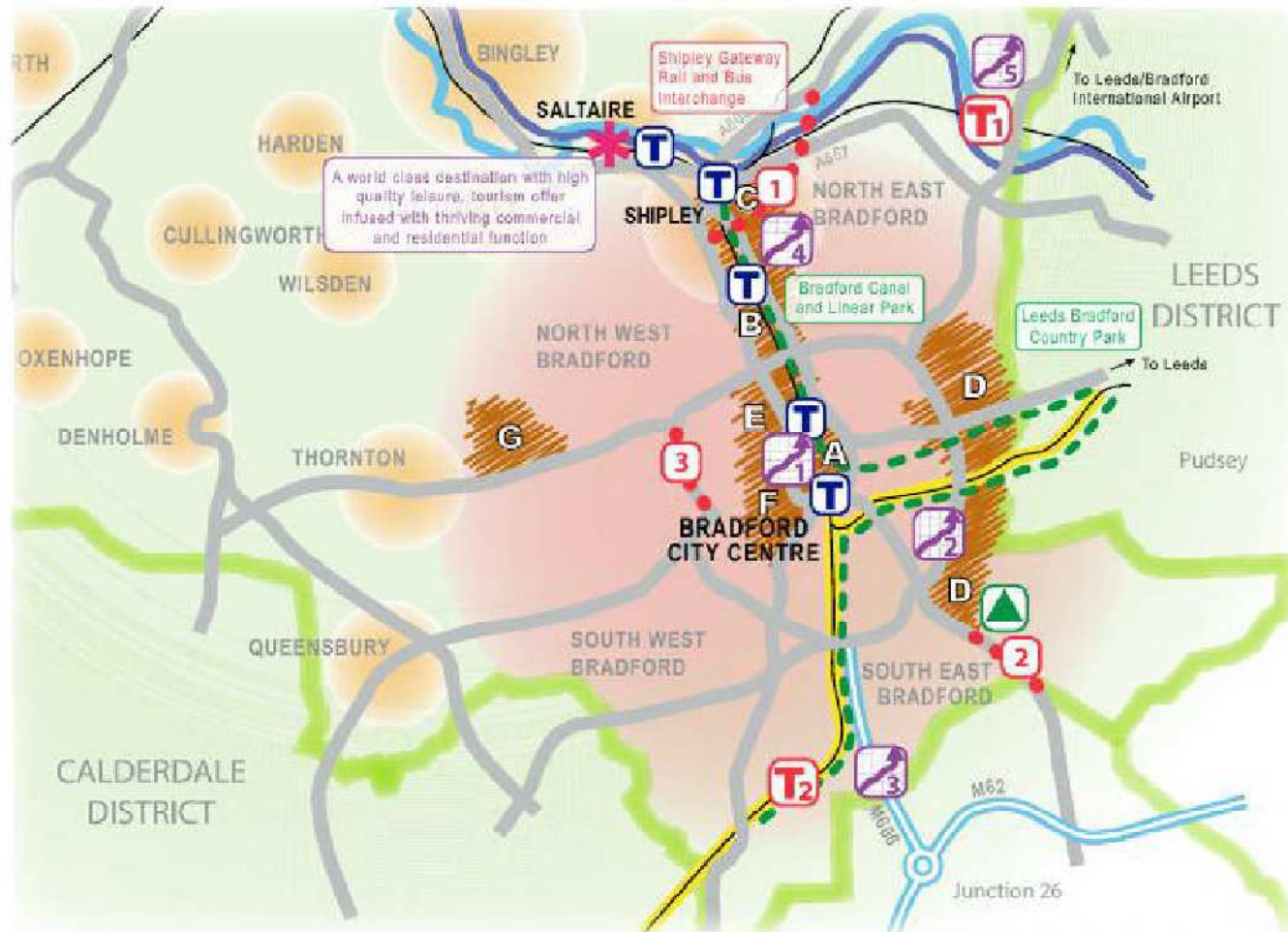
-  City Centre
-  Leeds Bradford Corridor
-  South Bradford M806 Corridor
-  Shipley and Canal Road Corridor
-  Business Park

**Transport**

-  Apperley Bridge
-  Low Moor



> Figure 3: BD1 Spatial Vision Diagram – City of Bradford by 2030



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CHAPTER 4

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**GREENBELT ASSESSMENT OF THE SITE**

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##### Overview

In the emerging Bradford Core Strategy, Strategic Core Policy 7 (SC7) acknowledges that to meet the longer term housing and employment growth requirement for the District, land will need to be released from the Green Belt as there is a deficiency of available previously developed land and Greenfield land situated within existing settlement boundaries.

The Policy sets out the overall approach to the future release of Green Belt land and the need for this to be achieved through a selective Green Belt review that will be progressed via the Allocations DPD.

The emphasis of this approach is to achieve opportunities for growth in sustainable locations, linked to the Settlement Hierarchy, whilst respecting local character and distinctiveness.

The emerging Core Strategy therefore provides a basis for a selective Green Belt review as set out in SC7 where it is proposed that the detailed mechanism for the review, will be through the Allocations DPD to determine the extent and location of boundary changes. It is envisaged that such a review will endure for at least the next 15 years. In addition to SC7, Policy EC3 acknowledges that Green Belt release will be required in order to provide adequate opportunity for employment growth.

Policy SC7 also sets out that the decision as to whether to remove land from the Green Belt will be assessed against the purposes of including land within the Green Belt, as set out in national guidance.

Sites will be assessed against the purposes of including land in Green Belts as identified at paragraph 80 of the National Planning Policy Framework.

These purposes are:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Justification for Green Belt designation comes from the five purposes set out in the Framework which has been carried over from the previous national planning policy guidance Planning Policy Guidance 2 on the Green Belt.

Following a site visit and a review of baseline material, the Site has been assessed in terms of the above five functions. In evaluating the contribution of the land to the Green Belt, the Green Belt function of the Site has been ranked or quantified within a series of levels or categories, indicating a gradation from significant to limited. Accordingly, each threshold can be clearly defined, using simple, readily understood terms applicable for all circumstances in which they are applied. These thresholds are set out in Table 1 right, while Table 2 sets out an assessment of the Green Belt function.

For the purposes of the assessment the two areas of filter beds are referenced as P1 and P2. P1 refers to the filter beds at the south of the site located adjacent to Apperley Bridge, whilst the smaller area of filter beds situated adjacent to Esholt are referred to as P2.

#### 4. GREENBELT ASSESSMENT OF THE SITE

**Table 1: Contribution of Green Belt Function Categories**

THRESHOLD	ASSESSMENT
Significant	Significant landscape and visual contribution towards purpose of Green Belt
Some	Some landscape and visual contribution towards purpose of Green Belt
Limited	Limited landscape and visual contribution towards purpose of Green Belt

**Table 2: Assessment of Green Belt function of the Site**

FUNCTIONS OF THE GREEN BELT	ASSESSMENT	CONTRIBUTION OF GREEN BELT MADE BY THE SITE (LIMITED / SOME / SIGNIFICANT)
To check the unrestricted sprawl of large built-up areas	<p>The Site contributes to the 'gap' between the suburbs of Bradford and Leeds, however, the Site comprises brownfield land and is physically separated from nearby settlements by fields and blocks of woodland / woodland belts, with railway lines, the River Aire and Leeds and Liverpool Canal forming clear defensible boundaries to the surrounding settlements.</p> <p>In addition, the Site itself is bordered by well defined and defensible boundaries namely woodland (to the north, west, north-west and east), grazing paddocks (to the south beyond which is the Apperley Viaduct); and The Avenue (to the west beyond which is the Waste Water Treatment Works and River Aire).</p> <p>Redevelopment of P1 and P2 on the Site would not constitute 'sprawl' of nearby suburbs. Where views are attained, proposed redevelopment would be well contained within its constrained boundaries, and the Site would be viewed within its wooded context, resulting in a clear distinction between it and neighbouring settlements.</p>	Limited to Some

