

Baildon Neighbourhood Development Plan 2025 - 2038



Photo Credit to Ros Crossland

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Forward

To all residents of Baildon, and others who are interested in our Neighbourhood Development Plan. This Plan aims to cover the period of 2025 to 2038, so that it complements similar plans such as Bradford District's Local Plan, which is expected this year.

As such, this is long range document, and so you will not find projects or action plans within it. Once completed the Baildon Neighbourhood Development Plan (NDP) will form an important element of the overall framework which is used to inform decisions on planning applications in our locality over this period – from major schemes through to small changes to residential properties.

Currently we hear a lot about “planning reform” at National level, and Bradford as principal Local Authority for Baildon will have to redraw the District Local Plan in the light of the changes proposed. Many neighbouring areas have already completed their Neighbourhood Development Plans, and it is important that Baildon does too, so that we can bring the very local dimension into planning decisions. Before our Baildon Neighbourhood Development Plan is finally adopted there will, by law, be a referendum to seek local support for the completed plan.

We think Baildon is a special place, and accordingly, this plan has a strong focus on seeking to maintain the positive features of Baildon which we want future generations to enjoy.

Trying to identify and clarify in some detail exactly what those features are, has been a major focus of our work in preparing the plan. Undoubtedly, in such a wide-ranging document, there will be omissions and corrections to make, and that is why your input through this consultation is so important. Please tell us where you think this document can be improved.

Our Vision for Baildon does not advocate for a major regeneration scheme, new developments or other radical change. At its heart, the Vision for Baildon seeks to support positive development whilst preserving things we hold precious. In some cases, such as the future layout of the village centre, we are using this consultation to seek your views on the right proposal to guide change over the next 15 or so years. This is a long document as there is so much we have to cover. Thank you so much for taking the time to engage with this process and, we hope, give your views on the DRAFT Baildon Neighbourhood Development Plan. With your help we can make this a recognised and strategic document to guide Baildon over the coming years.

Cllr Gill Dixon, Chair of the NDP Working Group, March 2025

1.0 Background

- 1.1 In 2011 the Localism Act gave Town Councils the power to prepare neighbourhood development plans (NDPs). These are plans to help guide development in a community's local area. Through this NDP, local people in Baildon parish now can help shape future development in the area. This is because planning applications are determined in accordance with the Plan unless material considerations indicate otherwise.

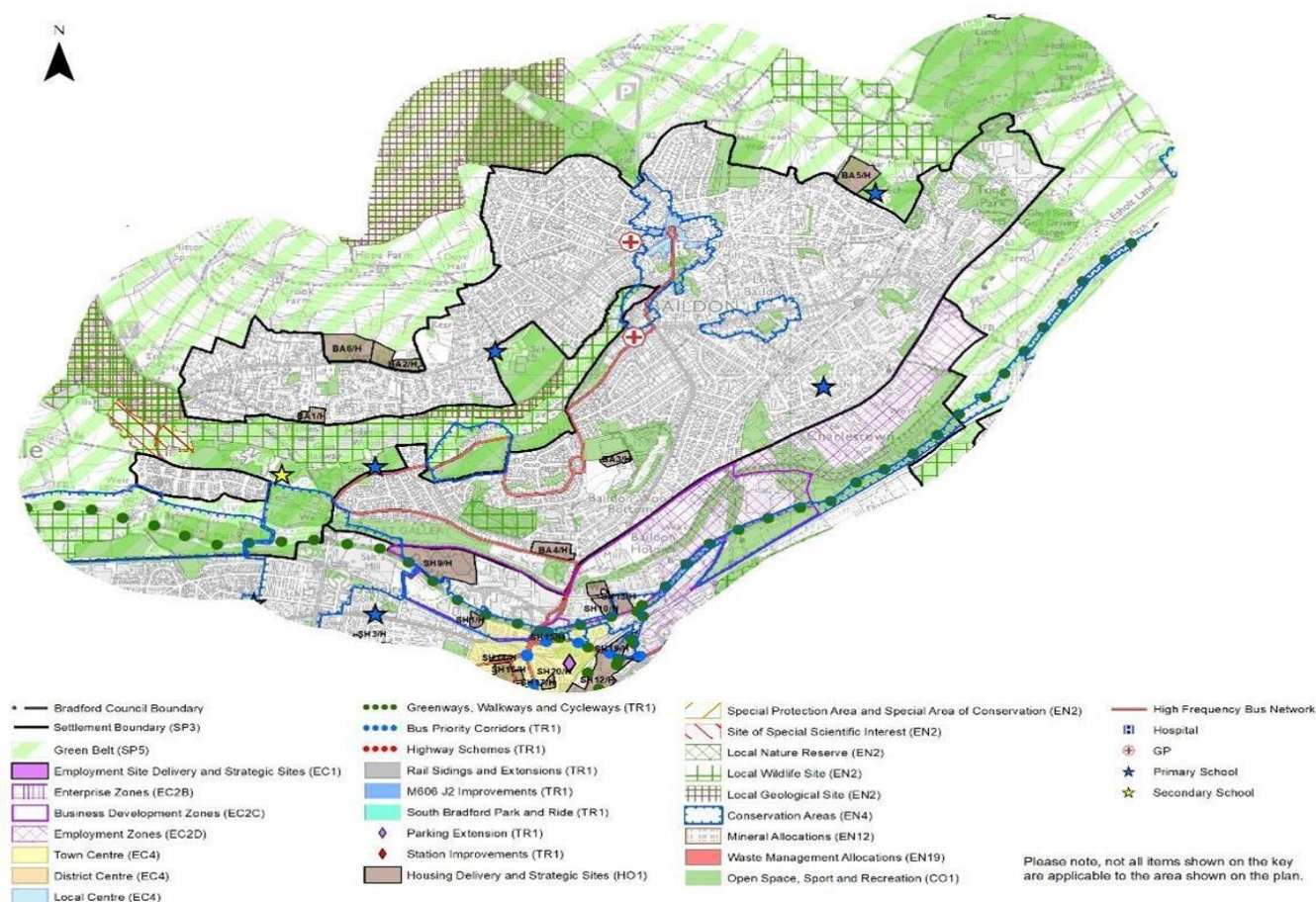
Emerging Bradford Local Plan

- 1.2 This section describes the current planning situation in Bradford which affects the context within which Baildon Town Council can finalise its NDP.

A new 'emerging' Local Plan is being prepared for Bradford (<https://www.bradford.gov.uk/planning-and-building-control/planning-policy/emerging-local-plan/>). This plan is at a late stage of preparation and is due for publication for consultation in the first half of 2025. In time it will replace Bradford's Core Strategy. Reference is still made throughout the draft Baildon NDP to Bradford's Core Strategy as this was the relevant, approved Plan in place at the time of writing. The draft Plan presented here is in general conformity with the Core Strategy.

National Planning Practice Guidance (NPPG) advises that in such circumstances, the evidence of the 'emerging Plan' may be relevant to the preparation of the neighbourhood plan. However, until the new Local Plan is finally approved and published by Bradford Council, the Baildon NDP cannot be published for Regulation 14 consultation. Bradford's new Local Plan will be a single document setting out how the District will grow sustainably over the next 15 to 20 years. Bradford's new Local Plan will include new sites for housing and employment and a range of policies which will help guide development and the determination of planning applications.

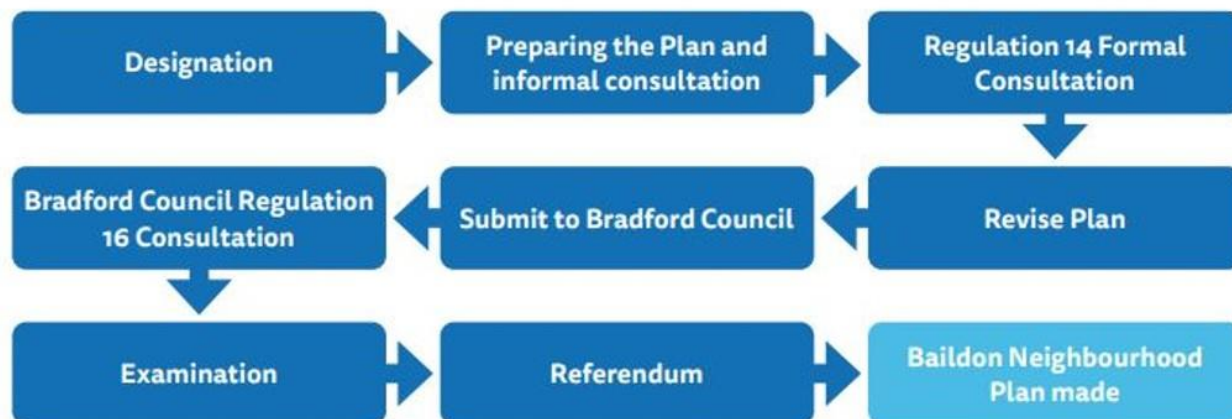
Figure 1. Baildon Emerging Local Plan Strategy (Source: Bradford Council). *Note: some areas shown are not in the Baildon Neighbourhood Area.*



Neighbourhood Planning Process and Preparation

- 1.3 Baildon Town Council, as a qualifying body, believes neighbourhood planning is an important power for local people to use and decided to prepare an NDP for the area. The Town Council applied to City of Bradford Metropolitan District Council (CBMDC) for the town council area to be designated as a 'Neighbourhood Area' on 11th December 2014. The application for designation was approved by CBMDC on 23rd June 2015. At the time, Baildon Town Council decided not to progress the NDP but continued its work on updating a Baildon Plan which enabled the Council to garner views about the role and activities of the Council. In 2021 the Town Council established an NDP Working Group and work commenced on forming the NDP.
- 1.4 The NDP Working Group (NDPWG) comprising Town councillors and residents progressed work on the Baildon NDP. Further information on the background and work undertaken so far on the Baildon NDP, including the results of the surveys and information on consultation events can be found at <https://www.baildowntowncouncil.gov.uk/neighbourhood-development-plan>. The steps in preparing a Neighbourhood Plan are set out below.

Figure 2. Neighbourhood Plan Preparation Process



The first step for parish/town councils wishing to prepare a neighbourhood plan is to submit their proposed neighbourhood area to the local planning authority for designation. Evidence and the outcomes of informal community engagement will inform the development of a vision and/or aims for the plan. These in turn will inform the formulation of policies. Community engagement and consultation will be necessary at all stages of the plan-making process and the draft Plan is revised a number of times in the light of this. Once there is a draft plan, it must be subjected to pre-submission consultation (Regulation 14). The proposed neighbourhood plan will be submitted to the local planning authority, which will check that the necessary documents have been provided. Following a period of publicity, the local planning authority will arrange for an independent examination. Then it will also organise the public referendum. Once the electors of the Neighbourhood Area have taken part in the Referendum the Plan can be approved and put into force ie. 'made'.

2.0 Baildon Neighbourhood Area – An Executive Summary

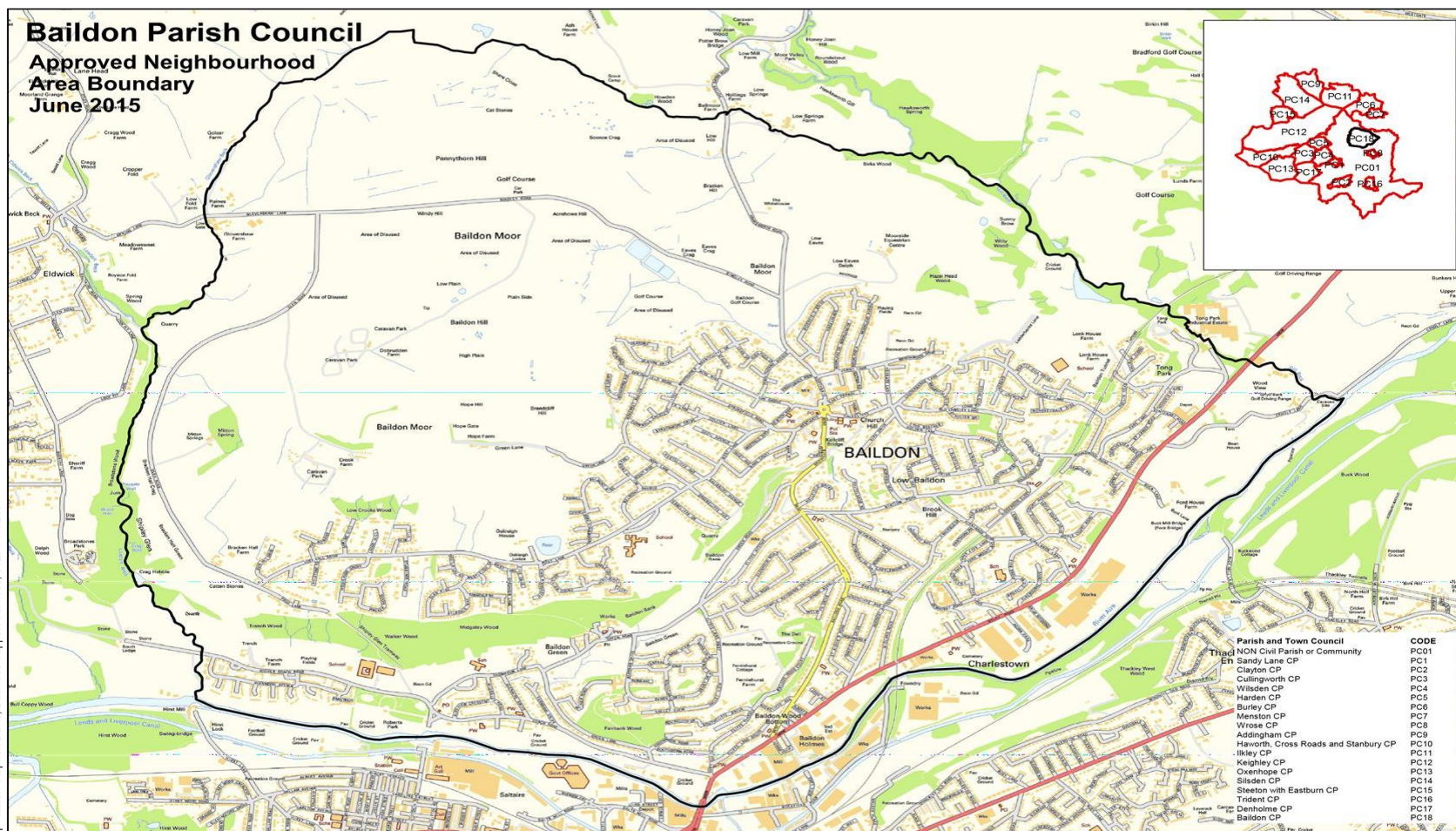
Introduction

- 2.1 This section provides a summary description of the Baildon Neighbourhood Area (NA), how it has come about and some of the key features which influence the NDP planning process.

The designated Neighbourhood Area is shown in Figure 3. Just over 17,000 residents² live in the area, spread across an area of 1,143 hectares (4.41 square miles). Baildon is located in the Aire Valley, between the city of Bradford and Rombalds Moor. It stretches from the River Aire, through Roberts Park, and along Otley Road, Charlestown and Tong Park, and up through numerous neighbourhoods right up to Baildon Moor.