4. GREENBELT ASSESSMENT OF THE SITE

Table 2: Assessment of Green Belt function of the Site

FUNCTIONS OF THE GREEN BELT	ASSESSMENT	CONTRIBUTION OF GREEN BELT MADE BY THE SITE (LIMITED / SOME / SIGNIFICANT)
<p>To prevent neighbouring towns merging into one another</p> <p>(Many of the settlements near to the Site are not towns, nevertheless, this test is extended within this appraisal to include local settlements)</p>	<p>Although redevelopment of P1 and P2 within the Site would not result in an increase to the footprint of the existing developed area, redevelopment may result in the <b>perceived</b> erosion of the distance between settlements, due to the likely increased massing and greater visibility of proposed development.</p> <p>The visually contained nature of the Site and tracts of undeveloped land and woodland separating P1 and P2 from nearby settlements of Guiseley, Yeadon, Apperley Bridge, Thackley and Baildon would prevent the physical merging and limit the perception of merging of these settlements. It should be noted that only Guiseley, Yeadon and Baildon are towns, and the introduction of development into the Site would not result in the merging of these towns. The existing topography and vegetation are such that visibility of the Site from these towns is extremely limited, resulting in limited perception of foreshortening of the distance between towns.</p> <p>With respect to neighbouring settlements, although the Site extends from the edge of Esholt to the west to the edge of Rawdon to the east, the introduction of redevelopment to P1 and P2 within the Site, retaining the existing woodland and tree belts would form a robust landscape structure, preventing the physical merging of these two settlements. Introducing redevelopment to P1 and P2 would not change the existing sense of arrival and departure into and out of Esholt or Rawdon from the surrounding urban and suburban areas.</p>	<p>Limited to Some</p>
<p>To assist in safeguarding the countryside from encroachment</p>	<p>The introduction of development into the Green Belt will inevitably result in the loss of some open countryside, however areas P1 and P2 of the Site comprise waste water treatment beds which whilst they don't significantly affect the sense of openness within the Green Belt, do represent brownfield land rather than countryside. Therefore, although the introduction of redevelopment of P1 and P2 may result in a greater <b>perception</b> of encroachment as built form would be of a massing and height greater than the existing treatment beds, redevelopment would not result in a physical increase in encroachment as the developed area would remain the same, and the woodland within the Site would be retained and enhanced, limiting the perception of loss of openness.</p>	<p>Limited to Some</p>

4. GREENBELT ASSESSMENT OF THE SITE


Table 2: Assessment of Green Belt function of the Site

FUNCTIONS OF THE GREEN BELT	ASSESSMENT	CONTRIBUTION OF GREEN BELT MADE BY THE SITE (LIMITED / SOME / SIGNIFICANT)
<p>To preserve the setting and special character of historic towns</p> <p>(The village of Esholt does not fall within the category of a 'town', nevertheless, this test is extended within this appraisal to include Esholt)</p>	<p>The Esholt Conservation Area covers the historic core of the village. The introduction of redevelopment to P1 and P2 would restrict development to outside the Conservation Area boundary and would retain the existing tree belt between P2 and Esholt, ensuring that the physical and visual separation and robust and defensible boundary between Esholt and P2 are retained. In order to prevent redevelopment being seen from Esholt, redevelopment should not breach the height of the tree belt. Based on the Esholt Conservation Area Appraisal (Jan 2006), no key characteristics of the historic setting of Esholt, including views or vistas, would be affected by the introduction of redevelopment to P1 and P2.</p> <p>Opportunities to enhance the evergreen tree belt along the western edge of P2 should be explored to maintain and reinforce the character of the wide gap and visual separation between the edge of Esholt and redevelopment of P2.</p>	<p>Limited, assuming that redevelopment is limited to P1 and P2.</p>
<p>To assist in urban regeneration, by encouraging the recycling of derelict and other urban land</p>	<p>The Site is brownfield land, and redevelopment of this site would result in regeneration, however, the Site does not adjoin or lie within an urban area and therefore cannot be considered to be 'urban land'.</p> <p>Should the Site be brought forward for redevelopment, this would not prejudice other derelict or urban land coming forward.</p> <p>This contribution, therefore, does not apply.</p>	<p>Does not apply</p>

Overall, the Site offers **limited to some** contribution to the function of Green Belt. Redevelopment may result in the perception of merging and loss of countryside, however, the Site comprises brownfield land and is visually well contained with clearly defined boundaries. The introduction of redevelopment to P1 and P2 would ensure that the developed area would remain the same and enable existing woodland to be retained and enhanced. In addition, due to the wooded nature of the Esholt Valley slopes, a clear distinction between settlements would be maintained.







CHAPTER 5

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**SUSTAINABILITY APPRAISAL**

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### Accessibility on Foot

The site is bounded to the north, north-west and east by an existing bridleway. To the north-east and south-west are a number of public footpaths linking the site to Rawdon and Idle respectively, as shown in Figure 4 below.

> Figure 4: Public Rights of Way

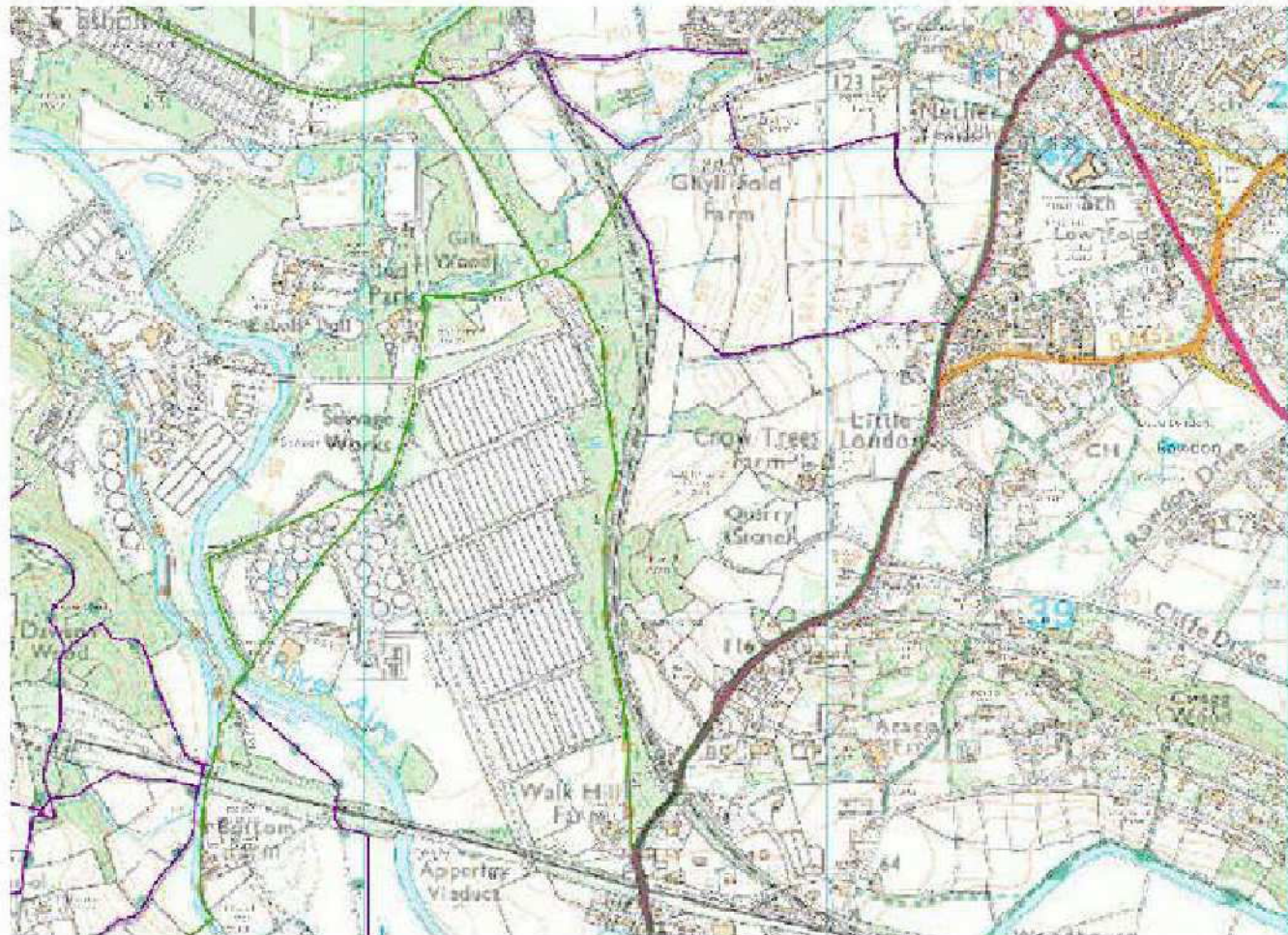


Figure 5 illustrates a 2km walk isochrone, with 2km considered to be the 'preferred maximum walking distance for commuting / school as specified in the Institution of Highways and Transportation 'Providing for Journeys on Foot.'

> Figure 5: 2km Walk Isochrone

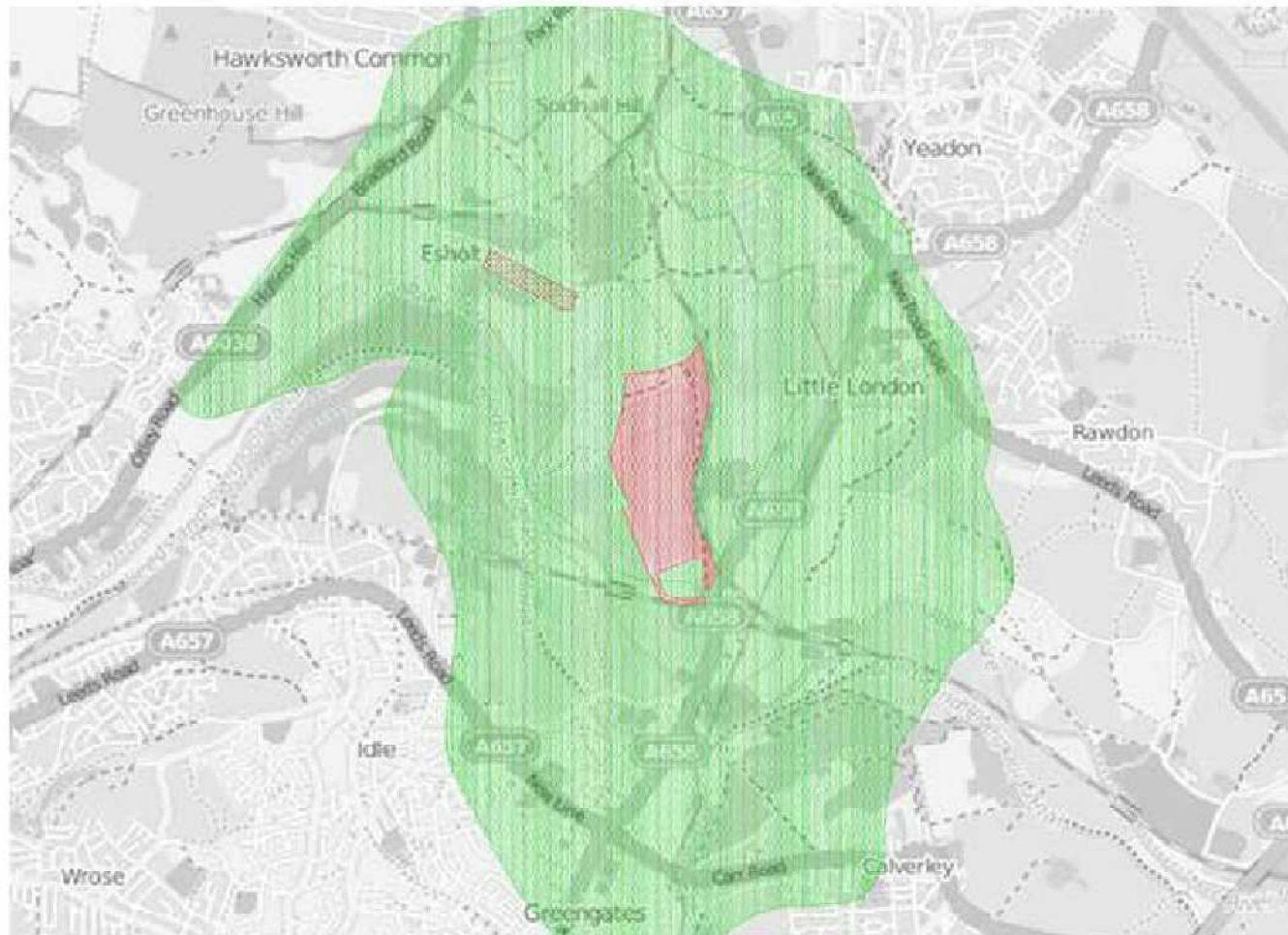


Figure 6 indicates the location of local amenities within the vicinity of the site. In terms of educational provision, three primary schools and a secondary school are located within a 2km walk of the proposed development. Two doctor's surgeries, a dental surgery and two supermarkets are also located within a 2km walk.



> Figure 6: Services within Vicinity of Site



Bradford Core Strategy provides local accessibility standards, shown in the table below.

**Table 3: Bradford Core Strategy Accessibility Standards** (Source: Appendix 3, Bradford Core Strategy Development Plan)

To Local Services	To Employment	To Primary Health/Education	To Town Centres/City Centres
400m of a bus stop (or 800m of a rail station) offering a service at least 2 times per hour to a town or city centre <sup>1</sup>  <i>Or 10mins walk time (800m)</i>	400m of a bus stop (or 800m of a rail station) offering a service at least 2 times per hour to a town or city centre <sup>1</sup>	400m of a bus stop (or 800m of a rail station) offering a service at least 2 times per hour to a town or city centre <sup>1</sup>  <i>Or 20mins walk time (1600m)</i>	400m of a bus stop (or 800m of a rail station) offering a service at least 2 times per hour to a town or city centre <sup>1</sup>

*\*Town or City Centres defined as public transport interchange point, including rail stations, in one of the following centres; Bradford, Leeds, Halifax, Ilkley, Keighley, Bingley or Shipley.*

Accessibility by Cycle

> Figure 7: Cycle Routes (source - Sustrans.org.uk)

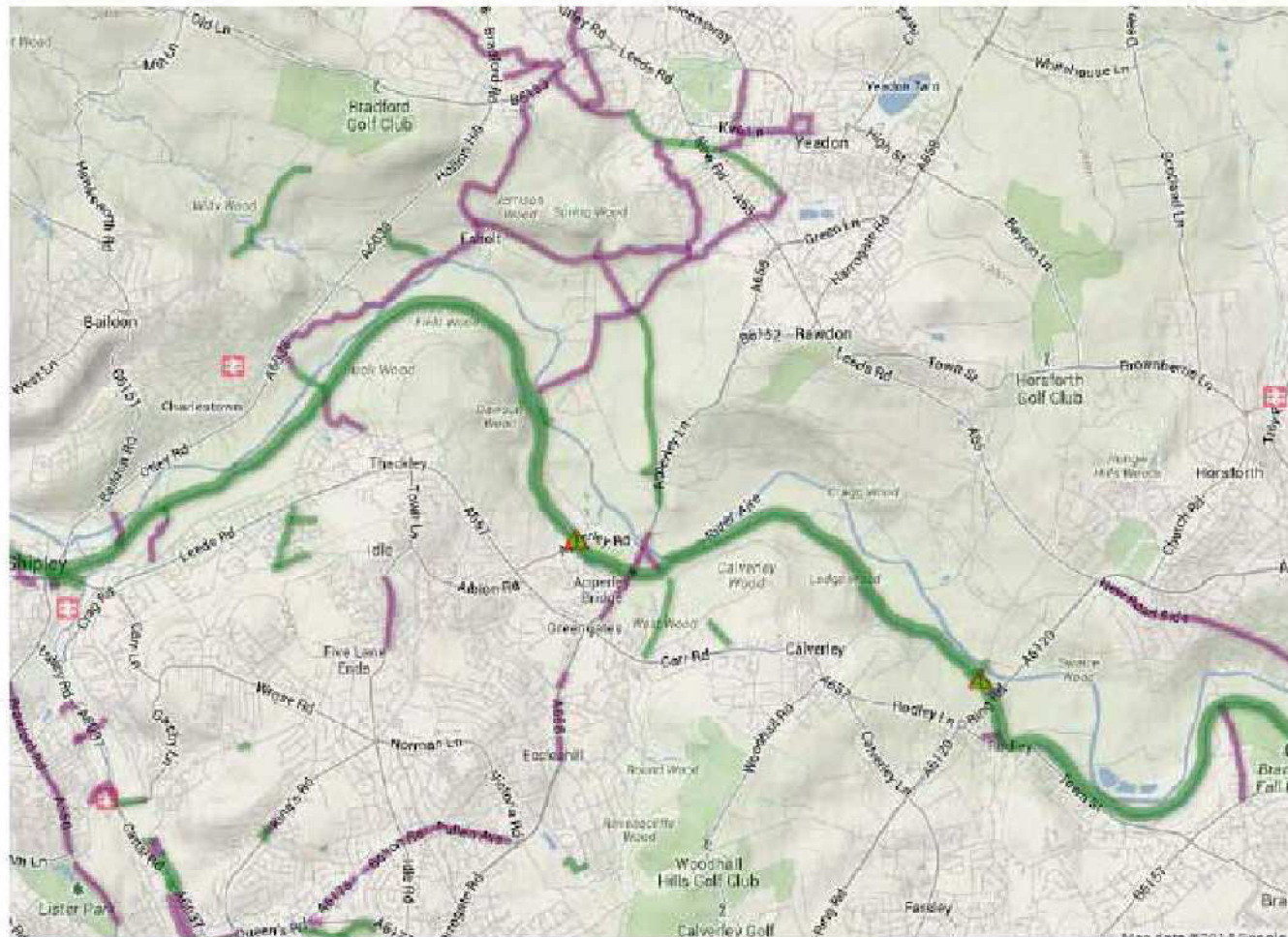
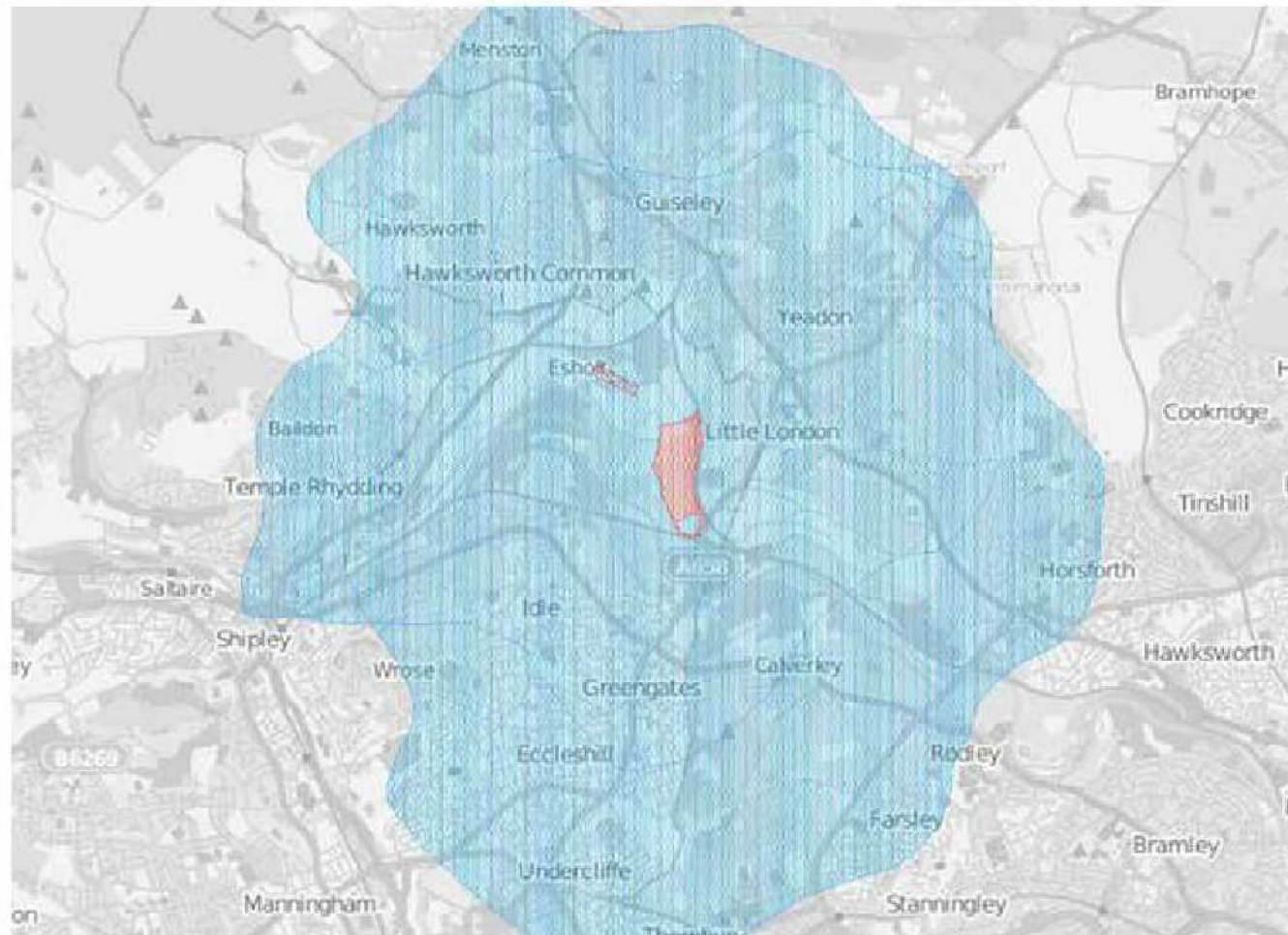