The identity of the whole of Baildon is often misunderstood – Baildon is sometimes seen as just “the centre” at the top of the hill. This is often referred to as Baildon Village Centre, as it is not in any way spatially in the centre of Baildon. Baildon Town Council has dropped the use of the terms “upper” and “lower” Baildon, preferring instead to the many historic neighbourhoods which together make up the town of Baildon.

Figure 3. Baildon Neighbourhood Area Boundary. (PSGA AC0000823741)



Map Author: Stephen Davis, Business Support Services, 01274 437268

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Bradford Council's Baildon Ward Boundary

- 2.2 The Bradford Council Baildon Ward Boundary is not co-terminus with the Baildon Neighbourhood Area (NA) ie. the Baildon Town Council area.
- 2.3 In 2024 the Local Government Boundary Commission for England (LGBCE) reviewed the Bradford Council Ward boundaries, and the final proposals make little change to this boundary. Baildon Town Council argued strongly for a re-alignment to allow the Baildon Riverside area to be included within the Baildon ward, but this was not supported by the LGBCE.
- 2.4 Key points of difference therefore remain and are:
- Baildon Riverside (Coach Road and Higher Coach Road is to remain in Shipley ward (but is included in the NA)
 - Esholt remains in the Baildon ward (but is NOT in the NA)
 - Some parts at the eastern edge of Baildon (including Tong Park industrial estate) are not in the NA but are included within the Baildon ward.

People and Community

- 2.5 Baildon has an older population than Bradford District and England. In 2021, one in four Baildon residents were aged 65 or older (Bradford 15.2%; England 18.3%). Conversely, under 16s in Baildon made up 17.0% of the population (Bradford 22.8%; England 18.5%).
- 2.6 Baildon has two NHS registered healthcare facilities within the town and three GP surgeries/health centres covering Baildon and the surrounding area. Secondary (acute) healthcare is provided at Airedale General Hospital in Steeton and Bradford Royal Infirmary in the city.
- 2.7 Baildon is considered to have a good range of community facilities and services to meet the day-to-day needs of the local population. See Policies 14 and 15 for full listings.

Baildon is served by 4 primary schools; Sandal Primary School, Baildon CE Primary School, Hoyle Court Primary School, Baildon Glen Primary School (which together have the capacity to accommodate 1,417 pupils) and Titus Salt Secondary School. The secondary school (and sixth form) is located adjacent to Roberts Park in Baildon NA (Shipley Ward). It has the capacity to accommodate 1,520 pupils. Pupils' attainment levels at Key Stages 1,2 and 4 (GCSE) are generally above national average.

Housing

- 2.8 In 2021 there were 7,757 households in the town (parish). Of these 32% (2,494 households) were single person households and 64% (4,975) were single family households. In terms of tenure private ownership is relatively high at 76% (5,880) and social renting correspondingly low at 10.7% (837). Private renting now makes up 13.3% of households (1,040).

Business and Employment

- 2.9 Economic activity rates in Baildon parish, like those for Bradford, are in line with national figures 58% of residents (8,181) being economically active, compared with 54.5% for Bradford and 58.6% for England.

2.10 Baildon's main area of employment lies in the south of the neighbourhood area, between the Otley Road (A6038) and the River Aire. This area provides the bulk of the jobs in Baildon jobs in a variety of business sectors, including manufacturing, retail, trade sales and leisure. Baildon village centre is a secondary area of employment.

Environment

Baildon is surrounded by Green Belt, particularly to the north, east and west/southwest. Green Belt is one of the country's most well-known planning policies, the aim of which is to keep such land, and that surrounding Baildon, permanently open. The five purposes of Green Belt (National Planning Policy Framework) are:

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

2.11 There are four Conservation Areas see Policy 11.

2.12 Roberts Park on the southwestern edge of Baildon NA, northern edge of Saltaire World Heritage Site (SWHS) and in Shipley Ward, is a nationally important site and a Registered Park of Special Historic Interest in England.

2.13 There are a total of 81 entries on the National Heritage List for England in Baildon, including Listed Buildings, the majority of which (43) are Grade II Listed. There is one which is Grade II* Listed (Baildon Hall). Five Scheduled Monuments are found close to the western and northwestern edges of the built-up area on Baildon Moor. See Appendix D.

2.14 Land in the Baildon Neighbourhood Area ie. to the northwest and the west of Baildon lies within the 500m Buffer Zone of the SWHS. This zone has implications for development as it may affect views into and out of the SWHS and should be protected.

2.15 Baildon has a range of corridors and spaces that contribute towards its Green and 'Blue' Infrastructure network. Blue infrastructure refers to water features, including ponds, lakes, streams, rivers and storm water provision, wetlands and canals and their banks. Key corridors include the valley of the River Aire (a regionally important Green Infrastructure corridor), Shipley Glen and the Gill Beck valley. Baildon Moor and Baildon Bank are also highly important components of this network. These corridors are detailed below.

2.16 Baildon Moor and the countryside to the north, east and west of the settlement contain several important biodiversity designations – see Objective 3 and Policy 8.

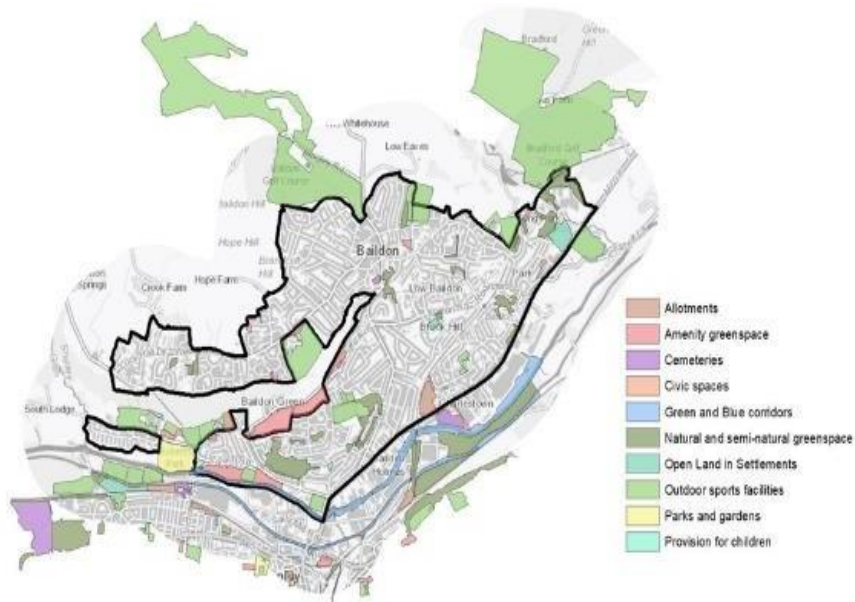
² Baildon's population was 17,035 on Census Day 2021. http://citypopulation.de/en/uk/yorkshireandthehumber/wards/bradford/E05001341_baildon/



Baildon's surrounding landscape (Picture by Ros Crosland)

2.17 Baildon has a wide range of identified open green spaces see Policy 10 and figure 4.

Figure 4: Baildon - Open Space Overview – taken from the Draft Bradford District Local Plan February 2021



2.18 Flood risk is generally associated with the River Aire and its tributaries to the south of Baildon. There are, however, identified areas of surface water flood risk across the town associated with principal transport routes. See Supporting Actions in Policy 9.

3.0 Baildon Neighbourhood Development Plan – Vision, Issues and Objectives

Vision for Baildon in 2038

- 3.1 This section describes our Vision for Baildon and the key strands which make up this Vision. Why does our Vision Statement look forward to 2038? This is the same period as that for Bradford Council's emerging Local Plan and it is anticipated that Bradford's Local Plan will be adopted *before* the Baildon NDP proceeds to referendum.

In the Spring 2022 community consultation discussion with residents was undertaken on a Draft Vision Statement. This started by recognising that Baildon is a special place with a distinct and sometimes challenging physical setting.

The Hill - Stretching from the River Aire in the south, up to Baildon Moor in the north, Baildon is built on a steep hill, rising to 925 feet at the trig point. This has many consequences for everyday life, especially transport.

The Space - Baildon is surrounded on 3 sides by open countryside, which makes the quality of life superb. It is bounded by the River Aire.

Our Heritage - Baildon benefits from being adjacent to the World Heritage site at Saltaire with all it has to offer, whilst also having its own local history stretching back around 3,000 years.

Our Community - With a population of 17,041 (2021 Census) Baildon has a wide range of housing and a warm and inclusive community. Baildon provides a variety of desirable lifestyles for people of all ages – families with children, older people, and young people starting out.

Our Economy - Whilst Baildon is ideally placed for those who commute to Leeds and Bradford (and further afield from the Airport), Baildon retains its own vibrant local economy. This includes:

- A vibrant and characterful hospitality sector
- A modest local retail centre in Baildon
- A wealth of small businesses and self-employment with many working from home
- Some larger employers along the Otley Road corridor

Getting Around - Baildon is fortunate to have retained its local railway station, although the service is infrequent. Bus services are limited. Leeds Bradford Airport is 4 miles away. The Aire valley corridor along Otley Road is a main arterial route for the Aire Valley but is very heavily congested with road traffic. The steep gradient of Baildon Hill means that, for many, car and bus transport is critical to people's ability to enjoy local retail and community facilities. Parking is needed to help different sectors of the community such as an ageing population who are not mobile enough to climb steep hills and young families with buggies.

Access - Baildon Town Council (BTC) recognises that it has a responsibility that goes beyond the provisions of Statutory and Regulatory requirements as regards equality and access, and that all its policies should support and contribute to the wider process or change through all aspects of its work and practices in order to eliminate discrimination and promote equality and diversity (BTC Equal Opportunities Policy 2024/25).

Playing our part in reducing carbon emissions - Climate change is the most serious issue facing the world and actions to slow down and prevent climate change are being implemented globally. Baildon Town Council took the first step in acknowledging this in 2019 when it, along with other Councils, declared a climate emergency. BTC followed this with an Environmental Policy in January

2021. This sets out the Council's overarching environmental commitments and encompasses sustainability issues related to land, water and air, design, transport, economic development and biodiversity. These issues underpin all the Policies in the Plan.

3.2 The Draft Baildon Neighbourhood Development Plan (Baildon NDP) Vision is:

Baildon is an unusual place. Stretching from the River Aire in the south, up to Baildon Moor in the north, Baildon is built on a steep hill, rising to 925 feet at the 'trig' point. This has many consequences for everyday life, especially transport. Baildon is fortunate to be surrounded on 3 sides by open countryside offering outstanding quality of life to those who make it their home.

Baildon NDP Vision 2038

Our vision is to ensure that Baildon retains its semi-rural character, and conserves its many historical features, whilst allowing the community and economy to thrive.

Baildon's Setting must be preserved by maintaining the green belt designation in those areas which form the outer boundary of Baildon.

Historic Baildon should be conserved for future generations, with good design of new additions.

Baildon's community infrastructure and green space will be protected or enhanced in every neighbourhood.

Getting around will be easy due to all the options available through improved transport in every mode, whilst reducing carbon emissions.

With first class digital and physical connectivity, **Baildon will maintain its own vibrant local economy** as well as contributing to economic activity elsewhere.

Issues

This section describes how Baildon Town Council has brought forward issues from the local community to inform the NDP planning process.

Baildon Plan Update Autumn 2019

- 3.3 In the autumn of 2018, 459 Baildon residents completed a questionnaire about the issues which they considered the most important for Baildon. The results have now been analysed and incorporated into Baildon Town Council's updated "Baildon Plan 2019". The Baildon Plan is not a planning policy document but identifies non-planning actions that if undertaken will complement the planning policies in the Baildon NDP. The Baildon Plan also demonstrates the Town Council's continued commitment to community engagement and involvement.
- 3.4 The overall results of the survey confirm that the issues which Baildon Town Council and partner agencies have been focusing on in recent years are in line with the issues and concerns of residents that took part in the survey.
- 3.5 The top 4 issues that came out of the survey are:
1. Promoting crime prevention and community cohesion
 2. Tackling litter and fly-tipping.
 3. Protecting and enhancing public and green spaces.
 4. Supporting local businesses and job creation.

Some of these issues are properly dealt with through the Neighbourhood Development Plan as they relate to spatial planning and the protection of land and facilities. Other issues such as litter, fly-tipping and crime prevention are matters that are addressed in the Supporting Actions and activities of Baildon Town Council, Bradford Council and other agencies more generally. Neighbourhood development planning is focused on spatial (land) planning matters, but Baildon Town Council has also included reference to important Supporting Actions arising from the various Policies in the NDP.

Baildon NDP Community Consultation Spring 2022

- 3.6 The Spring 2022 community consultation was supportive of the Draft Vision and several key issues were raised and these have been used in the development of draft Policies:
- The need to protect the area's key environmental assets e.g. Baildon Moor.
 - The value and need to protect and enhance community hubs and other key community facilities.
 - Concern about the level of bus and train services in the area.
 - The need to make Baildon local centre more of a destination with a wider variety of shops and other attractions.
 - Accessibility within the area, particularly for pedestrians and cyclists.
 - Protection of local green spaces.
 - How many jobs are provided for Baildon residents by the Otley Road Corridor and how can these be accessed?
 - Extend the Station Road Conservation Area.
 - Protection for the area's non-designated heritage assets.
 - Baildon should have a local Design Code.

- 3.7 The NDP development process, discussions with the NDP WG and advice and input from a (Locality funded) planning consultant have also raised further related issues which have been developed into draft **Objectives** which are summarised as follows.

Baildon Neighbourhood Development Plan Objectives

- 3.8 Using our Vision and the Issues raised a set of Objectives to structure the Baildon NDP has been formulated as follows:

BAILDON NDP OBJECTIVES

Objective 1 - Housing

To support future appropriate housing developments in Baildon in line with local housing needs

Objective 2 - Transport

To enhance and improve transport and infrastructure, within the constraints imposed by local topography, to enhance mobility for everyone including by car, bus, train, cycle and on foot.

Objective 3 – Environment and Countryside

To protect countryside, local green spaces and the natural environment

Objective 4 - Heritage

To protect and enhance the built environment by conserving heritage assets and ensuring any new building are well designed.

Objective 5 – Community and Recreation

To protect and enhance local community services, sports and recreation.

Objective 6 - Economy

To support a thriving village centre and local economy.

4.0 Planning Policy Context

National Planning Policy

- 4.1 This section describes the National Planning Policy Framework (NPPF) context (as revised in December 2024 and amended February 2025) and references some of the key Bradford and District Policies which inform the NDP planning process.

The NPPF sets out in paragraphs 7 and 8 that the purpose of the planning system is to contribute to the achievement of sustainable development, and that the planning system performs an economic role, a social role and an environmental role.

- 4.2 Neighbourhood Development Plans (NDPs) must be consistent with national planning policies and advice; and be in general conformity with the strategic planning policies for the area. It is therefore important that as the Baildon NDP is prepared, the emerging draft policies reflect this higher-level planning framework.

- 4.3 The benefit of neighbourhood planning is set out in paragraph 29 of NPPF:

“Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area or undermine those strategic policies¹⁶.

Footnote 16: Neighbourhood plans must be in general conformity with the strategic policies contained in any development plan that covers their area.”