Figure 8 shows the location of the site with the 5km cycling isochrones. It is widely recognised that cycling has the potential to substitute for short car trips, particularly within 5km. There are a number of existing cycle routes within the vicinity of the site, as shown in Plan 4 above. These include National Route 66 which provides an off road route to the south of the site

towards Bradford to the south west and Leeds to the south east. A number of local cycle routes link the site to Yeadon and Guiseley to the north, with links to Guiseley Rail Station.

Within a 5km cycle distance of the site are the local towns of Guiseley, Yeadon, Greengates, Idle and Horsforth. The rail stations of Baildon and Guiseley also lie within 5km of the development site.

> Figure 8: 5km Cycle Isochrone



### Accessibility by Public Transport

There are two bus stops currently located within 400m of the site access, shown in Figure 9 below. The northbound stop provides a flag and bus timetable information. The southbound stop provides a flag, shelter and timetable information. The bus stops are served by the 747 and 947 services.

> Figure 9: Bus Stop Locations





The table below outlines the details of these services.

**Table 4: Bus Services**

Service Number	Route	FREQUENCY	
		Weekday	Saturday
747	Bradford Interchange – Leeds Bradford Airport via Yeadon	60 minutes	60 minutes
947	Bradford Interchange – Yeadon Westfield via Greengates Sainsbury's	60 minutes	60 minutes

#### Future Public Transport Provision

The proposed rail halt at Apperley Bridge provides a real opportunity to enhance rail based access to the site. It is due to be in operation by Summer 2015, and is directly connected to the proposed development site, via a pedestrian bridge over the rail line to the south of the site. The rail services will offer direct connections to Leeds, Bradford and a number of intervening stations, thus providing future occupiers with a genuine choice of transport mode to and from the site.

In addition, the rail halt and associated park and ride facility, will have a very positive impact by reducing vehicular traffic along this transport corridor. This facility is located within 800m of the site, thus accords with the Bradford Core Strategy Accessibility standards.

The halt, which lies between Leeds and Shipley, is one element in a programme of investment by Metro to improve transport through the area and plans include two new platforms, linked by an existing bridge, access ramps, a 300 space car park and a new access road. Proposed facilities will include fully-accessible platforms with both stairs and ramp, CCTV surveillance, passenger information displays and public address system. Secure cycle parking and modern waiting shelters.

It can be seen from the information above that the site has the potential to be extremely well related in terms of public transport provision, particularly rail provision.





CHAPTER 6

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**THE OPPORTUNITIES & CHALLENGES**

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This section considers the challenges and opportunities that the redundant filter beds at the Waste Water Treatment Works at Esholt presents. Overall, the challenges can be satisfactorily be addressed through mitigation measures, which will result in the delivery of a sustainable employment led mixed use development to the North of Bradford.

The issues considered include:

- Landscape
- Flood Risk
- Ecology
- Historic Environment
- Access

### Landscape

The Site comprises two large areas of incongruous, obsolete water treatment beds, and is strongly influenced by the adjacent Waste Water Treatment Works and associated buildings.

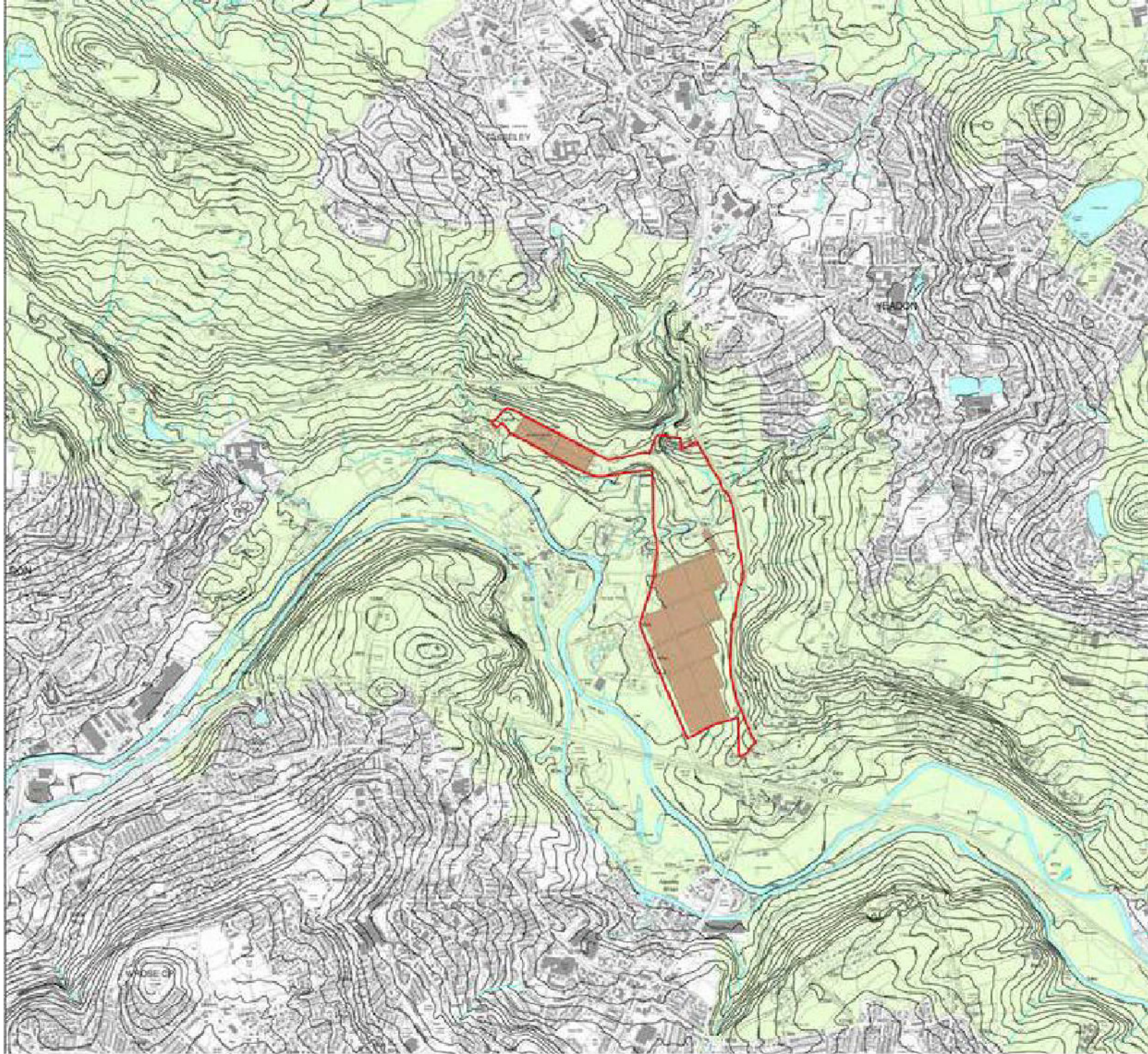
The existing water treatment beds are a detracting and urbanising feature within the local landscape and have contributed to the fragmentation of the Esholt Valley. Redevelopment of this Site would be restricted to the brownfield areas (P1 and P2) and would not result in the loss of fields or woodlands which are important characteristics of the local landscape.

The redevelopment of the lower Plateau (P1) would result in the introduction of new built form into the Floodplain Pasture Character Area, however, this could be sensitively and sympathetically designed to positively respond to its setting.

In addition, the removal of palisade fencing surrounding the Plateaux would be in accordance with the Policy Guidelines, and new boundaries would be planted with hedgerows, further reinforcing this important landscape feature.

The redevelopment of the upper Plateau (P2) would result in the introduction of new built form within the Wooded Incline Character Area, however this could be sensitively and sympathetically designed to positively respond to its setting. In addition, reinforcement of boundary planting, in particular along the western edge of P1, and the continued management of woodland within the Site would contribute positively to the local landscape character. The height of proposed redevelopment should be restricted to ensure that it is 'hidden' from wider views, an important characteristic of the character area.

Views of the Site are largely restricted by a combination of topography and the extensive woodland blocks on the slopes of Esholt Valley, as demonstrated in the Site Context Photographs (figures 11-14) appended to this document. Where views are attained, these are partial in nature and from elevated locations, where the Plateaux are typically viewed in the context of existing industrial buildings along Esholt Valley. Although proposed redevelopment would comprise buildings which would be more visible than the treatment beds, sensitively designed and located buildings set within extensive planting would reduce the current perception of the grey / blue mass of the Plateaux, and help to assimilate the redevelopment positively within the landscape. In addition, the careful combination of tonal variation and massing would be beneficial in reducing the perception of built form within the Site. The colour palette would be an important consideration, and due to the elevated nature of attained views, colours should reflect the valley position of the Site. Materials should contribute positively to the landscape character and visual amenity of the area.



> Figure 10: Site Context Plan

The following key landscape and visual constraints are to be considered during the design evolution process:

- Retain all woodland and tree belts within the Site;
- Restrict redevelopment of the Site to the areas of brownfield land, namely Plateaux P1 and P2;
- Introduce extensive canopy tree planting amongst proposed built form to break up its perceived massing, and contribute to wider landscape structure;
- Proposed built form should be designed to positively address the woodland and The Avenue;
- Due to its valley location, any built form will largely be viewed from elevated positions. New built form should be designed to sensitively blend with the existing tonal variation and materiality of existing buildings. Colours such as grey and blue are inappropriate. Consider the introduction of green roofs in the most sensitive locations;
- The height of proposed built form within the Site requires careful consideration. Of particular sensitivity are the views from Esholt, the nearest village to the Site. Restrict the height of buildings on P2 to ensure that views of proposed redevelopment are not attained from Esholt;
- Reinforce the coniferous tree belt to the west of P1 with a wide woodland belt of local provenance, appropriate to the prevailing landscape character;
- Soften the woodland edges, in particular along the eastern edge of the P1, and introduce a transition zone of scrub and meadow to benefit biodiversity and contribute to wider landscape structure;
- Strengthen boundaries to the south and west, through the creation of new woodland belts along the southern edge of the Site and along The Avenue;









- In addition to the above, plant hedgerows and blocks of native species shrubs along The Avenue and manage the grass verges as meadow grassland to soften its formality and make its appearance more befitting of its semi-rural location;
- Convert the managed grassland within the Site to meadow grassland; and
- Avoid palisade fencing and use native species hedgerows with trees to define boundaries.

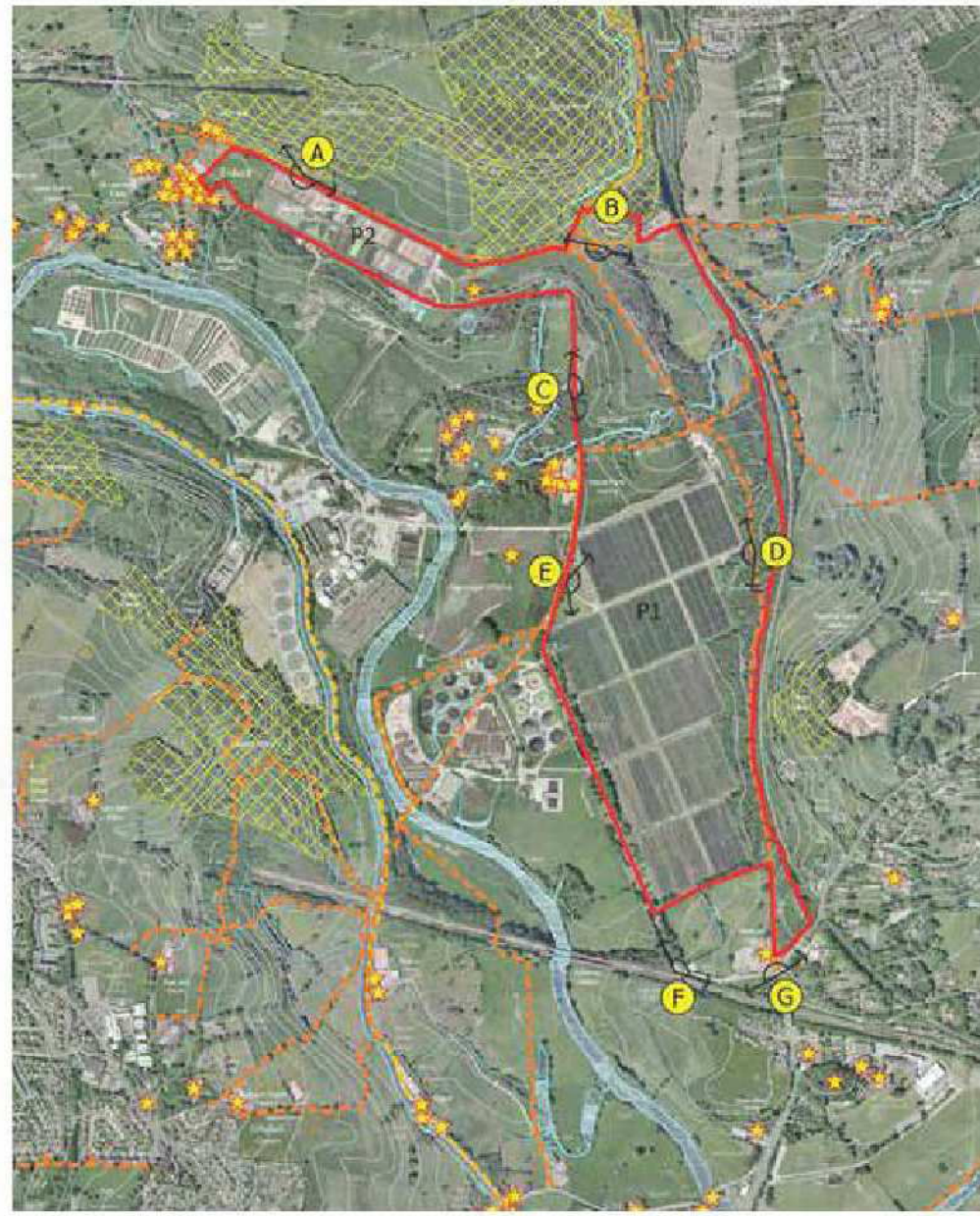
Where views are attained, redevelopment of the Site would inevitably result in a greater perception of built form within the Esholt Valley, as built form would replace the existing flat water treatment beds. However, redevelopment would break up the large grey mass of the beds, and subject to the landscape principles set out above, could result in development that would have lesser prominence where visible from elevated locations within the wider landscape.

The Site contributes to the 'gap' between the suburbs of Leeds and Bradford and overall the Site is of some contribution to Green Belt function. Redevelopment may result in the perception of further encroachment, however, the Site comprises brownfield land and therefore redevelopment of the Site would not physically reduce the gap between settlements as the developed area would remain the same. In addition, due to the wooded nature of the Esholt Valley slopes, a clear distinction between settlements would be maintained.

The existing woodland and tree belts within the Site contribute positively to the wider landscape structure and would be retained and enhanced. These, in combination with the surrounding woodland structure, provide strong and defensible boundaries to the Site. Redevelopment of the Site would offer opportunities to enhance and contribute further to this landscape structure.