- 4.4 Strategic planning policy is primarily and currently (early 2025) set out in the City of Bradford Core Strategy Development Plan Document (“the Core Strategy”) adopted on 18th July 2017 and the Replacement Unitary Development Plan (RUDP) adopted on 15 October 2005. Those policies in the RUDP not superseded by policies in the Core Strategy remain part of the development plan for Bradford. The development plan for the area also includes the Waste Management Development Plan, Bradford Town Centre Area Action Plan, Shipley and Canal Road Area Action Plan, and other made neighbourhood plans.

The Baildon NDP must be in general conformity with the strategic planning policies for Bradford. The following section below summarises some of the relevant Bradford Policies that this draft NDP has taken into account.

- 4.5 Bradford’s Core Strategy Development Planning Document (2017) Part B of [Policy AD1](#) outlines how development including housing provision will be delivered in the Airedale sub-area. For Baildon, it states:

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

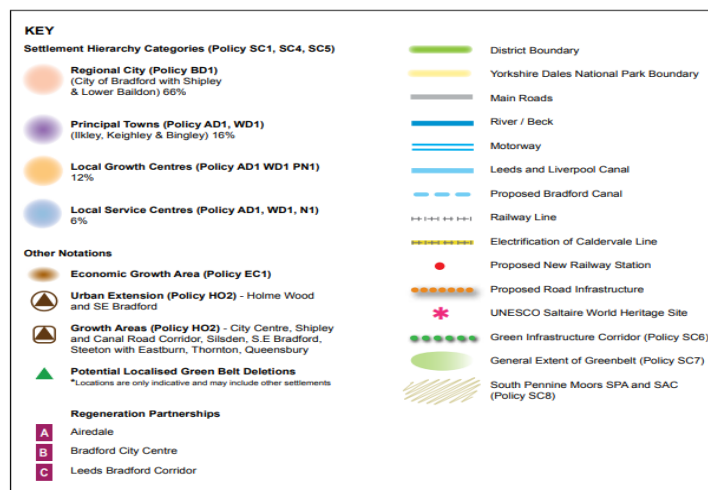
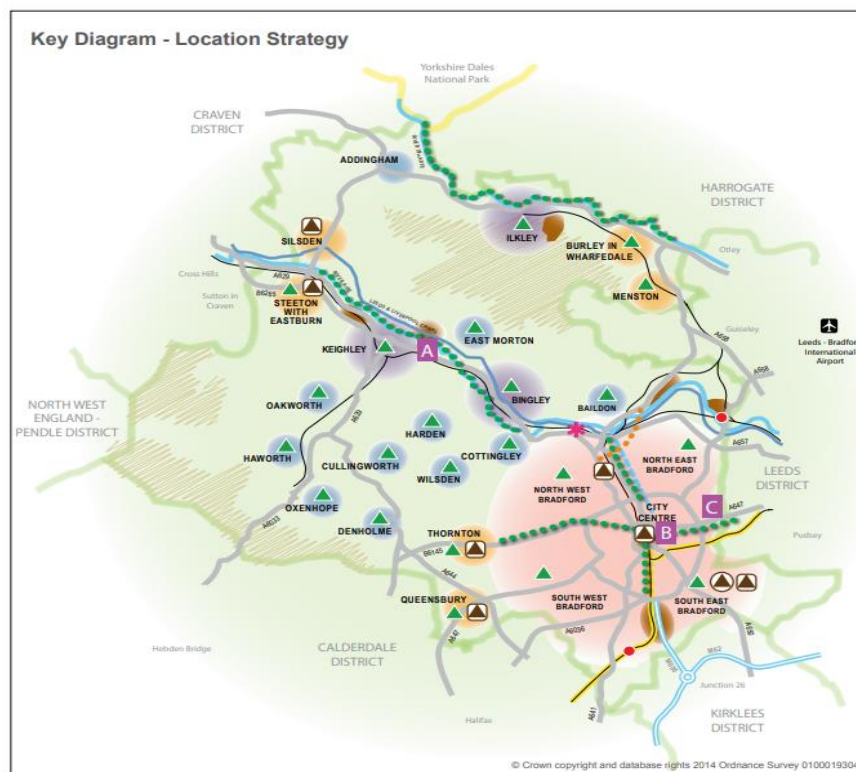
Bradford's Core Strategy 2017 – 2038

The Bradford Core Strategy sets out Strategic Core policies for the city and those relevant to Baildon are summarised as follows:

Policy SC4: defines a Hierarchy of Settlements. The hierarchy of settlements is as follows:

- Regional Centre
- Principal Towns
- Local Growth Centres
- Local Service Centres and Rural Areas

The greater part of the Baildon neighbourhood area is included within the latter grouping of the hierarchy of settlements. The relevant section of SC4 in full is as follows; *“Within the Local Service Centres of Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope, Wilsden the emphasis will be on a smaller scale of development comprising both market and affordable housing, 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.”*



Bradford's Core Strategy 2017 – 2038 continued...

BTC Commentary:

In summary there are positives and negatives associated with the positioning of Baildon as a 'local service centre' – on one hand the extent of housing development is limited, but on the other hand investment in infrastructure projects is a lower priority.

Policy SC7 sets strategic planning policy for Green Belt over the 15-year plan period.

This Policy sets out the tests for release of land from the green belt in sustainable locations, potential to release green belt land without significantly undermining the functioning of the green belt at a local and strategic level and the extent to which the locations which pass the two tests above are otherwise constrained by other environmental designations and criteria. [Bradford Council Core Strategy Policy SC7 Green Belt](#)

Policy SC8: Protecting the South Pennine Moors Special Protection Area (SPA) and the South Pennine Moors Special Area of Conservation (SAC) and their zone of influence.

The SPA/SAC lies outside the neighbourhood area but within the zone of influence. This will be an issue and any impacts on the Saltaire World Heritage Site will be addressed in more detail through the Strategic Environmental Assessment (SEA)/Habitat Regulations Assessment (HRA) screening.

Sub Area AD1 sets out the strategic pattern of development.

A. Strategic Pattern of Development

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

Number of residential units

Keighley	4,500
Bingley	1,400
Silsden	1,200
Steeton with Eastburn	700
Baildon	350 (250 in Emerging Local Plan)
Cottingley	200
East Morton	100

Affordable housing requirements are set out in Policy HO11.

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

Baildon will see the creation of 350 new homes (see Policy 1 on housing) including from sites within the urban area together with some local Green Belt changes in sustainable locations and associated community facilities.

BTC Commentary:

Policy SP8 in Bradford's emerging Local Plan sets out a minimum requirement of 250 dwellings, 2020 to 2038 (less than the 350 dwellings to 2030 in the Core Strategy). These new homes will be through a mix of committed sites (those under construction and sites that have planning permission) and site allocations – these could be brought forward through the Baildon NDP or Bradford's emerging Local Plan.

Bradford's Core Strategy and emerging Local Plan acknowledge that due to the tightly drawn Green Belt such sites may have to come forward through changes to the Green Belt boundary. The emerging Local Plan will also put forward new policies on open spaces, green infrastructure and places of ecological significance.

C. Environment

7. Protect and enhance landscape character and the range of habitats and diversity of species found in the wetlands, woodlands, Pennine Uplands and upland fringe areas of Airedale
8. Protect and enhance the integrity of the South Pennine Moors SPA/SAC and identify measures to support valuable upland fringe habitats. For the protection of the South Pennine Moors SPA, avoid and/or mitigate loss or deterioration of important foraging land within the SPA's zone of influence, and mitigate the impact of increasing visitor numbers.
9. Improve green infrastructure along the Airedale river, canal and public transport corridors.
10. Protect and enhance river, beck and canal corridors, their value for biodiversity and heritage, potential for reducing flood risk and role in improving connectivity between urban and rural areas. Recognise that development could lead to opportunities for improving green infrastructure and flood storage provision, particularly in relation to the Upper Aire.
11. Woodland, groups of trees and habitats are key elements in the landscape and efforts should be made to increase tree cover, particularly in areas where development might be located.
12. Conserve and enhance the designated and undesignated heritage assets of the Airedale Corridor particularly those within the boundary of the Keighley Townscape Heritage Initiative and elements which make a significant contribution to the distinct character of this area including: the mills, chimneys and associated housing of its textile heritage in particular Saltaire World Heritage Site, the buildings and structures associated with the Leeds and Liverpool Canal and the prehistoric landscapes.

D. Transport

9. Ensure that strategic patterns of development maximise the opportunities to use non car modes of transport and reduce the overall need to travel through the application of accessibility standards (see Appendix 3).
10. Develop bus rail interchange facilities at Steeton and Silsden Station and Bingley station including enhanced bus network and pedestrian/cycle links to/from both stations.
11. Improve sustainable transport facilities and links within and between the towns and villages in Airedale, including cross valley links. Improve and provide new cycling and pedestrian infrastructure. Improve public rights of way and canal towpaths.
12. Develop critical road infrastructure in accordance with the Connecting Airedale Transport Improvement Project including transport improvements to Hard Ings Road and Keighley Town Centre and any significant highway infrastructure required to facilitate development to the East of Silsden.
13. Improve key transport corridors where feasible, including A650 (Airedale Corridor between Keighley and Bradford), A629/A644 (Keighley to Queensbury) and A6038 (Otley Road)

1. Implement stronger demand management in Airedale as the economy recovers.
2. Improve public transport access between Airedale, Regional Cities of Bradford and Leeds, as well as Craven.
3. Improve public transport access to Leeds Bradford International Airport by encouraging more direct public transport connections from Keighley and Bingley and through the development of rail or tram train link via Shipley.

Sub Area Policy AD2: Investment Priorities for Airedale

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

- A. To improve public transport, particularly to Keighley, Bingley, Silsden and Steeton with Eastburn, to enhance the ease of movement and improve access to jobs within the Airedale Corridor particularly for disadvantaged communities.
- B. To support the regeneration of Keighley and Bingley town centres to deliver enhancements to the public realm, mixed-use retail and leisure schemes on key brownfield sites and improvements to the railway stations.
- C. To provide infrastructure to support site assembly, manage flood risk, and improve access between Airedale to Bradford City Centre, Shipley Town Centre as part of regeneration initiatives on the Shipley and Canal Road Corridor and the Connecting Airedale initiative (including Hard Ings Road Improvements).
- D. To take advantage of the close proximity of the City Centres of Bradford and Leeds and deliver renewal of existing urban sites, training programmes and support site assembly including improvements to the quality and capacity of public transport along Airedale to Craven, the Regional Cities of Bradford and Leeds and through the application of accessibility standards (see Appendix H).
- E. Support a number of local Green Belt releases in sustainable locations that meet accessibility standards to Keighley, Bingley, Silsden and Steeton with Eastburn through development site assembly, improvements to the quality and capacity of public transport, improvements to cycling and walking facilities.
- F. To support the development and extension of high-speed broadband especially in rural and other less accessible areas.
- G. To work with Yorkshire Water and the Environment Agency to understand fully the water and wastewater infrastructure requirements needed to support growth and ensure that development proposals are aligned with investment in asset management and catchment management plans.'

5.0 Neighbourhood Plan Policies

This section of the Baildon NDP sets out the planning policies to manage development in Baildon up to 2038. Each section is structured as follows:

- name and summary of Baildon Town Council's Objective,
- background and justification for the Policy area,
- the Policy,
- any Town Council Supporting Actions.

Whilst Policies are divided between the Objectives there are overlaps and synergies and so they should be read them as a whole. There is a full Policies Map at Appendix J.

OBJECTIVE 1 HOUSING

To support future appropriate housing development in Baildon in line with local housing needs.

Background and justification – Housing need

- 5.1 Baildon embraces a number of building styles, from historical buildings to more modern housing. Any new developments should be carefully planned to meet the needs of the community whilst being in keeping with the neighbourhood and avoiding overdevelopment see Appendix B Design Codes.

Bradford Council's Housing Policy

- 5.2 Bradford's Strategic Housing Market Assessment (SHMA) and Addendum 2021 identifies the need for 441 additional affordable homes each year in Bradford as a whole, with a tenure split of 65% affordable rented homes and 35% affordable home ownership. When the SHMA figures are pro-rated to Baildon based on its fair share of the population (3.12% of the district's population (Census 2021), this equates to 14 homes per annum or 196 affordable homes in Baildon over the Neighbourhood Plan period.
- 5.3 Bradford's emerging Local Plan and Core Strategy (Policy HO11) states that a mix of affordable housing should be based on market demand and evidence of local need. In seeking to meet the requirements of Bradford's emerging 'Local Plan and Core Strategy Policy HO11: Affordable Housing', all private housing developments of 15 units or more within the neighbourhood area should provide 20% on-site affordable housing provision. This mix should be informed by the Baildon Housing Needs Assessment (BHNA) Appendix B.
- 5.4 Bradford's emerging Local Plan and Core Strategy (Policy HO8) sets out that a mix and balance of housing should be provided to meet the needs of the District's growing and diverse population. All large sites will be expected to incorporate a mix of housing types, sizes, prices and tenures. The exact mix should be based both on market demand and evidence of local need within the District's SHMA together with any other robust local evidence, information and guidance, including that provided in neighbourhood plans. All planning proposals should include opportunities for smaller dwellings that provide opportunities for first time buyers and households looking to downsize

Baildon's Housing Needs Assessment

5.5 The Baildon Housing Needs Assessment (BHNA) commissioned to support work on the BNDP identified that:

- Baildon has a larger percentage of owned properties (75.5%) compared to Bradford (61.7%) and England (61.3%).
- Consequently, both social rent and private rent account for smaller proportions of tenures in Baildon, when compared to Bradford and England.
- The average house price in Baildon increased by 46.3% between 2013 and 2022, to £298,289. The NA is a higher value area compared to Bradford overall and 2.6% lower than the average in England.
- Private renting is generally only affordable to average earners, suggesting there needs to be more affordable rented and social rented homes.
- There is a need for specialist housing for older people and the BHNA estimates this around 200 – 300 in the life of the plan (see Paras 195 -202 BHNA 2024).
- Existing dwelling type is predominantly semi-detached properties (40.9%), followed by detached properties (26.1%). Terraced dwellings and flats both make up a smaller proportion of dwellings in the NA.
- 3-bedroom dwellings account for the largest proportion of properties (37.1%), followed by 2 (26.6%) and 4+ (26.0%) bedroom properties. 1-bedroom properties make up the smallest proportion of dwellings (10.3%).
- There is a similar proportion of one-person households (32.1%), compared to Bradford (30.8%) and England (30.1%).
- There is a lower proportion of one family only households with dependent and non-dependent children compared to Bradford and England. This is because of the ageing population in the NA and lack of dwellings of a suitable size and affordability for younger families.
- However, there is a higher proportion of one person households aged 66 and over in Baildon (16.7%) compared to Bradford (11.9%) and England (12.8%). There are higher proportions of one family only households in Baildon aged 66 and over or with no children compared to Bradford and England.
- Future population growth can be expected to be driven by the oldest households, with a 54.0% increase expected in the 65 and over category.

5.6 Baildon's ageing population together with the need to provide housing opportunities for young adults and families to remain in the area means that there is a need for smaller and more affordable homes. Providing a larger supply of smaller 1–3-bedroom dwellings, together with specialist homes for the elderly, would allow older households to downsize and younger adults and new families to purchase homes in Baildon.

Baildon Policy 1 – Housing Needs

Proposals for new housing development should show how housing type, size and tenure of the housing proposed helps to meet the needs identified in the Baildon Housing Needs Assessment (BHNA) 2024, or subsequent updates – especially for smaller houses and specialist housing for older people. The BHNA should be used by applicants and decision makers when proposing, negotiating and making decisions on housing mix.