**Legend**

-  Site Boundary
-  Ancient Woodland #
-  Existing Water Courses
-  Contours/Spot Heights (Metres AOD)
-  Public Rights of Way
-  Sustrans Cycle Route
-  Listed Buildings -
-  Location of Photographs, Viewpoints (Site Appendix Photographs A-G)



Edge of railway  
embankment

Boundary 63

Phase 72, water treatment beds

> Figure 11: Site Appraisal Photographs



SITE APPRAISAL PHOTOGRAPH D

Access point to Phase 72, water treatment beds



SITE APPRAISAL PHOTOGRAPH E



SITE APPRAISAL PHOTOGRAPH F

Entrance to current Phase 72 water treatment beds and 11th Avenue

Walk 100 feet

Woodland along southern edge of

Appraisal Lane



SITE APPRAISAL PHOTOGRAPH G



Edge of railway embankment



> Figure 12: Site Appraisal Photographs

The Avenue

View Hill Farm

View Hill Bridge



Site





**SITE APPRAISAL PHOTOGRAPH A**



**SITE APPRAISAL PHOTOGRAPH B**

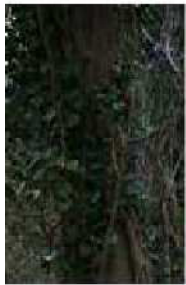


**SITE APPRAISAL PHOTOGRAPH C**

Jensen Wood



> Figure 13: Site Appraisal Photographs



4



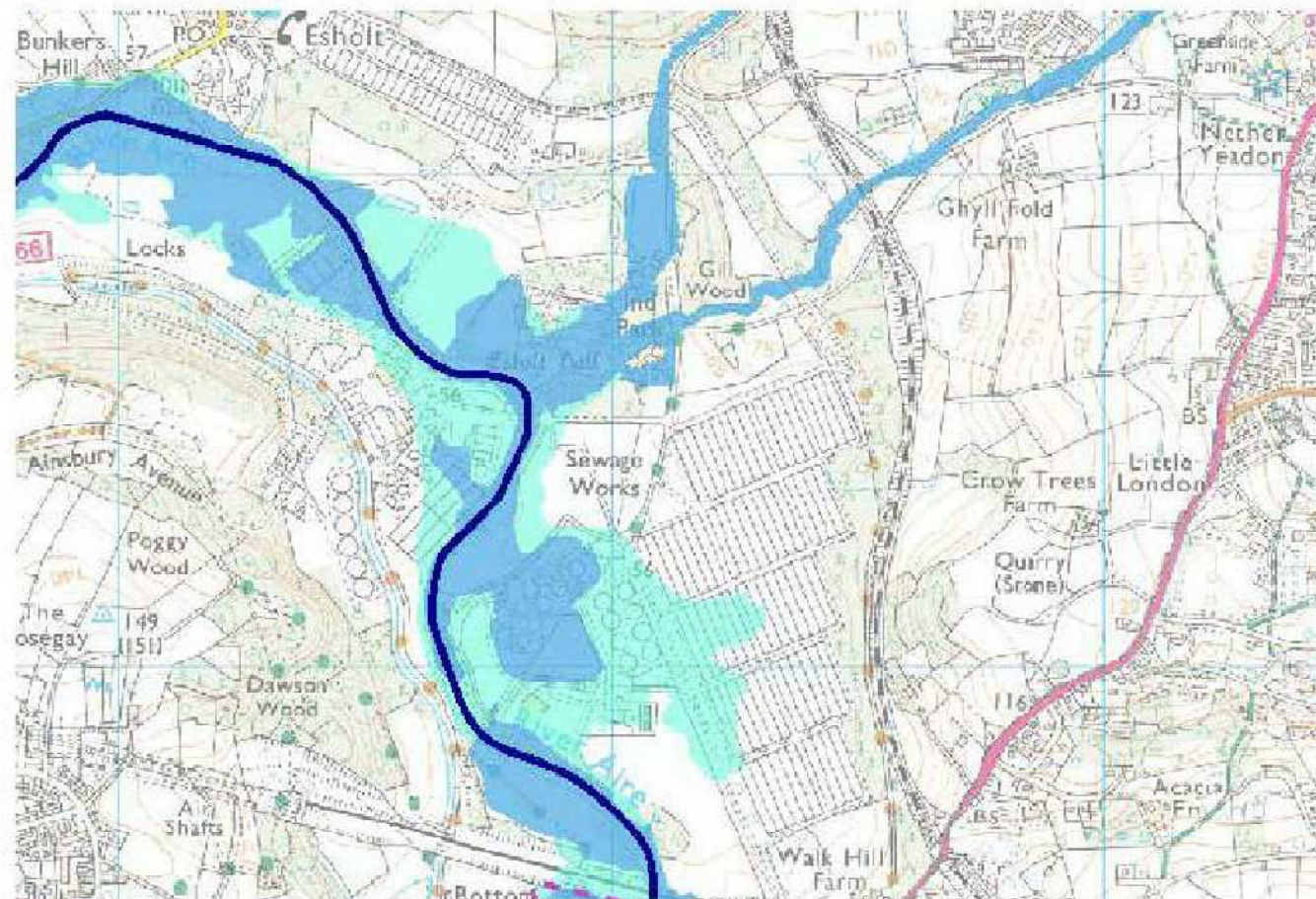
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In conclusion, the Site has the capacity to accommodate redevelopment, and would be a logical and appropriate re-use of land within the Esholt Valley. Subject to the landscape principles set out above, redevelopment could be successfully assimilated into the wider landscape, and contribute positively to the local landscape character.

### Flood Risk

The majority of the site is located within Flood Zone 1 of the Environment Agency's Indicative flood map and as such this area is not considered to be a flood risk.

> Figure 14: Environment Agency Flood Map



Part of the collection of filter beds to the south of the site are located within Flood Zone 2 and it is considered that the final design and layout of the site that comes through the planning system can be designed in a manner that would ensure that no vulnerable end users would be situated within the area of the site located within Flood Zone 2.

A Flood Risk Assessment will be prepared at the Allocations DPD stage to demonstrate that the development of the site will not lead to an increase in flood risk within the site and the surrounding area.

### Ecology

Keyland Developments Ltd have instructed a Phase 1 Ecology survey to be undertaken and the information will be provided through the Allocations DPD process.

There are several woodlands located within and adjacent to this Site and Keyland are looking into the possibility of enhancing the biodiversity opportunities in these areas.

There is potential to create a 'Country Park' between the two areas of filter beds to provide linkages between the two areas of development.

### Historic Environment

A small parcel of the land located to the north west of the site adjacent to Esholt Village is situated within the Esholt Conservation Area.

There are several listed buildings located within proximity of the site, with a collection of listed buildings within the main village to the west of the site in addition to Esholt Hall which is located adjacent to Gill Wood.

Careful consideration will be given to the character and setting of the listed buildings in the design and layout of any potential

development. It is considered that development of this site can be delivered in such a manner that the setting of the listed buildings and Conservation areas are preserved or enhanced.

### Access

There are a number of opportunities to provide access to the wider development area, as shown in Figure 15.

It is considered that access for a certain level and form of development could take place to the north and west of the site, from the A6038 on to Station Road. The A6038 has a right turn ghost island into Station Road and has footpaths and street lighting in the vicinity of this junction. The opportunity would exist to further improve the capacity and layout of this junction.

Station Road is lit and has pedestrian footways on the westbound carriageway. The Avenue, between both sites, is in good order however further work would be required in order to identify the volume of traffic which could be accommodated, either at present or with redesign and consideration of third party ownerships.

Opportunities exist to further improve access to the south and east of the site from the A658, both in the short and long term. In the short term, the potential to upgrade the current access arrangements is feasible through the possible implementation of traffic signal control. Further enhancements to increase capacity and to improve the southern gateway in to the site is possible, but would need to be subject to additional assessments at the appropriate time.

The phasing and timing of development, and associated transport intervention measures, will be crucial to ensure that the appropriate form and scale of improvements are implemented. It is recognised that further corridor studies would be undertaken in the vicinity of the site in order to inform the impact of additional development traffic on the local network.