Background and justification - new housing sites for development

5.7 Strategic planning policy is in the process of changing and a new Local Plan is being prepared by Bradford Council. This will replace the Core Strategy. Although only at the Preferred Option stage this new Bradford Local Plan identifies a reduced housing requirement for Baildon of a minimum 250 new

homes 2020 to 2038. This is not an adopted requirement figure. National planning policy guidance sets out that the draft Baildon NDP must be in general conformity with the strategic policies of the development plan (the Core Strategy requirement). The draft Baildon NDP is not tested against the policies in Bradford's emerging Local Plan, but the reasoning and evidence informing the emerging Local Plan is likely to be relevant to the consideration of the basic conditions against which the Baildon NDP is tested.

5.8 National planning policy sets out that neighbourhood plans should not promote less development than set out in the strategic policies for the area or undermine those strategic policies (National Planning Policy Framework (NPPF) paragraph 29). NPPF also advises that within the overall strategic housing requirement for Bradford, strategic policies should also set out a housing requirement for designated neighbourhood areas. The adopted Bradford Core Strategy housing requirement for Baildon is a minimum of 350 new homes – 2011 to 2030.

5.9 A key concern of local residents (and identified in the initial consultations when preparing the draft NDP), is the potential change posed by significant amounts of new housing development, particularly if this results in the loss of valued open space or changes to the Green Belt (GB) boundary. Looking at the housing sites in Figure 5, it should be noted that the majority fall within GB in open countryside. Based on the latest evidence from the emerging Bradford Local Plan there is a need for a further 250 new homes in Baildon 2020 to 2038 (Table 1). This figure, if adopted, would supersede the 350 new homes (to 2030) identified in the Core Strategy.

5.10 The Baildon NDP uses the lower figure in Bradford's emerging Local Plan of 250 as its target for meeting Objective 1 of the Baildon NDP – "To support appropriate future housing development in Baildon in line with local housing needs".

5.11 **Table 1 below shows** the position of housing delivery and supply for Baildon as of 31st March 2024 (the end of the most recent monitoring year). This illustrates the number of homes expected to be delivered after 1st April 2024 and those built in previous years.

Table 1. Baildon Housing Delivery and Supply (as of 31st March 2024)

Site Name (inc. SHLAA Reference)	Completed 2020-2023 (Net)	Built 2023/4	Remaining Supply	Comment
The Little Blue Orange, Otley Road (BA/029)	4			
Knoll Terrace (BA/031)	5			
Baildon Golf Club (BA/026)		5		
Baildon Mills (BA/030)			51	
West Lane (BA/032)			5	
Green Lane (BA/033)			4	Expiry April 2024
The Old Surgery, Newton Way (BA032)			5	Expiry May 2025
Small Sites	22	8	11	
Total	31	13	76	120

It should be noted that planning permission for sites at Green Lane (BA/011 part) (for 4 dwellings) and Prod Lane (BA/027) (for five dwellings) have not been implemented and have since expired.

The emerging Bradford District Local Plan (published in February/March 2021) proposed a total of 250 houses for Baildon during the plan period (2020-2038). At that point this was a draft, rather than a final requirement. The figures used to show the commitments were the position as of 31st March 2020. Information can be viewed in Bradford Council's Strategic Land Assessment (SLA) that was published as part of the evidence base for the draft Local Plan at that time –

[https://www.bradford.gov.uk/Documents/EvidenceBase/Housing/SHLAA/4%20Third%20Update//Strategic%20Land%20Assessment%20\(SLA\)%20-%20January%202021.pdf](https://www.bradford.gov.uk/Documents/EvidenceBase/Housing/SHLAA/4%20Third%20Update//Strategic%20Land%20Assessment%20(SLA)%20-%20January%202021.pdf)

Bradford Council are now working on the next and final draft version of the Local Plan which will set out the future overall and annual housing needs for the District based on the Government's new standard methodology. This will then be distributed across the various settlements in the area including Baildon, which in turn will lead to the allocation of specific sites to meet these requirements following a detailed assessment of each that will be published alongside the Local Plan when it is issued for community and stakeholder consultation. Work is also underway on updating the evidence base that will support the Local Plan.

5.13 Although Baildon Town Council is not currently proposing sites for housing the Town Council would follow the policies below in consideration of housing development proposals. This NDP proposes the Green Belt should be protected to preserve the setting of Baildon however it is clear (from Bradford Core \Strategy) that the release of land from Green Belt may become their approach to meet housing targets. The NPPF sets out the five purposes of Green Belt as follows:

- (a) to check the unrestricted sprawl of large built-up areas.
- (b) to prevent neighbouring towns merging into one another.
- (c) to assist in safeguarding the countryside from encroachment.
- (d) to preserve the setting and special character of historic towns.
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Note for 2025 Consultation.

BTC may choose at a future date to include housing sites, but this is a decision for a future date, once national and local planning policy are clarified. Therefore, at present this NDP concentrates on our current understanding regarding the outstanding commitment for new houses in Baildon based on available information.

At this stage we are NOT clear whether it is best to include housing sites in the NDP or not. There are pros and cons of doing so. The main argument in favour would be to strengthen our position in respect of planning applications being considered for sites which fall wholly in the Green Belt and which BTC oppose (e.g. the Meadowside site in Gill Beck during the last Bradford consultation on sites, which BTC formally opposed).

Two external factors suggest it is unwise to decide this at this stage

- a) Bradford is due to publish a new draft Local Plan for consultation in the next few weeks – we want to consider this topic once that is published*
- b) National planning policy has been changed by the new Government – putting much more emphasis on housebuilding – which may indicate Baildon needs to take whatever steps it can to strengthen local influence over such decisions via the NDP ie. To strengthen our defence.*

Baildon Policy 2 – Protecting Green Belt from Development

1. If Green Belt sites are required by Bradford for development in Baildon the Town Council would suggest the following:
 - a) Green Belt designations (see Figure 1 SP5 for the Green Belt boundaries) which provide the settlement boundary to the open countryside – these designations should be maintained as Green Belt.
 - b) Green Belt which forms part of green corridors within existing settlements may be considered for Green Belt release *as long as* there is no detriment to Conservation Area settings, or landscape character designations.

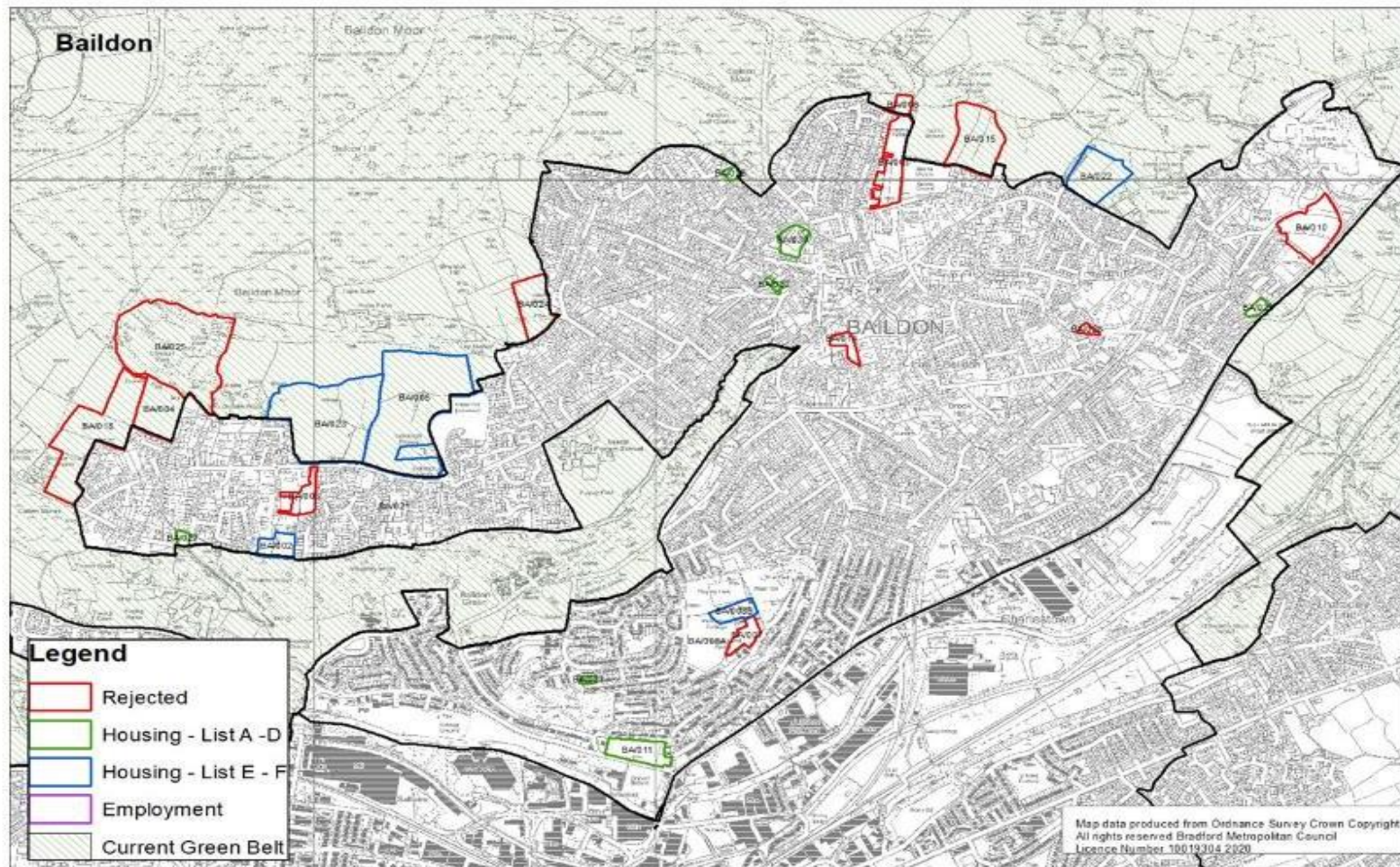
Baildon Policy 3 – New Housing Sites for Development

Within the existing built-up areas of Baildon i.e. land not currently within the Green Belt, new housing will be supported when it:

1. Reuses previously developed land or buildings
2. Would not lead to the loss of protected green spaces
3. Does not use 'backland' (i.e. no building in gardens behind existing housing)
4. Would not lead to the loss of an identified community facility (see Policy 15 and 16)
5. Proposals for new housing development should also demonstrate how they have considered and addressed, where appropriate, the Design Code's guidance on context, identity, built form, movement, nature, public spaces and sustainability see Baildon Policy 14.
6. Forms part of mixed-use development (commercial and housing) where housing and employment uses can co-locate.

Figure 5. Bradford Council's Strategic Housing Land Availability Assessment (SHLAA) Sites 2021

<https://www.bradford.gov.uk/planning-and-building-control/planning-policy/evidence-base/?Folder=Housing\SHLAA\4+Third+Update#> Details on all these sites see pages 103 - 106



Key Explanation

List A – D. Sites with units remaining under construction, sites with detailed and outline planning permission and sites unconstrained in the urban area

List E – F. Other sites and Green Belt sites.

OBJECTIVE 2 – TRANSPORT

To enhance and improve transport and infrastructure, within the constraints imposed by local topography, to enhance mobility for everyone including by car, bus, train, cycle and on foot.

Introduction

Baildon is located on a steep hillside on the northern edge of the key transport routes through the Aire Valley, with very congested road connections towards either Bradford or Leeds along the congested Otley Road corridor. Baildon is fortunate to retain its own railway station, but rail travel is not optimised due to the many barriers, including poor rail connections at Shipley and beyond which impact on choice of travel mode.

The steep terrain, combined with poor public transport poses problems for residents, commuters and businesses. Many residents like to walk or cycle but the hilly terrain is a challenge for many and a major drawback. The areas topography, therefore, means many residents rely on using private cars which means that retaining public car parking is a priority.

It is accepted that Baildon should play its part in the national and regional policy to reach net zero, as set out in the proposals from the West Yorkshire Combined Authority (WYCA) to reach net zero by 20238. This Plan proposes that in Baildon this means delivering improvements to public transport which will facilitate the modal shift away from private cars, also moving to electric vehicles as rapidly as possible and enhancing opportunities for walking and cycling (active travel) wherever the opportunity arises.

Background and justification – improving public transport by train and bus

- 5.15 Baildon is chosen by many due to its easy connectivity to nearby cities which provide employment. However whilst the town benefits from the major Leeds Bradford airport only 4 miles away, its own railway station and a reasonable bus service along the Otley Road, the poor service provided from this infrastructure suggests that there is significant suppressed demand with people choosing to use cars as the alternatives are impractical for their needs this leads to huge congestion. The Airedale corridor along Otley Road which is a main arterial route for the Aire Valley but is very heavily congested with road traffic.
- 5.16 The steep gradient of Baildon Hill means that for many, car, taxi and bus transport underpin their ability to enjoy local retail and community facilities. Walking to local shops and services is impossible for many.
- 5.17 Public transport provision in Baildon is infrequent and results in transport poverty and social isolation for many residents without a car (*19% of Households in the neighbourhood area do not have access to a car (2021 Census)*), especially in the evenings and on Sundays, and limits access to work and education. The poor services result in overreliance on car travel along these very congested routes.

5.18 Informal consultation in Spring 2022 highlighted several transport service issues. Suggestions included:

- Return the Baildon Station building to public use.
- More buses down Browgate
- More electric vehicle charging points.
- Car parking on Coach Road
- Bus stops are indented into the lower Ian Clough car park adjacent to a new light-controlled crossing.
- Public transport – ideally, we need more small minibuses circulating between the Centre, station and all areas of Baildon.

Travel by train

5.19 Baildon railway station is located in the south-east of Baildon meaning that most residents face a steep walk up and down the hill in order to access the train. Due to space and access problems, bus operators have so far been unable to bring a bus service directly to the station.

Hence Baildon Station's location towards the lower edge of the settlement makes it inaccessible for many residents and the current timetable for the hourly Monday to Saturday daytime bus service on Station Road provides very poor connections with the train services. The large area of housing on the south side of the Station (Hoyle Court area) can only be accessed on foot by a steep path and steps. Signage to the station on this side is currently non-existent. The unstaffed station does, however, have a small car park at the main entrance on Station Road. The historic station building has been privately owned since being sold by British Rail many years ago.

Baildon's unusual geography and the layout of the railway where the lines from three valleys meet causes Shipley and Saltaire railway stations to be popular with commuters crossing the river by car, by public transport and by way of active travel, especially for those living in Baildon's southern and western neighbourhoods. Unlike Baildon Station, direct connections to Leeds, and to Skipton and Carlisle, can be achieved from Shipley and to Leeds from Saltaire. Saltaire Station cannot easily be accessed by vehicle but the footbridge in Roberts Park to the south bank of the river is a vital link. It is therefore important for public transport and active travel options to be conserved and enhanced to facilitate the journey between Baildon and both Shipley and Saltaire stations. Likewise, interchange at Shipley is a frequent occurrence for many travellers and as such, the facilities at Shipley Station must be retained and enhanced.

5.20 Friends of Baildon Station (FoBS) was formed in 2016 to seek improvements to both the station and the services provided there. This group has worked in partnership with Northern Rail and has had considerable success in seeing station improvements including a new ticket machine, passenger shelter community noticeboards, CCTV, tactile paving and planting to make the station look attractive and welcoming.

5.21 Unfortunately, efforts to improve the service provided have been less successful. Following the decline in rail travel after COVID, the service frequency has been reduced by Northern Rail and consequently, so has footfall. In addition, the line has seen a closure of several months due to landslip in 2024 and numerous closures for engineering work as work to extend the platforms at Bradford and Shipley has been undertaken. Passenger numbers provided by Northern are as follows:

- 2017/18 286,048
- 2018/19 296,602
- 2019/20 294,380
- 2020/21 112, 288 (COVID)
- 2021/22 206,774
- 2022/23 214,742
- 2023/24 198,294 (*line closed from February – adding a pro rata estimate to compensate for the 56 days closed to 31st March suggests that the annual; footfall for 2024 (estimated) would be 231,241 – a 7% increase. The line reopened on 30th June 2024*)

- 5.22 The station provides services to Bradford Forster Square and Ilkley along a single line. It is a vital transport link for many hundreds of school children who use the train to access Guiseley High School and Bradford Grammar, as well as lesser numbers to Ilkley Grammar and other schools, Due to the closures many families have had to make alternatives travel arrangements which frequently involve the car.
- 5.23 A key campaign objective for FoBS is to improve the connection for passengers from Baildon seeking onward travel to Leeds, With an off-peak hourly service from Baildon and often a half hour wait at Shipley, the excellent four minute journey time by train into Shipley station remains unattractive, with the result that cars drive to Shipley increasing congestion and reducing air quality.

Baildon Policy 4a – Improve access to and use of train travel to and from Baildon

The following measures will be supported:

1. Improvements to station signage to improve visibility across a wide area including down to Otley Road employment zone
2. Access improvements to enhance safety for pedestrians on all approaches and with the station area (such as crossing the car park)
3. Any measures which will improve the access of buses to the station car park and improvements to bus real time information displays.
4. Conservation of the historic station building and any measures to enhance the use of the building for rail passengers or the local community.
5. Plans to build a new main Bradford railway station to replace Bradford Interchange, if this includes direct train or tram train services via Bradford Forster Square station to improve connectivity to Baildon.

Travel by Bus

- 5.24 Baildon does not have a bus station but the covered area on Northgate adjacent to ‘the stocks’ is widely referred to as the bus terminus, with a bus only layby allowing brief halts in the schedule and an important turning circle for buses. Passengers have shelter under the canopy while they wait and Baildon’s only real time bus display was installed in 2024.
- 5.25 The layout of Baildon’s Village Centre is considered in Objective 6 but it important that in any proposals to change bus arrangements there is no detriment to passenger facilities from those provided now – shelter and information.

5.26 Baildon Village Centre's main bus route to Shipley and Bradford City Centre is via Green Lane and Coach Road, but most other parts of Baildon are poorly served by bus. Bus stops and shelters are widely variable with many bus stops in exposed locations and with no bus laybys due to the narrow roads. There are a number of older stone bus shelters especially along Otley Road and these should be preserved.

5.27 Low frequency bus routes link the following:

- Lucy Hall Drive and West Lane via the village centre
- Holden Lane and Station Road to Shipley and Bradford
- Otley Road with Bradford, Leeds-Bradford Airport and Otley
- Via the village centre to Charlestown, Otley Road, Tong park and Esholt.

Baildon Policy 4b – Improve and increase bus travel in Baildon

The following measures will be supported and encouraged:

1. Higher frequency and better-connected bus and train services, including evenings and Sundays.
2. Improvements to bus passenger facilities wherever possible, including more covered shelters and real time displays.
3. Maintenance of a 'bus terminus' arrangement in the centre of Baildon, including all existing facilities, even if the location may change.
4. Better bus, pedestrian and cycle links throughout Baildon but especially focused on Baildon Railway Station.

Background and justification – improving the road infrastructure and moving to safer greener car travel

- 5.28 Baildon lies mostly to the north of the single carriageway A6038 Otley Road, which forms the southern edge of the settlement boundary, and provides links to Shipley and Bradford (to the south) and Menston, Guiseley and Otley (to the north and northeast). It is connected to Baildon Village centre by the single carriageway B6151, which runs south from Browgate roundabout. Several minor, narrow roads run north from the Village centre across Baildon Moor, providing links to Bingley via Eldwick and Ilkley. All road traffic towards Shipley and Bradford, and along the direct route to Bingley, is funneled across the only road bridge across the River Aire for 10km, located at the Baildon- Shipley boundary. This creates a major bottleneck and huge traffic congestion with a negative impact on air quality. The nearest alternative road bridges across the River Aire are in Bingley (3.5km to the west) and Apperley Bridge (6.5km to the south-east) and much further by the circuitous road alignments.
- 5.29 Whilst accepting that the need for private car travel will remain, the following strategies should be developed to enhance the quality of life for all:
- a. Reduce congestion on roads by improving and promoting public transport to enable as significant modal shift away from cars (as above)
 - b. Improving safety of roads by the creation of 20mph zones around schools and on residential roads
 - c. Reduce carbon emissions and improve air quality by:
 - Increasing the provision of electric vehicle charging points
 - Using signage to reduce engines idling in high traffic areas especially near schools
 - d. Support infrastructure improvements which improve roads and pedestrian and cycle safety
 - e. Maintaining public car parking provision to support economic activity – see Policy 18.

Baildon Policy 5 - Sustainable Cars and Safer, More Effective Roads Policy

Inadequate road infrastructure and public transport services have created severe traffic congestion, poor air quality and huge environmental problems, they constrain economic activity and limit future development, particularly housing. The following measures will be supported and encouraged:

A) Local Measures:

1. Traffic slowing measures including the creation of 20 mile per hour zones in the village centre, around schools and on residential side roads.
2. The implementation of well-sited electric battery charging points in public, residential and business locations to encourage a rapid transition to electric car use.
3. An improved traffic light-controlled junction with pedestrian crossing facilities at Otley Road/Roundwood Road/Buck Lane.
4. Public car parks (shown on the Baildon Policies Map Appendix J) will be protected. Where development of these is proposed equivalent provision should be provided in a sustainable location.

B) Major Infrastructures:

5. Proposals to relieve the heavily congested 'Fox Corner' junction – a key approach to Baildon.
6. An additional road crossing of the River Aire sensitive to other planning considerations.

Background and Justification - walking and cycling

- 5.30 The Baildon Plan, first put together by Baildon Town Council following much public consultation in 2011 (and reviewed in 2019), included an aspiration for Baildon to achieve the designation of becoming a [Walkers are Welcome](#) town. A steering group of local residents with a keen interest in walking and the countryside was established and set out to demonstrate that Baildon met the criteria for achieving national designation.
- 5.31 In 2013 Baildon was awarded Walkers are Welcome status, thanks to its fantastic countryside location and abundance of routes for walkers of all abilities. Since Baildon was awarded the designation of a Walkers are Welcome town, members of the Baildon Walkers are Welcome group have been busy promoting and encouraging walking in the lovely countryside around Baildon. Baildon Town Council supports Walkers are Welcome through grants.
- 5.32 Baildon has a wide variety of footpaths starting in the centre of the town and local centres and leading out into open countryside. There are also historic paths following the line of 17th century bridleways (Pack Horse Trod, Ladderbanks Lane – see Appendix F Protecting Non-Designated Local Heritage Assets) and there are relatively modern paths. Many housing developments and estates have footpaths, cut throughs and rights of way designed in and are very well used pedestrian ways for the community to move around the hilly terrain of the village. On occasion these important footpaths have been obstructed by new development as they have lacked protection.

Cycling

- 5.33 Baildon is a destination of choice for leisure cyclists of all ages. The draft connectivity strategy of the West Yorkshire Combined Authority (WYCA), which aims for net zero carbon by 2038 has, as a target, a 21-fold increase in the level of cycling.
- 5.34 Extensive UK wide research has also been undertaken by the sustainable transport charity. Sustrans to focus on three challenges to make places better for people and the environment:
1. The climate crisis – How fewer cars and more people cycling can make places better
 2. Social inequality – The role of cycling in making mobility more equitable
 3. Inclusive cycling – Cycling should be a genuine choice for all people
(https://www.sustrans.org.uk/media/5942/bikelife19_aggregatedreport.pdf)
- 5.35 There is an opportunity for Baildon to transform the role that cycling and walking can play in tackling the challenges we face:
- Improved cycling provision requires the provision of first-class infrastructure and on-road interventions and investment in features such as speed controls, new walking and cycling paths and these will require some major investment.
 - Cycling could become the transport mode of choice for Baildon residents who wish to shop, commute, travel to school, take their children to school, visit local facilities, and travel to and from the railway station. This inevitably leads to a reduction in car use, congestion, pollution and ill-health thus benefitting all local people.
 - All the above measures would benefit horse riders. Although small in number, it is important to maintain long established bridleways allowing horse riding both for transport and recreation.
 - All developments must take into account people using wheels to get about – wheelchair users, buggy users and electric accessibility scooters.

5.36 However, barriers to cycling include the traffic, the hills and access to safe and signed cycle routes. Baildon has a challenging topography. Electric bikes might be the solution for many. Strong connections with the local parts of the National Cycle Network (NCN) are also key e.g. the canal towpath route to/ from Leeds and Canal Road Greenway (NCN Route 66) and upstream from Shipley towards Keighley (NCN Route 696).

5.37 There are two Baildon Policies to support this area: Walking and Cycling and Footpaths.

Baildon Policy 6 – Walking and Cycling Policy

To promote active and healthy lifestyles, increase journeys by **walking and cycling** and reduce the need to travel by private car, proposals for multi-modal transport solutions the following will be supported:

1. All new development to be within reasonable walking and cycling distance of community facilities and services.
2. The creation of safer walking and cycle routes along the Otley Road corridor.
3. Connectivity to major existing cycle routes, regional and national.
4. Improved access from Baildon to the Aire Valley's green spaces by opening more footpaths to the Leeds-Liverpool Canal towpath and crossing the River Aire.
5. School Travel Plans to incentivise safe, healthy and environmentally ways of children travelling between home and school.
6. Appropriate measures to improve pedestrian safety on footpaths and cyclist safety on roads.

Baildon Policy 7 - Footpaths

1. The Town Council aims to protect all footpaths within its area. Many paths in Baildon are historic and are short, linking paths e.g. Low Fold, Nidderdale Way, Tong Park, Dixon's Mill Lane and some do not form part of an extended Walk Route, yet they remain important footways over the hilly terrain.
2. Baildon Town Council will also protect the following footpaths from any new development which might obstruct them. In any development planning Baildon Town Council will prioritise keeping these walks accessible and free from encroachment for the use and enjoyment of residents and visitors alike.
 - [Baildon Village Walk](#)
 - [Coach Road to Shipley Glen](#)
 - [Kirklands Walk](#)
 - [Railway Walk](#)
 - [The Charlie Thompson Walk](#)
 - [Ferniehurst and Baildon Green Walk](#)
 - [The Lost Hamlets of Baildon Moor](#)
 - [The Turnpike Walk](#)
 - [Threshfield and Low Baildon Walk](#)
 - [The Salt Market Walk](#)
 - [Riverside Walk](#)
 - [Peace Walk](#)
 - [Baildon Hill Circuit](#)
 - [Grand Circuit of Baildon Moor](#)
 - [Ladderbanks Lane and Esholt](#)
 - [Baildon to Ilkley](#)
3. Baildon Town Council will encourage new developments to incorporate footpaths, linking paths and will work with developers to ensure their plans protect footpaths and their contributions (e.g. CIL) are invested in maintaining footpaths.
4. Baildon Town Council will support the preservation of Public Rights of Way in all development planning.
5. Baildon Town Council will look for opportunities to develop new or improved footpaths, for example to find a suitable footpath to Titus Salt School.

Baildon Town Council (BTC) Supporting Actions - Footpaths

Baildon Town Council will:

1. prioritise keeping town-based footpaths clear of overgrown vegetation through its Green and Clean budget
2. work with schools in the area to preserve and maintain footpaths used daily by children and parents to get to school – to promote healthy and active lifestyles.
3. consider projects to upgrade footpaths to make them more accessible.
4. continue to maintain and support public benches in key locations for pedestrian rest and socializing.

OBJECTIVE 3 ENVIRONMENT AND COUNTRYSIDE

To protect the countryside, local green spaces and the natural environment.

Background and justification - Landscape

- 5.38 There is a substantial evidence base to support landscape-based planning policy for Baildon. At the national level – Natural England’s National Character Areas (NCAs) and at the local level - Bradford Council’s Core Strategy and also the Landscape Character Supplementary Planning Documents (SPDs).
- 5.39 NCA profiles are guidance documents which support the planning of conservation initiatives at a landscape scale, inform the delivery of Nature Improvement Areas and encourage broader partnership working through Local Nature Partnerships. The profiles will also help to inform choices about how land is managed and can change. Baildon straddles two NCAs:
- NCA36 Southern Pennines
 - NCA37 Yorkshire Southern Pennine Fringe

Detail on NCA36 and NCA37 as they relate to the Baildon Neighbourhood Area can be found here:

<https://nationalcharacterareas.co.uk/southern-pennines/>

<https://nationalcharacterareas.co.uk/yorkshire-southern-pennine-fringe/>

- 5.40 Bradford Council’s Core Strategy Policy AD1 sets out that the landscape character of the Pennine Uplands and upland fringe areas of Airedale will be protected and enhanced; green infrastructure will be improved along the Airedale river, canal and public transport corridors; and river, beck and canal corridors will be protected and enhanced for their biodiversity and heritage value potential for reducing flood risk and role in improving connectivity between urban and rural areas.
- 5.41 Bradford’s landscape character supplementary planning documents (SPD) can be found here: <https://www.bradford.gov.uk/planning-and-building-control/planning-policy/landscape-character-assessment-supplementary-planning-document/>. These provide an existing and detailed statement of the landscape of the Bradford District, identifying its distinctive attributes and features which are desirable to preserve and enhance and, crucially, the conservation and land management strategies.

The District is divided up into Landscape Character Areas (LCAs).

The main urban area of Baildon falls within the Airedale LCA (see Figure 6 below) with the northern area of moorland part of the Rombalds Ridge LCA (see Figure 7) and the north easternmost part of the Neighbourhood Area lies within the Esholt LCA (Figure 8 below).

The Airedale LCA is the largest and most complex character area in Bradford District. Dominated by a distinctive broad U-shaped valley, the LCA is dominated in Baildon by the main area of settlements and industrial corridors. Baildon includes the southernmost tip of the Rombalds Ridge LCA and in Baildon this comprises the gritstone moorland of Baildon Moor and the areas of mixed upland pasture that fringe this area to the south and then extend into the Esholt LCA.