> Figure 15: Potential Site Access





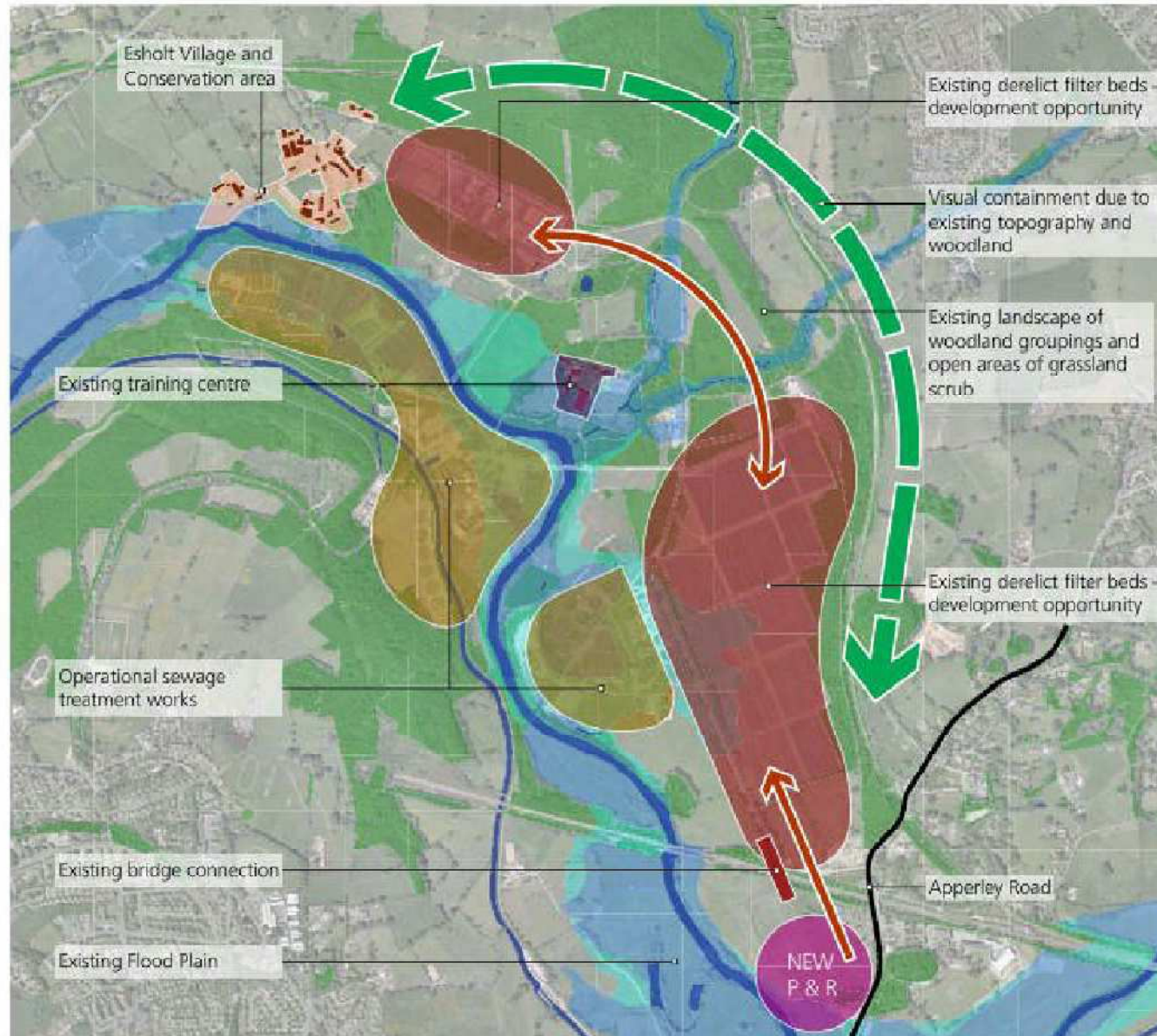
CHAPTER 7

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**SITE WIDE STRATEGY**

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> Figure 16: Site Opportunities





### Site Opportunities

The site and its context provide a series of constraints and opportunities. Broadly the site breaks down into two land use typologies:

1. land previously used for the construction of sewage treatment facilities (now derelict) and
2. landscape structure, providing containment within the wider river valley and setting for Esholt Hall, the village and the operating treatment works.

The constraints cover elements such as existing flood plain, existing landscape character/features and the retention of existing buildings. However, these elements are also opportunities and the strategy responds to these elements by using or enhancing them, developing only on previously 'constructed' areas and offering a balanced mix between residential, employment and supporting amenity facilities. Importantly the close proximity of Esholt village is seen as an opportunity, not a constraint within the proposed strategy.

### Site Wide Strategy

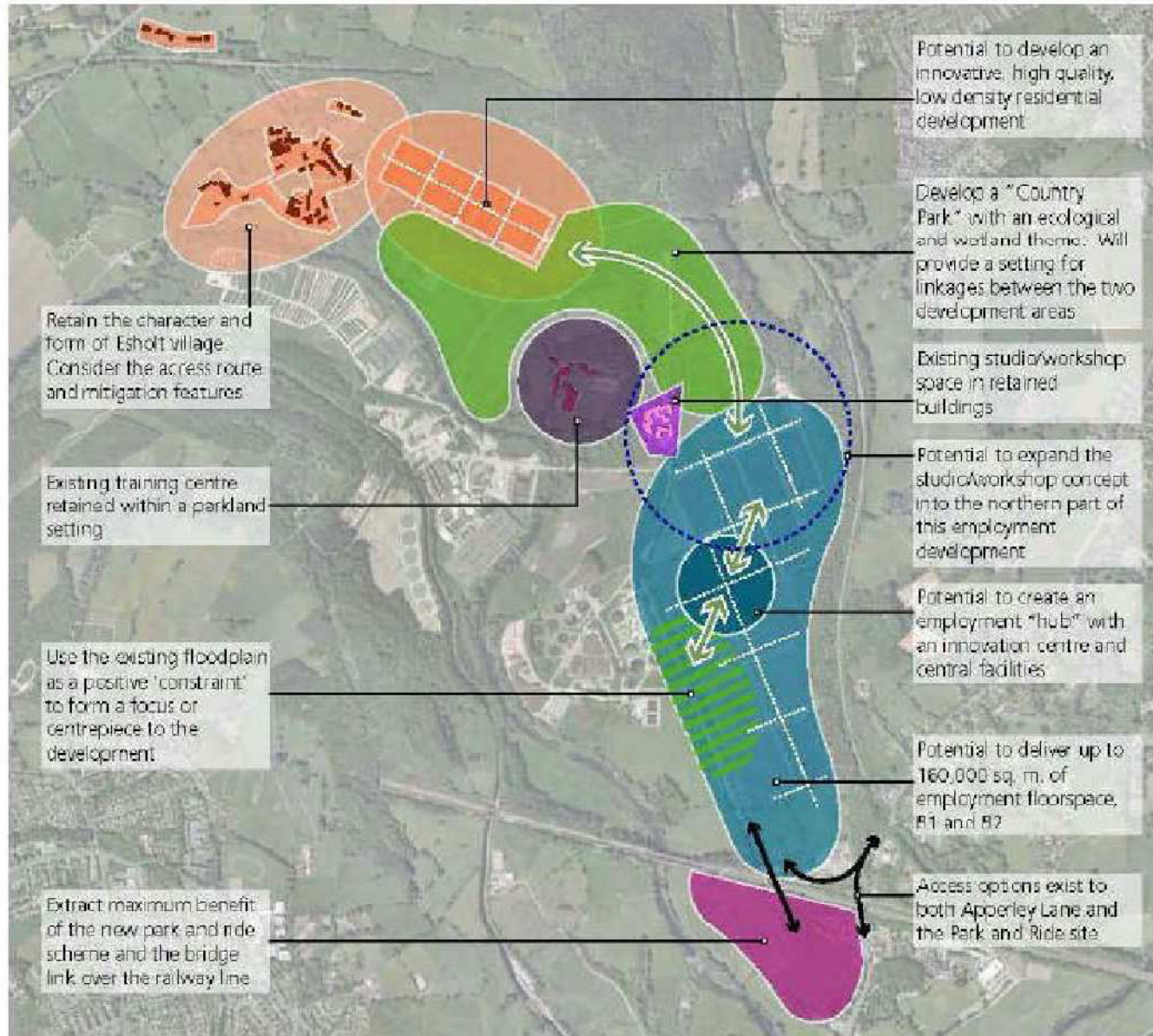
The site provides an opportunity to comprehensively plan large scale employment and small scale residential development set within an upgrading of the existing landscape structure.

The formal, gridded nature of the existing filter bed structures could provide a 'template' on which to redevelop a mix of employment uses and sizes. The proposed "site wide strategy" shows the potential to deliver up to 160,000 square metres of new floorspace arranged around a central hub, that could contain an Innovation Centre, central amenity and leisure facilities. Pedestrian and cycle linkages to the south (new Park and Ride facility) together with linkages across a new country park to Esholt village to the north could provide an important part of a wider strategic network of movement connections.

The existing landscape has the potential to evolve into a more usable Country Park providing amenity benefits for residents and workers alike. It would also be able to deliver ecological and flood mitigation enhancements whilst maintaining the setting for Esholt Hall.

Any proposed development in a traditional manner in or around the village of Esholt would have to be of a small scale and be sensitively integrated into the conservation area. The derelict filter beds offer the opportunity of delivering a unique, innovative and bespoke housing solution. This has the potential to be a seminal scheme in the way that old and new can be integrated and benefit each other without destroying the character and quality of the existing village. There is the potential to deliver a new 'village green' that links the two parts together but also provides a buffer between them. A clear demonstration and understanding of the 'old' and the 'new' component parts could be achieved in this unique location. Any development plans would be created through a constructive engagement and dialogue with the existing residents within the village.

> Figure 17: Site Wide Strategy





CHAPTER 8

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**BENEFITS OF THE SITE AND CONCLUSIONS**

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### Benefits of the Site

The development of the site would deliver a number of significant benefits that would include:

- The delivery of an employment-led mixed use development incorporating residential development;
- Re-development of redundant brownfield site with the opportunity to improve the visual appearance of the site through the removal of the incongruous filter beds;
- Provide a substantial amount of high quality employment land in a sustainable location that will utilise the new train station at Apperley Bridge;
- The opportunity to enhance the employment opportunities along the Airedale Corridor;
- The provision of high quality development that is set within a high quality landscape;
- Provide an opportunity to improve landscaping provision within the site whilst also enhancing existing woodlands adjacent to the site;
- The development would not result in any significant impact on any environmental or nature conservation assets.