Figure 6. Airedale Landscape Character Area

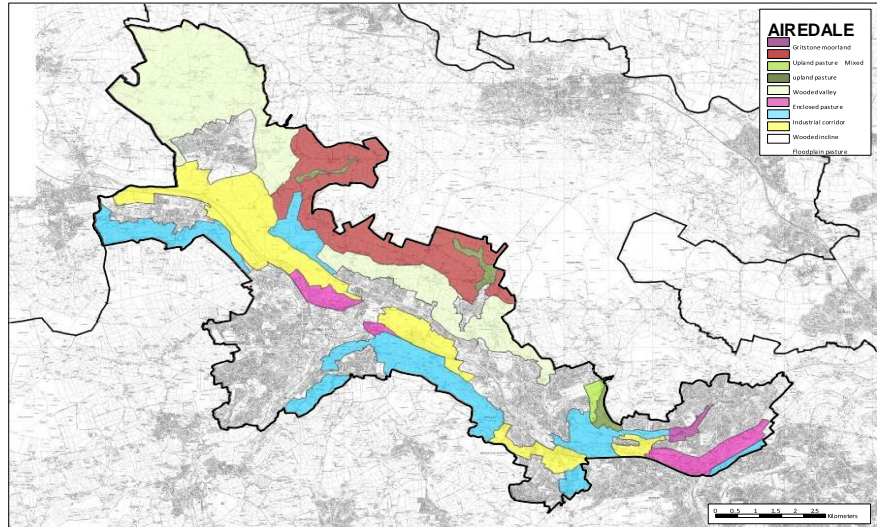


Figure 7. Rombalds Ridge Landscape Character Area

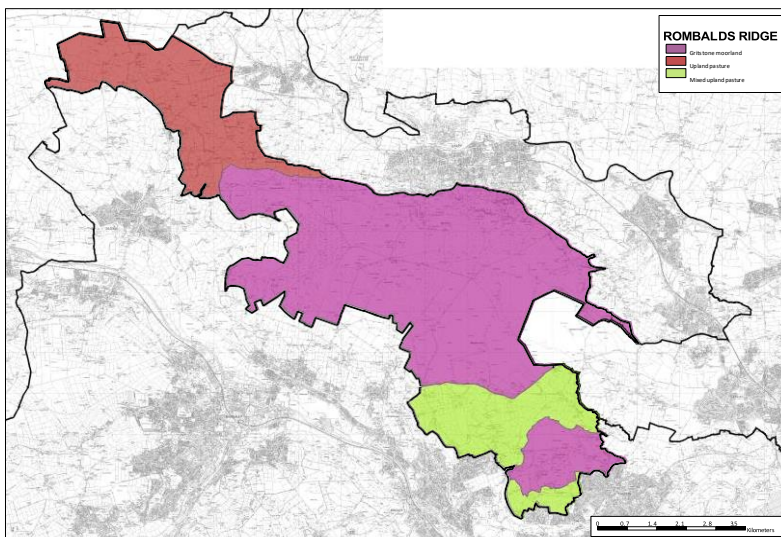
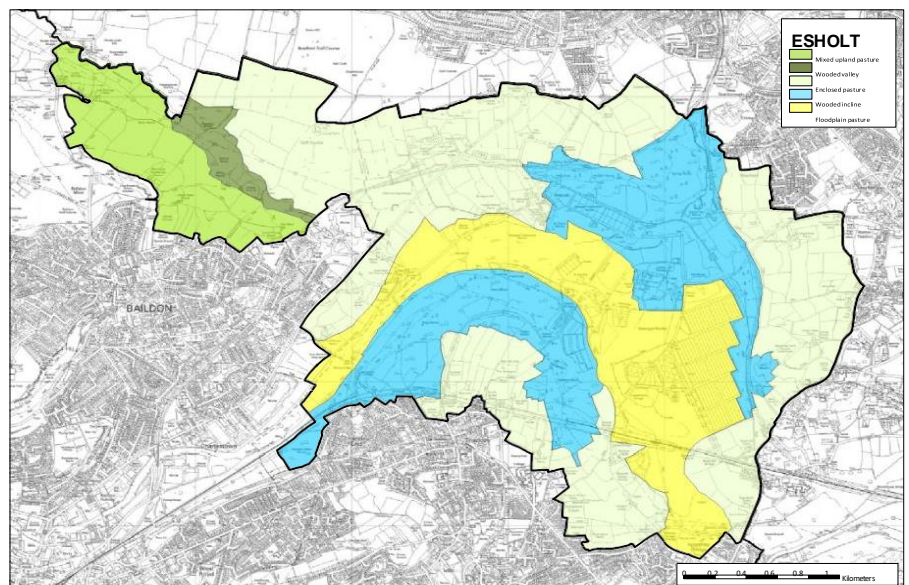


Figure 8. Esholt Landscape Character Area



5.42 **Baildon Moor**

Baildon sits at the edge of Baildon Moor surrounded on 3 sides by open countryside (mostly protected Green Belt) and bounded by the River Aire and the Leeds Liverpool Canal, all of which give Baildon a characteristic landscape. This landscape can be viewed from most parts of Baildon, and its preservation is important to residents.

Baildon Moor reaches a height of 282 metres and is a conical hill north of Baildon centre. The moor is part of Rombalds Moor, with several quarries and underlying strata of coal. There are the remains of old bell pits for mining the coal. There are other archaeological remains from Bronze Age cup and ring stones to World War Two defence structures. Baildon Moor and the countryside to the north, east and west of the settlement contain a number of biodiversity designations such as Local Wildlife Sites (LWS)—Baildon Bank, Baildon Moor; Fairbank Wood; Shipley Glen; Tong Park with Hawksworth Spring Wood; and Shipley Glen—and Local Geological Sites (LGS)—Baildon Bank & Baildon Green Quarries; Baildon Moor; and Shipley Glen. The Trench Meadows Site of Special Scientific Interest (SSSI) is adjacent to the southwestern edge of the built up area. There are also several areas of ancient woodland—Fairbank Wood and Walker/Midgeley Woods—within and adjacent to the settlement. The vast majority of Baildon falls within 7km of the South Pennine Moors (Phase 2) SPA and SAC (and SSSI).

Baildon Moor has great significance to the community for a myriad of recreational and sporting activities, mental wellbeing and sense of place and community identity.

5.43 **Baildon Reservoir site**

This historic site occupies a very prominent position on Baildon Moor, in 2023 this important location was re-possessed by Bradford council as freeholder.

The Baildon reservoir site sits within the wider Baildon Moor and presents an opportunity to secure a range of benefits through a nature recovery approach to its remediation, including the creation of an important wetland habitat, thus contributing to the reduction of carbon emissions. Such a habitat could contribute towards overall objectives for the local moorland assets managed by Bradford Council and would provide a range of benefits; wetland restoration to encourage peatland and active blanket bog, increased biodiversity, increased resilience to wildfire and local flood mitigation, and increased carbon capture and storage – thus reducing harmful greenhouse gases.

It is hoped that a newly created wetland habitat including sympathetic management of the existing watercourse, together with planting and re-seeding of moorland/wetland species, would achieve many benefits and be a long-term asset for the Moor and the people of Baildon. ‘Re-wilding’ a site such as this takes time.

Initial specialist surveys and ground investigations have been completed (2024). Further assessment will be needed before any plans can be developed. The site has been used in the past for extensive illegal tipping of low-level waste, and it is important to address this “land remediation” first in any plans. It is clear that restoration of the site is a complex process and can be expected to be at least a three-year project, if not longer, with the following essential elements requiring resolution before such a project can be delivered: -

- Careful analysis of the ground investigation data and full options appraisal of options for remediation
- Proposal for treatment or removal of the boundary walls and other “hard” features
- Common land and other legal issues
- Planning consent
- A detailed proposal which incorporates all the above
- Funding sources to undertake the work and deliver the project

Baildon Policy – 8a Baildon Reservoir

The creation of a wetland habitat at Baildon Reservoir will be supported including the sympathetic management of the existing watercourse, together with planting and re-seeding of moorland/wetland species which would achieve many benefits and be a long-term asset for the Moor and the people of Baildon.

5.45 Bracken Hall Countryside Centre and Bracken Hall Green

Bracken Hall Countryside Centre is located on the edge of Baildon Moor, close to Shipley Glen. The flat area directly opposite the Centre is known as 'Bracken Hall Green' and this also marks the start of the Millennium Way – a series of walks throughout the whole Bradford District. The Centre acts as a 'gateway' to rambles on the Moor, down into the Glen and along to the Shipley Glen Tramway.

Around 4.000 visitors a year are encouraged to investigate, explore and relate to the local natural history, archaeology and social history of the Glen and the Moor through displays, themed activities and a wildlife garden. There is a year-round, seasonal programme of guided and self-guided walks, workshops, events and sessions with specialists to engage visitors and interpret the countryside. The Centre also facilitates educational visits for all age groups and hosts a number of local community groups.

At the time of writing the area had been proposed to Natural England as a National Nature Reserve.

The Centre is held on a 10-year lease by the Town Council and its ongoing protection, conservation and improvement is a priority for Baildon Town Council (see Policy BP 16/18).

Baildon Policy 8b - Conserving and Enhancing the Landscape

The landscape is, in part, a product of human activity some of which should be preserved for its heritage and archaeological significance. Other features of human activity, such as Baildon Reservoir, raise other issues in terms of landscape impact, maintenance and possible contamination.

New development should conserve or enhance Baildon's landscape by:

1. Maintaining and enhancing the landscape setting, landscape features, field and settlement pattern of the neighbourhood area.
2. In upland areas development should avoid skyline development and preserve long distance views.
3. Seeking to preserve in situ assets of heritage and archaeological value.
4. Preserving, restoring and reclaiming human made features of the landscape
5. Retaining or enhancing ponds, streams, mature trees, woodland and hedgerows. Or where removal is unavoidable, providing by way of offsetting replacement habitat elsewhere on-the site or within the neighbourhood plan area.
6. Where new planting and landscaping is proposed, it should use native species and be designed in such a way to ensure that it is suitable when considered in the wider local landscape, and where appropriate, links to existing woodland and hedgerows.
7. Seeking to minimise the encroachment of development into visually exposed landscapes and where development is proposed on the edge of the settlement, it enhances views of the settlement edge from the surrounding countryside and does not lead to inappropriate incursion into the surrounding countryside by reason of its siting, design, materials or use of landscaping.
8. Maintaining and improving access to the surrounding countryside (in particular Baildon Moor, Shipley Glen, Gill Beck (Tong Park)) in ways that do not lead to significant detrimental impacts on the landscape because of increased recreational visits and activities.

In addition to the above, development should also be prepared having used any Landscape Supplementary Planning Guidance issued by City of Bradford Metropolitan District Council (CBMDC).

Background and justification - Enhancing the natural heritage of the River Aire corridor

- 5.46 Baildon Policy 9 seeks to provide additional detailed planning policy and guidance for the River Aire corridor and picks up on the strategic policy for Airedale set in Core Strategy Policy AD1 that seeks to protect and enhance river corridors for their biodiversity and heritage value potential for reducing flood risk and role in improving connectivity between urban and rural areas.
- 5.47 The Neighbourhood Area boundary is, in part, formed by the River Aire and so to achieve effective implementation of Baildon Policy 9 will involve partnership working with key agencies and, if possible, similar planning policy to Policy 9 being put in place in neighbouring areas.
- 5.48 The Airedale Way passes through Baildon alongside the River Aire, between Baildon Bridge and Esholt Lane. The Baildon NDP can only set planning policy within the Baildon Neighbourhood Plan Area.

Baildon Policy 9 – Enhancing the natural heritage of the River Aire corridor.

New development should protect or enhance those parts of the River Aire corridor within the Baildon neighbourhood area by the following policies:

1. Retaining existing riverside access and routes and by creating safe new routes and access points and enhancing the Airedale Way.
2. Protecting existing areas of open space.
3. Protecting or enhancing the river corridor's natural and built heritage.
4. Improving and extending green infrastructure both within and extending to/from the river valley corridor.

Baildon Town Council (BTC) Supporting Actions - River Aire Corridor.

Baildon Town Council will:

1. work with others to protect and enhance the River Aire corridor both within and beyond the neighbourhood area (ShIPLEY and Esholt).
2. work with other partners on Emergency Response to flooding risk.

Background and justification – Green Spaces

- 5.49 One of the key priorities identified through earlier consultation and engagement has been the need to protect and enhance Baildon's green spaces. This was also a top priority identified in the preparation of the Baildon Plan 2019 Update. By designating Local Green Spaces, a national planning policy protection, Baildon seeks to protect our green spaces in the same way as Green Belt (National Planning Policy Framework (NPPF) paragraph 108).
- 5.50 Paragraph 105 of the NPPF allows local communities, through neighbourhood plans, to protect green areas of particular importance to them by designating Local Green Space. Protecting and enhancing green spaces was one of the top 4 priorities identified for the area in the Baildon Plan Update 2019.
- 5.51 Paragraph 106 of the NPPF goes on to advise that *"the Local Green Space designation should only be used where the green space is:*
- *in reasonably close **proximity** to the community it serves.*
 - ***demonstrably special** to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquility or richness of its wildlife; and*
 - ***local in character** and is not an extensive tract of land."*
- 5.52 Green spaces can sometimes be smaller, often quite incidental green spaces that help to make the area a greener place and they add to the quality of life enjoyed by residents and visitors.
- 5.53 The Baildon NDP also seeks to encourage enhancements to these green spaces when suitable opportunities and funding arise. Development of designated local green spaces will only be supported when consistent with national planning policy for Green Belt. Development that would result in the loss of green spaces identified on the Policies Map within the neighbourhood area will only be supported when equivalent or better provision is provided elsewhere within the Baildon neighbourhood area; or it can be clearly demonstrated by the applicant that the open space no longer performs a useful open space function in terms of the local environment, amenity, or active public recreation use.
- 5.54 A number of open spaces in the Baildon Neighbourhood Area have been assessed to see if they meet the designation criteria set out in national planning policy (see Appendix C).

Baildon Policy 10 – Protecting Local Green Spaces

The following areas are designated Local Green Spaces in accordance with paragraphs 105 and 106 of the National Planning and Policy Framework (NPPF) see Appendix C:

- BP10/1 – Jenny Lane Fields
- BP10/2 – Pennithorne Common
- BP10/3 - Baildon Community Garden, Hall Cliffe
- BP10/4 - Kellcliffe
- BP10/5 – Bartle Gill Green
- BP10/6 – Gill Beck Valley & Spring Woods
- BP10/7 – Fennec Road and Halliway Banks Wood
- BP10/8 – Charlestown Cemetery
- BP10/9 – Hoyle Court Green
- BP10/10 – Small Green spaces in Charlestown Junction Ada Street/Fyfe Lane
- BP10/11 – War Memorial Garden (Browgate)
- BP10/12 – Pocket park at junction of Netherhall Road/Station Road
- BP10/13 – Woodbottom Gardens (Woodcot Avenue)
- BP10/14 - Brook Hill Green
- BP10/15 – Denso Marston Nature Reserve
- BP10/16 – Temple Rhydding Drive
- BP10/17 – Fairbank Wood and the Knoll
- BP10/18 – Cliffe Avenue Recreation ground/Peace Garden
- BP10/19 – Ferniehurst Dell
- BP10/20 – Shipley Glen, Bracken Hall Green, Glen Woods and Crag Hebble Dam
- BP10/21 – The rural Setting of Shipley Glen Tramway (includes Midgeley & Walker Woods)
- BP10/22 – Shipley Glen Tramway setting and upper approaches.
- BP10/23 – Shipley Glen Tramway setting and lower approaches (includes Thompson Lane Fields)
- BP10/24 – Playing fields adjacent to Baildon Recreation centre.

OBJECTIVE 4 – HERITAGE

To protect and enhance the built environment by conserving heritage assets and ensuring any new buildings are well designed.

Introduction

Baildon has a stunning setting on the north bank of the River Aire, the land rising steeply to the open land of Baildon Moor. This higher ground affords significant views across the Aire valley, north towards Ilkley Moor and from Baildon Moor to the Saltaire World Heritage (WHS) Site. As well as having a significant designation, the WHS contributes to the physical and mental wellbeing of residents and visitors alike.

National planning policy requires heritage assets to be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations. Baildon's Conservation Areas and statutory Listed Buildings already have existing protection under other legislation.

Background and justification – Conservation Areas

5.55 Baildon has four Conservation Areas:

- A. Baildon (Figure 9) – designated 1981, boundary review in 2005 and adopted in 2005. Conservation Area Appraisal (CAA) 2009.
- B. Baildon Green (Figure 10) – designated 2009, CAA 2009.
- C. Baildon Station Road (Figure 11) – designated 1981, Conservation Area Appraisal 2009.
- D. Saltaire Conservation area (in part on Figure 12)

For further information visit <https://www.bradford.gov.uk/environment/conservation-areas/list-of-conservation-areas/>

Conservation Areas are areas of “special architectural or historic interest”, the character or appearance of which is desirable to preserve or enhance” (Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990). Conservation Area designation adds extra planning controls including:

- Demolition of unlisted buildings
- Minor developments such as extensions, satellite dishes and boundary walls
- Works to trees

5.56 The approach set out in Baildon Policies 10 – 12 is in general conformity with the approach set out in Core Strategy Policy EN3: Historic Environment that seeks to “*preserve, protect and enhance the character, appearance, archaeological and historic value and significance of the District's designated and undesignated heritage assets and their settings.*”

5.57 In response to feedback from public consultation, Baildon Town Council have identified that all the Conservation Areas are overdue for review by Bradford Council. Furthermore, there is a case to review the extent and detail of the boundary of the Baildon Station Road Conservation Area to ensure that other non-protected heritage assets and elements contributing to the heritage setting in this area are protected – such as boundary treatments. Station Road is a significant and historic area of Baildon which needs more protection from inappropriate developments.

Baildon Town Council Supporting Actions – Station Road Conservation Area

1. The Town Council will work with key local partners to identify potential changes to the Conservation Areas. The initial priority is to seek review of **the Station Road Conservation Area**. The Town Council will then request that City of Bradford MDC use their powers to undertake a formal review of any affected Conservation Area.

A. Baildon Conservation Area

5.58 The key features of the Baildon Conservation Area are:

- A mixture of 17th, 18th, 19th and early 20th century buildings
- A variety of building types and uses include retail units, offices, churches, mill buildings, industrial premises and dwellings, ranging from modest workers cottages to substantial houses such as Moorfield House and Batley House.
- Traditional natural building materials
- Mature trees located within gardens and open spaces such as graveyards.
- Dramatic topography and important views across the Aire Valley towards Bradford.

5.59 The 2009 Conservation Area Appraisal identified that the Baildon Conservation Area (also see Protected Green Spaces Appendix C) had an Authenticity Rating of 71%. This rating is based on an assessment of residential and retail buildings in the Conservation Area built prior to 1956 (259 properties in total) to ascertain the level of retention of original features chimneys, roofs, rainwater goods, walls, windows and doors, boundary walls, porches, bargeboards, bay windows and shopfronts. Not all buildings have all of these features, and the scoring is adjusted accordingly. The 17 listed buildings in the Conservation Area were assessed as having an authenticity rating of 82%. The features and details that contribute to the essential character of the Conservation Area are:

- Original/traditional architectural detailing reflecting past architectural styles, including mullioned windows, stone corbels, cast iron rainwater goods and traditional timber windows and doors.
- Traditional roofscapes of stone slate roofs, chimney stacks and chimney pots.
- Traditional stone boundary walls and gateposts.
- Streets, lanes and folds of varying lengths and irregular widths that create important views and vistas.
- Historic street surfaces, including stone setts and stone flags.

Baildon Policies 11, 12 and 14 identify these features and details – this will act as a guide for applicants and will be used in the assessment of proposals as part of the development management process.

Figure 9. Baildon Conservation Area



B. Baildon Green Conservation Area

5.60 Baildon Green (see also Protected Green Space 16, Appendix C) is located on a small south-facing shoulder of land elevated above the River Aire but standing at the foot of the precipitous rocky outcrops of Baildon Bank, just over 1km to the southwest of the centre of Baildon village. The setting provided by the topography and open spaces at Baildon Green is integral to the settlement's uniqueness and sense of place. The key features of the Baildon Green Conservation Area are:

- Topography and open spaces
- Use of traditional building materials – local sandstone for walls, roof slates, and boundary walls
- Timber for windows, doors and some guttering
- York Stone for the limited stone flags and setts
- A mix of houses, barns and cottages dating from the late 18th and 19th centuries which are of significant townscape value
- Building openings which allude to the former functions and status of buildings e.g. arched entrances, dovecotes
- Development that is organic in character with buildings and blocks added in a piecemeal manner
- Key open spaces including The Green and mature trees
- In the 2009 CAA the Authenticity Rating for the Baildon Green Conservation Area was 65%

Figure 10. Baildon Green Conservation Area



C. Baildon Station Road Conservation Area

5.61 The key features of the Baildon Station Road Conservation Area are:

- A mixture of 18th, 19th and early 20th century buildings
- A variety of building types ranging from workers cottages of high group value to large houses set within substantial landscaped grounds
- Traditional natural building materials
- Open spaces including substantial gardens to some properties and public spaces such as Brook Hill
- Mature trees located within gardens and open spaces
- Many buildings were designed to be south facing to take advantage of important views across the Aire Valley

5.62 The 2009 Conservation Area Appraisal identified that the Baildon Station Road Conservation Area had an Authenticity Rating of 77%. The 9 listed buildings in the Conservation Area were assessed as having an authenticity rating of 86%. The features and details that contribute to the essential character of the Conservation Area are:

- Original/ traditional architectural detailing reflecting past architectural styles, including mullioned windows, lead lined gutters, stone corbels and cast-iron rainwater goods
- Traditional stone boundary walls and gateposts to many buildings
- Streets and lanes of varying lengths and irregular widths create important views and vistas.
- Some historic street surfaces, including stone setts and stone flags.

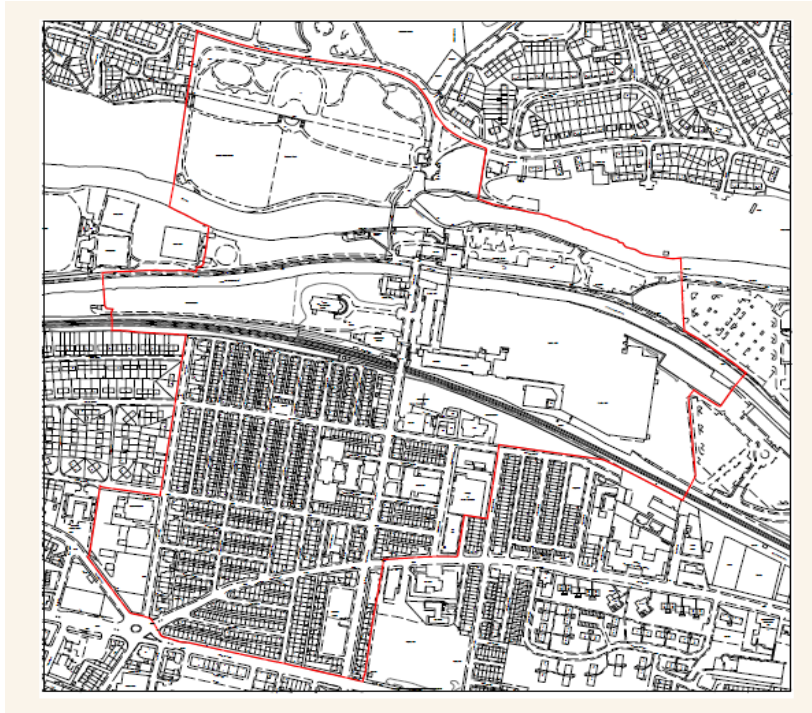
Figure 11. Baildon Station Road Conservation Area



D. Saltaire Conservation Area (Roberts Park only)

5.63 Saltaire World Heritage Site lies south of Baildon on the southern bank of the River Aire. However, the Saltaire Conservation Area (CA) boundary is drawn north of the River Aire to include Roberts Park in Baildon (Figure 12). This is Shipley Ward and Baildon Town Council Neighbourhood Area. There are no houses in the Baildon NA in this CA. The full boundary of the site can be found here:

Figure 12. Saltaire World Heritage Site boundary. Roberts Park is on the north (top) of the map.



Baildon Policy 11 – Conservation Areas

New development in and affecting the setting of the Baildon's Conservation Areas should be designed sensitively to ensure the special characteristics of these areas are preserved or enhanced.

Planning applications should demonstrate evidence of consideration of the following criteria:

1. Appropriate scale, massing and siting of new development, in keeping with the overall character of the Conservation Area in which it is situated or affects.
2. Use of natural materials such as traditional local stone for elevations; stone slates for roofing materials; timber for windows, doors and shop fronts. Stone walls or hedgerows should be used for boundary treatments.
3. Maintaining original building openings and retaining the number, size and proportion of openings on elevations.
4. Where highway works are proposed, these should seek to minimise adverse impact on the Conservation Area and the traditional character and form of the villages. Depending on the size of development, flexibility in visibility splays, footway requirements and materials usage will be supported where they would retain local character and distinctiveness yet safeguard highway safety.
5. New surfaces e.g. roads and paving should seek to use traditional materials.
6. Where signage is used this should avoid clutter.
7. Adverse impact of a proposal on valued open space within the Conservation Areas, including the Local Green Spaces proposed to be designated in Baildon Policy 10 of this plan, should be minimised.
8. Where traditional vernacular architectural detail, such as datestones, ornamentation etc. are still present these should be retained. Where opportunities arise, correct details should be re-introduced to listed buildings.
9. Traditional shopfronts should be retained or, where necessary, upgraded or replaced with a modern equivalent of traditional design. Where new shopfronts are proposed these should be of traditional design.
10. Mature and semi-mature trees, hedgerows and stone walls, should be retained where possible.
11. The views and vistas shown on the Policies Map (Appendix J) should be retained and enhanced
12. Listed buildings and non-designated heritage assets should be preserved and protected in accordance with their significance.
13. BTC seeks to urge Bradford Council to review the Conservation Areas and would give priority to reviewing and extending Station Road Conservation Area.

Background and justification – non-designated local heritage assets

- 5.63 Baildon Policy 12 adds value to the Core Strategy by setting out an approach to development at or in the setting of non-designated heritage assets. Baildon’s many and varied non-designated local heritage assets require a degree of protection so that they too can continue to contribute to the quality of life in the parish. The list in Baildon Policy 12 below are assets with no current specific protection, despite many being identified within the Conservation Area Appraisals, Assessments and West Yorkshire Archaeology Advisory Service Historic Environment Records.
- 5.64 Procedural note for consultation: this is an incomplete list at the consultation stage and the list may change. Property owners are not required to provide consent. Fuller descriptive information on most (work in progress) of the non-designated heritage assets is to be found at Appendix F.

Baildon Policy 12 – Protecting Local Heritage Assets

- BP12/1 - Padgum
- BP12/2 - Lynton House
- BP12/3 – 1-3 Northgate
- BP12/4 - 24 Northgate
- BP12/5 - The Fold, Baildon Methodist Church
- BP12/6 - Towngate Rooms
- BP12/7 – East Parade
- BP12/8 - Pack Horse Trod, Ladderbanks Lane
- BP12/9 - Tong Park Co-op
- BP12/10 - War Memorial, Tong Park
- BP12/11- Tong Park School Foundation Stone
- BP12/12 - The Baildon/Wharfedale boundary stone
- BP12/13 - Kirklands House
- BP12/14 - Charlie Thomson's house
- BP12/15 - 49 Station Road, Hay Loft
- BP12/16 - The Stables, Woodlands
- BP12/17 - Baildon Railway Station
- BP12/18 – Sandals Mill
- BP12/19 - Shipley Glen Tramway (see also Policy 13)
- BP12/20 – Trigonometrical Point (Trig Point) on Baildon Moor
- BP12/21 - Trigonometrical Point near The Whitehouse
- BP12/22 – Village Sweet Shop on Wheels

Development proposals affecting these assets will be supported when they preserve or enhance these assets. Development that would result in the loss of, or have a significant adverse impact on, these assets will only be supported in the following circumstances:

- a) Where renovation or alteration of non-designated heritage assets require planning permission, such changes are designed sensitively and with careful regard to the heritage asset’s historical and architectural value and paying appropriate regard to the asset’s setting; or
- b) Where a development proposal would result in the loss of, or substantial harm to a locally non-designated heritage asset, such development will only be supported when the public benefit of the proposed development outweighs the loss of or harm to the asset and its setting; and
- c) Where such development is permitted, this will be conditioned in such a way as to ensure the proposed development takes place after the loss or harm has occurred (e.g. demolition or removal of a building feature); and that appropriate recording of the heritage takes place prior to any loss or harm.

Background and justification – Shipley Glen Tramway

5.65 Shipley Glen Tramway is one of the most important heritage assets in Baildon.

Opened in 1895 the Shipley Glen Tramway is an historic funicular tramway situated in the attractive [Shipley Glen](#) near the [village of Saltaire](#). The lower station of the funicular is close to Roberts Park on the border of Saltaire World Heritage site and part of the immediate WHS buffer zone). The line is operated today by volunteer staff on behalf of a charitable trust, Shipley Glen Tramway Preservation Co Ltd.

The line was opened on 18 May 1895 by Sam Wilson, a local publican, showman and entrepreneur. It was intended to ease access to a number of other, now long closed, attractions at Shipley Glen, including a wooden toboggan ride and a massive fairground, a camera obscura, a children’s aerial glide and a nearby Japanese Garden and children’s boats.

In the ‘good old days’ people from Bradford used to catch the tram to Saltaire, walk down Victoria Road, over the then existing road bridge and up to Bradford’s ‘Golden Mile’ to Bracken Hall, Baildon Moor and over to Ilkley, stopping at Dick Hudson’s for ham and eggs! Today the Tramway provides an important link for Baildon Walkers to enjoy respite whilst on similar walks.

Originally powered by a gas engine, since 1928 the line has been electrically operated. The tramway was closed in 2010, to bring it up to modern safety standards. This involved fitting the two tramcars with new chassis, wheels and decks, and improving braking systems on both cars and haulage drum and CCTV communication between both stations. The line reopened in 2011, the work having been done by the Bradford Trolley Bus Association. It was then run commercially until later taken over by a Trust.

Shipley Glen Tramway comprises:

- a) Shipley Glen Tramway buildings
- b) The setting of and approach to this important asset, both landscape and buildings (upper and lower approaches – See Appendix C Green Spaces Designated sites: Upper 23, Lower 24).
- c) The track itself
- d) The woods either side of the track (woodland setting- See Appendix C Green Spaces Designated site 21 - 23).
- e) The footpath/bridleway alongside the Tramway – Dixon’s Mill Lane (also see Policy 7)

Baildon Policy 13 - to protect and enhance Shipley Glen Tramway

Baildon’s Shipley Glen Tramway is a unique heritage asset.