### Conclusions

This report identifies that the site represents an excellent opportunity for the delivery of an employment-led mixed use development that would make a significant contribution to the Council's future employment needs through the redevelopment of a brownfield site.

The site is situated within a sustainable location within North Bradford and is within proximity to a number of facilities in addition to public transport routes. The new train station at Apperley Bridge will further increase the sustainable nature of the site and provide a highly convenient mode of transport to potential users of the site.

The emerging Bradford Core Strategy acknowledges the need to release Green Belt land in order to meet future employment and housing growth. The Green Belt assessment demonstrates that the site has strong defensible boundaries and development of this previously developed site would not constitute sprawl of nearby suburbs. The redevelopment of the site would be kept within the confines of the existing developed area and as such would not lead to the merging of neighbouring settlements.

Overall it is considered that the sustainable nature of the site and the opportunity to provide a high quality employment-led mixed use development represents very special circumstances that would allow the site to be released from the Green Belt.

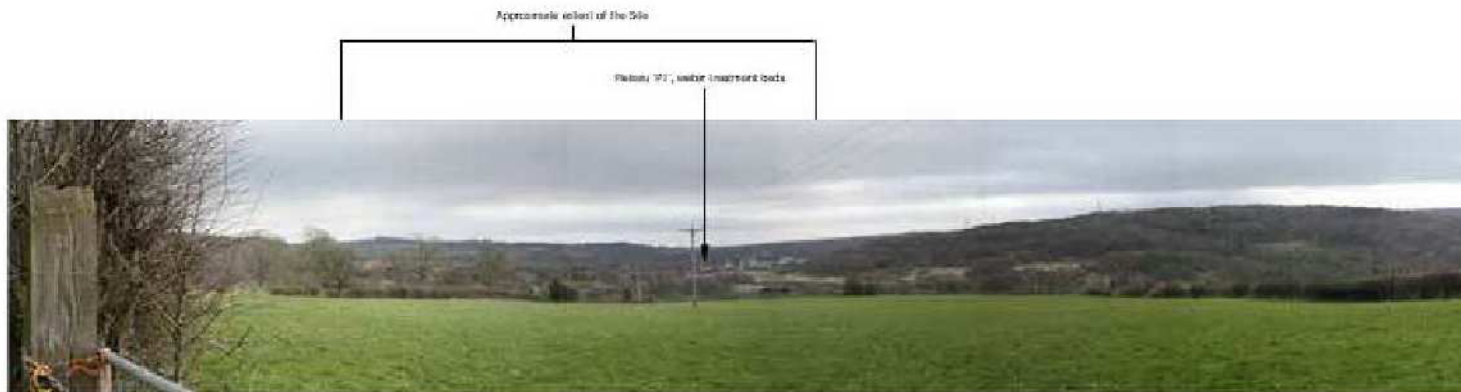


APPENDIX 1

SITE CONTEXT PHOTOS



**SITE CONTEXT PHOTOGRAPH 1: VIEW FROM OPEN SPACE NORTH OF THE VILLAGE OF ESHOLT, LOOKING EAST**



**SITE CONTEXT PHOTOGRAPH 2: VIEW FROM HOLLINS HILL, LOOKING SOUTH EAST**



**SITE CONTEXT PHOTOGRAPH 3: VIEW FROM GREENFIELD AVENUE, LOOKING SOUTH**

Proposals on Main Street



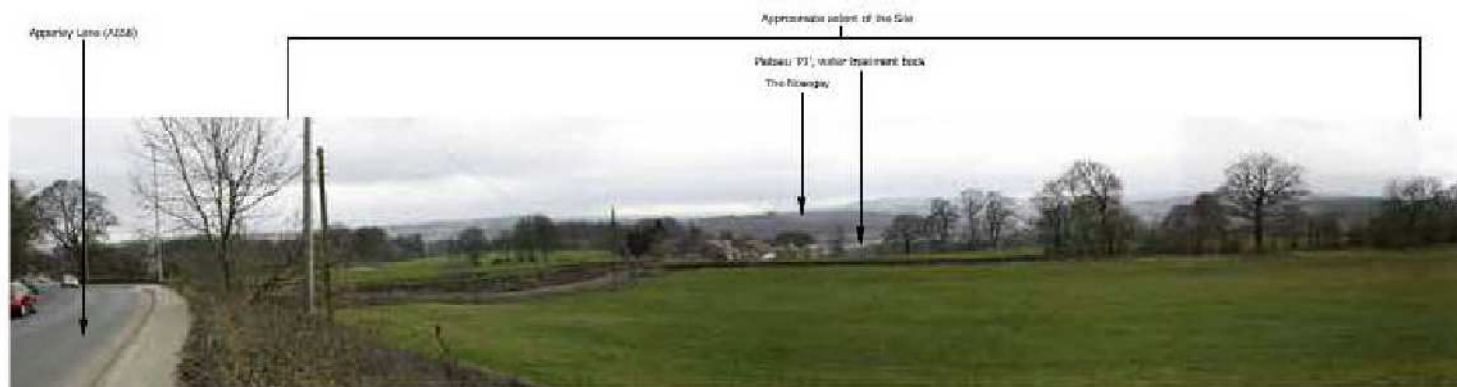
> Figure 18: Site Context Photographs



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**SITE CONTEXT PHOTOGRAPH 4: VIEW FROM OLD HOLLINGS HILL, LOOKING SOUTH**



**SITE CONTEXT PHOTOGRAPH 5: VIEW FROM APPERLEY LANE (A65B), LOOKING WEST**



**SITE CONTEXT PHOTOGRAPH 6: VIEW FROM TOWING PATH, SUSTRANS, ALONG LEEDS AND LIVERPOOL CANAL, LOOKING NORTH-EAST**

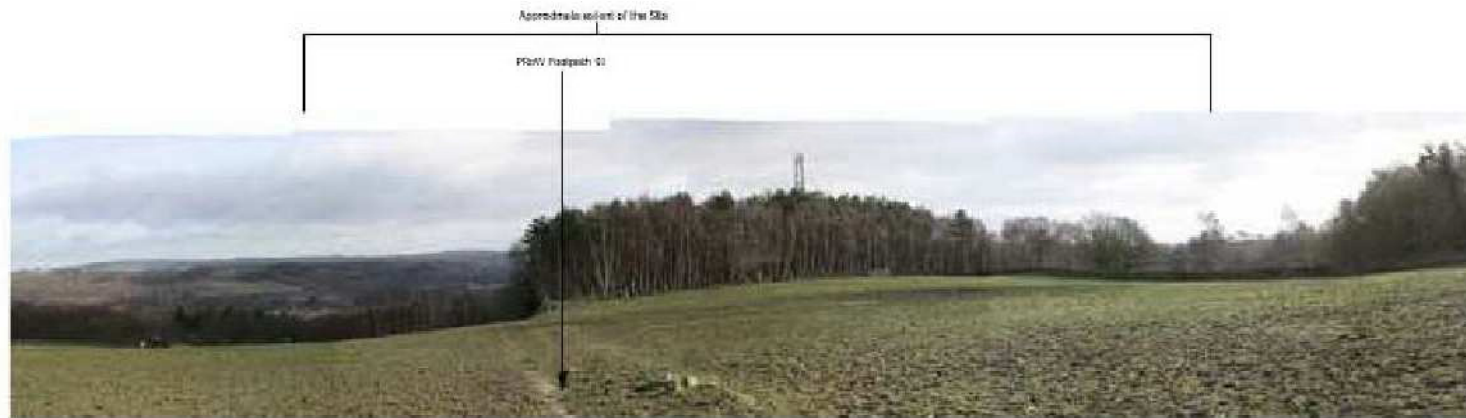


> Figure 19: Site Context Photographs



Leeds and Unrped Canal

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**SITE CONTEXT PHOTOGRAPH 7: VIEW FROM PROW FOOTPATH 91, LOOKING NORTH-EAST**



**SITE CONTEXT PHOTOGRAPH 8: VIEW FROM CARR BOTTOM ROAD, LOOKING NORTH-EAST**



**SITE CONTEXT PHOTOGRAPH 9: VIEW FROM PROW BRIDLEWAY 113, ALONG BURIAL GROUND, LOOKING NORTH-EAST**



> Figure 20: Site Context Photographs





**SITE CONTEXT PHOTOGRAPH 10: VIEW FROM WESTFIELD LANE, LOOKING NORTH-EAST**



**SITE CONTEXT PHOTOGRAPH 11: VIEW TAKEN FROM PROW FOOTPATH 56, LOOKING EAST**

> Figure 21: Site Context Photographs



extent of the Site

Citywide



[Redacted]

[Redacted]

Leeds  
LS1

[Redacted]

[Redacted]

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