1. Protect the buildings, track, adjacent footpath (Dixon’s Mill Lane) and setting (as shown on the Policies Map Appendix J and see Policy 10) from development that would have a significant detrimental impact on the Tramway, its setting and its operation; be preserved and protected from development
2. Protect woodland, greenspaces and other features of biodiversity along the route of the track
3. Enhance the upper and lower approaches to the Tramway that improves access, visual amenity and is sympathetic to heritage of the Tramway.

Background and justification - Design Codes

- 5.66 National planning policy sets out that planning and development should seek to achieve “the creation of high quality, beautiful and sustainable buildings and places” (NPPF, paragraph 126. Baildon Policy 14 seeks to help to deliver this national planning policy by setting out the design expectations for Baildon. The central aim for achieving this will be to ensure development in Baildon is designed in such a way that it takes account of national and strategic planning policy and more specifically in a Baildon context. To achieve this and sitting alongside the BNDP the *Baildon Design Guidance and Codes 2024* (AECOM) has been prepared and can be found at Appendix B.
- 5.67 New housing development in Baildon will necessarily be limited (See Policy 1), due to the extensive and intensive housing developments over the past century and the relatively modest housing targets. This policy area covers the developments which do happen in Baildon.
- 5.68 The *Baildon Design Guidance and Codes 2024* are based on a thorough analysis of the townscape character of the area and sets out detailed design guidance based on 8-character areas which have defined within the Code and are not necessarily co-terminus with the population areas as understood locally.
- 5.69 Planning proposals should be designed with a comprehensive analysis of the place to understand the proposal’s broader context and establish a place-specific response to the location and character area within which it is situated. This should be done by responding to the detailed design guidelines for the relevant Townscape Character area included within the *Baildon Design Guidance and Codes 2024*.
- 5.70 In addition, *Baildon Design Guidance and Codes 2024* includes more detailed Design Codes for those preparing proposals for new housing development. The Codes set out expectations a range of themes that planning applications for new housing development will be expected to address, for example:
- Preserving local architectural features
 - Having regard to historic street grid and layouts
 - Valuing local green spaces, views and character, sense of place
 - Gateway and access features
 - Using historic building layout and groups
 - Respecting building line and boundary treatments
 - Having regard to building heights and rooflines
 - Using/re-using original building materials and treatments
 - Sensitivity to the impact of car parking
 - Appreciating impact on local and long views
 - Innovation in sustainability
- 5.71 Policy 14 does not seek to stifle innovation or produce pastiche copies of the past. Innovation and contemporary design are encouraged, but here, as with all new developments, applicants and their architects should draw on the past to inform their proposals to ensure that new development is in keeping and harmonises with that of the past.
- 5.72 As well as meeting the design guidance for the Village Centre character area, those preparing planning proposals that include a shopfront(s) should also ensure that the shopfront(s) are designed to be consistent with guidance in the Bradford Council Shopfront Design Guide (<https://www.bradford.gov.uk/media/2974/shopfrontdesignguide.pdf>) and Baildon NDP Policy 19.

Baildon Policy 14 –Baildon Design Guidance and Codes

1. To support all those involved in the design process (applicants, decision makers and communities), the design of any new developments should be informed by the Baildon Design Guidance and Codes 2024 Appendix B. Whilst there may not be substantial new developments any adaptations/extensions and improvements to existing property will be expected to adhere to the Design Codes.
2. In this regard, all new development will be expected to respond positively to the key attributes of the neighbourhood area and the Townscape Character area (as defined in the Baildon Design Guidance and Codes 2024)) within which it sits.
3. Proposals for new housing development should also demonstrate how they have considered and addressed, where appropriate the Design Code's guidance on context, identity, built form, movement, nature, public spaces and sustainability.
4. For all proposals, applicants will be expected to demonstrate how a development proposal has taken account of, and been designed to incorporate, the recommended Design Code elements. This does not preclude innovative or contemporary design, where such design can be shown to respond to and provide a contemporary design solution that complements and reinforces local character.
5. Development will not be supported when it is of poor design when considered against Bradford's local planning policy and guidance, national policy and local guidance on design.

OBJECTIVE 5 – COMMUNITY AND RECREATION

To protect and enhance local community services, sports and recreation.

Introduction

Baildon retains a wide variety of community, sport and recreation facilities, as well as pubs, clubs and churches. Many are run on a community or charitable basis, whilst other facilities are commercial. This makes Baildon an enriching place with a strong community spirit, where opportunities abound for all ages. This community infrastructure is vital to support a wide range of community events throughout the year including the following:

- Baildon Harley Rally
- Baildon at Christmas
- Yorkshire Day in Baildon
- Scarecrow Festival
- Numerous local festivals run by individual organisations
- Events in Roberts Park
- Baildon Farmers Market

Whilst these events often attract crowds who arrive on foot, and this is always encouraged, due to the steep hill and poor public transport, cars are essential for many to attend such events. This can lead to significant problems with inadequate off-street carparking for big events.

Background and Justification – Community facilities and public houses

- 5.73 Community facilities and services are the essential glue that help bind a community together. They not only provide important services but are places for people to meet and interact, contributing to individuals' and the community's health and well-being. The value of community spaces for children and young people to socialise contributes to Safer Neighbourhoods and Stronger Communities priorities.
- 5.74 National planning policy acknowledges that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. The facilities identified in Policy 15 contribute to all these aspects of the local community.
- 5.75 **Community Hubs.**
Due to the ongoing support of Baildon Town Council, Baildon has three well-established Community Hubs that provide a wide range of events, activities, regular clubs and meetings. The Hubs are Wesley's Baildon Methodist Church, The Community Link and St Hugh's Centre. Wesley's at Baildon Methodist Church for example has over 1,000 people use the facilities and offer over 40 clubs/activities per week. Baildon Town Council has also put in place support to enable a fourth Hub, St James Hub, to develop into a well and widely used community hub.
- 5.76 **Baildon Library**
CBMDC runs a Hybrid library in partnership with Baildon Town Council in the centre of Baildon. In 2022 the Library based in Ian Clough Hall was re-located to a much smaller, though still central, facility due to the Hall being demolished by CBMDC to develop the site commercially. The nearby Baildon Club building was purchased by CBMDC to house the Library and develop associated community facilities – a key space for cultural and recreation activities in the heart of the village. Baildon Town Council's "Vision for the new Baildon Library and Cultural Centre" can be found at Appendix G. This Vision forms the basis of Baildon NDP Policy on the Library. At the time of writing CBMDC have been unable to progress the development of the Baildon Club due to financial issues.

5.77 Schools

There are 4 primary schools and a large secondary school. The schools and their green spaces provide important facilities outside of the school day for community activities, events and sport.

Baildon Policy 15– Protecting and Enhancing Community Facilities and Public Houses.

There is a presumption in favour of the protection of existing community facilities listed below. Where planning permission is required, the change of use of these facilities will only be supported for other health, education or community type uses (such as community halls, local clubhouses, schools, public houses and children’s day nurseries). When a non-community use (e.g. housing) is proposed to replace, either by conversion or re-development, one of these facilities’ development will only be supported if the proposal includes alternative provision, on a site within the locality, of equivalent or enhanced facilities. Such sites should be accessible by public transport, walking and cycling and have adequate car parking to CBMDC standards and be of good sustainable design (see Baildon Design Code and other NDP Plan policies).

Where facilities are no longer needed or suitable for continued community facility use, satisfactory evidence is put forward by the applicant that, over a minimum period of 12 months, it has been demonstrated, through active marketing of the site, that there is no longer a need or demand for the facility. The facilities to be protected are listed as follows and shown on the Baildon Policies Map (Appendix J):

Community Hubs

- BP15/1- Wesley’s Methodist Church
- BP15/2 - Baildon Community Link
- BP15/3 - St James’s Church and Hall
- BP15/4 - St Hugh’s Centre

Schools

- BP15/5 - Sandal Primary School
- BP15/6 - Baildon CE Primary School
- BP15/7 – Hoyle Court Primary School
- BP15/8 – Baildon Glen Primary School
- BP15/9 – Titus Salt Secondary School

Library

- BP15/10 – Baildon Library

Churches

- BP15/11 – St John’s Church
- BP15/12 - The Moravian Church
- BP15/13 - St Hugh’s Church
- BP15/14 - St James’s Church
- BP15/15 - St Aidan’s RC Church
- BP15/16 - Baildon Methodist Church
- BP15/17 – Church on the Green
- BP15/18 – Bradford Subud Hall
- BP15/19 – Kingdom Hall of Jehovah’s Witnesses

Pubs and Clubs:

- BP15/20 – The Angel PH
- BP15/21 - The Malt Shovel PH
- BP15/22 - The Bull PH
- BP15/23 - The Copper Beech Club
- BP15/24 - The Old Glen House PH
- BP15/25 - The Junction PH
- BP15/26 - The New Inn PH
- BP15/27 - The Halfway House PH
- BP15/28 - Former textile mill and warehouse at 7a Westgate (operating as The Garden Bar)
- BP15/29 - Baildon Hall
- BP15/30 - Baildon Golf Club
- BP15/31 - Baildon Rugby and Cricket Sports Club
- BP15/32 - Baildon Soldiers and Sailors Club, The Shroggs
- BP15/33 – Wood Bottom Working Men’s Club
- BP15/34 - The Cricketers, Baildon Green
- BP15/35 – Hoyle Court Masonic Lodge
- BP15/36 – Bar 12

Background and justification - Sport and Recreation

5.78 Sport, recreation and leisure facilities are another key component of the fabric of the local community. The facilities identified in Policy 16 will be protected.

5.79 National planning policy states:

“Access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities and can deliver wider benefits for nature and support efforts to address climate change. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.” (Paragraph 98, NPPF).

5.80 The NPPF goes on to state that “Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or

b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.”

5.81 **Allotments.**

Baildon manages two Town Council allotments run on their behalf by the Baildon Horticultural Society. These provide 164 plots for produce and permitted livestock. There is strong demand which is being met in Baildon with only a few plots not let. The Baildon NDP will protect existing allotment sites for local food growing, recreation and the health and social benefits they provide.

5.82 **Bracken Hall Countryside Centre (BHCC)**

BHCC is a long-established enterprise which was taken over from CBMDC by Baildon Town Council in 2013. Baildon Town Council is responsible for managing and funding the Countryside Centre, supported by the Friends of Bracken Hall, and it is operated as a not-for-profit community asset. A full year-round activity programme on countryside themes is delivered to a range of audiences.

Baildon Policy 16 – Protecting and Enhancing Sport and Recreation Facilities

There will be a presumption in favour of the protection of the existing sport and recreation facilities listed below and identified on the Baildon Policies Map Appendix J:

Sports and fitness facilities

- BP16/1 - Tong Park Cricket Club
- BP16/2 - Baildon Golf Club
- BP16/3 - Baildon Recreation Centre “The Barracks” and Haworth Road Cricket Club (at Green Lane)
- BP16/4 - Bowling Green & Tennis Courts, Temple Rhydding Drive
- BP16/5 - Saltaire Cricket Club (also within the Roberts Park Listed Park and Designated Local Green Space)
- BP16/6 - Trinity Dynamos Football Club, playing fields at the Dell,
- BP16/7 - Nuffield Health & Fitness Gym
- BP16/8 – Baildon Rugby and Cricket Club
- BP16/9 – Shipley Providence Cricket Club
- BP16/10 – Esholt Golf Driving Range
- BP16/11 – Baildon Rifle and Pistol Club
- BP16/12 - Sandal Sports Grounds
- BP16/13 – Titus Salt School Sports Ground
- BP16/14 – Church of England School Sports Ground

Playgrounds (all managed by Bradford Council)

- BP16/15 - Jenny Lane Playground
- BP16/16 - Roberts Park Playground
- BP16/17 - Thompson Lane Playground
- BP16/18 - Cliffe Avenue Playground
- BP16/19 - Tong Park Playground
- BP16/20 - Southcliffe Playground
- BP16/21 - Dewhirst Playground
- BP16/22 - West Lane Oakleigh Playground

Allotments

- BP16/23 - Thompson Lane Allotments
- BP16/24 - Charlestown Allotments

Bracken Hall Countryside Centre and Bracken Hall Green

- BP16/25 - Bracken Hall Countryside Centre and the Green

Proposals leading to the loss of these recreation facilities will only be supported when:

- a) The applicant has undertaken an assessment which clearly shows the identified facility is surplus to requirements; and
- b) The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a location accessible to existing users, including residents of the neighbourhood area; or
- c) The development is for alternative sports and recreation provision, the needs of which clearly outweigh the loss of the existing identified facility.
- d) The redevelopment of current allotment provision will only be supported when: replacement provision is provided, of at least equivalent quality, and in a location accessible for existing and future plot holders.
- e) The Council has conducted a full cost benefit analysis of the service provided and public consultation or the service is subject to terms of a Lease.

OBJECTIVE 6 - ECONOMY

To support a thriving village centre and local economy.

Introduction

Baildon is identified in the Core Strategy as a Local Service Centre, these centres and rural areas form the fourth element of the settlement hierarchy in Bradford's Local Plan (Policy SP3) and provide services and facilities that serve the needs of, and are accessible to, people living in the surrounding rural areas.

Baildon centre (known as the village centre) lies towards the highest point of Baildon, and has a modest retail and service centre offering, including a number of well-used pubs and bars.

The prosperity of Baildon rests on a range of economic activity, including its attractiveness as a commuter settlement.

Baildon also has well-used smaller local shopping areas at Threshfield (Station Road), Coach Road, Woodbottom and Charlestown. Planning policy can help to set out what uses are acceptable in these areas, and what improvements and enhancements could be made to maintain the health and vitality of these areas.

Baildon neighbourhood area bounded by the River Aire, also contains significant employment, mainly along the Otley Road corridor. Land falling between the A6038 and the River is almost entirely commercial and Industrial uses and offers a wide range of employment both to residents of Baildon and the district as a whole.

Baildon has significant numbers working in self-employment and people who work from home.

Background and justification

5.83 Supporting the local economy and local job creation was one of the top 4 issues identified in the survey for the Baildon Plan Update 2019.

5.84 Bradford Council's Policies for economic development in this area are contained in Sub Area Policy AD2: Investment Priorities for Airedale.

<https://www.bradford.gov.uk/Documents/planningStrategy/04/1%20Consultation%20document/Sections//Section%204%20Sub%20Area%20Policies%20Airedale.pdf> and primarily focus on Keighley, Bingley, Silsden and Steeton with Eastburn.

5.85 Bradford's Local Plan 2020-2038 Strategic Policy SP3 applies to the Regional City of Bradford including Shipley and Lower Baildon.

<https://www.bradford.gov.uk/Documents/BDLP/Reg18/Consultation/3.0%20Section%203%20Strategic%20Policies.pdf>

"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. 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*

- *lower carbon emissions and reduce the need to travel and maximise accessibility to services and facilities*
- *encourage more active travel over short distances and encourage the use of public transport”.*

Baildon Village Centre

5.86 The centre of Baildon is identified as a ‘Local Centre’ in Bradford’s Local Plan - Policy EC4 (Figure 13. Below showing existing boundary).

Boundary of Baildon Village Centre

5.87 Following local representations, the 2022 consultation proposed a change to the boundary of the local (village) centre, and this was supported during the consultation.

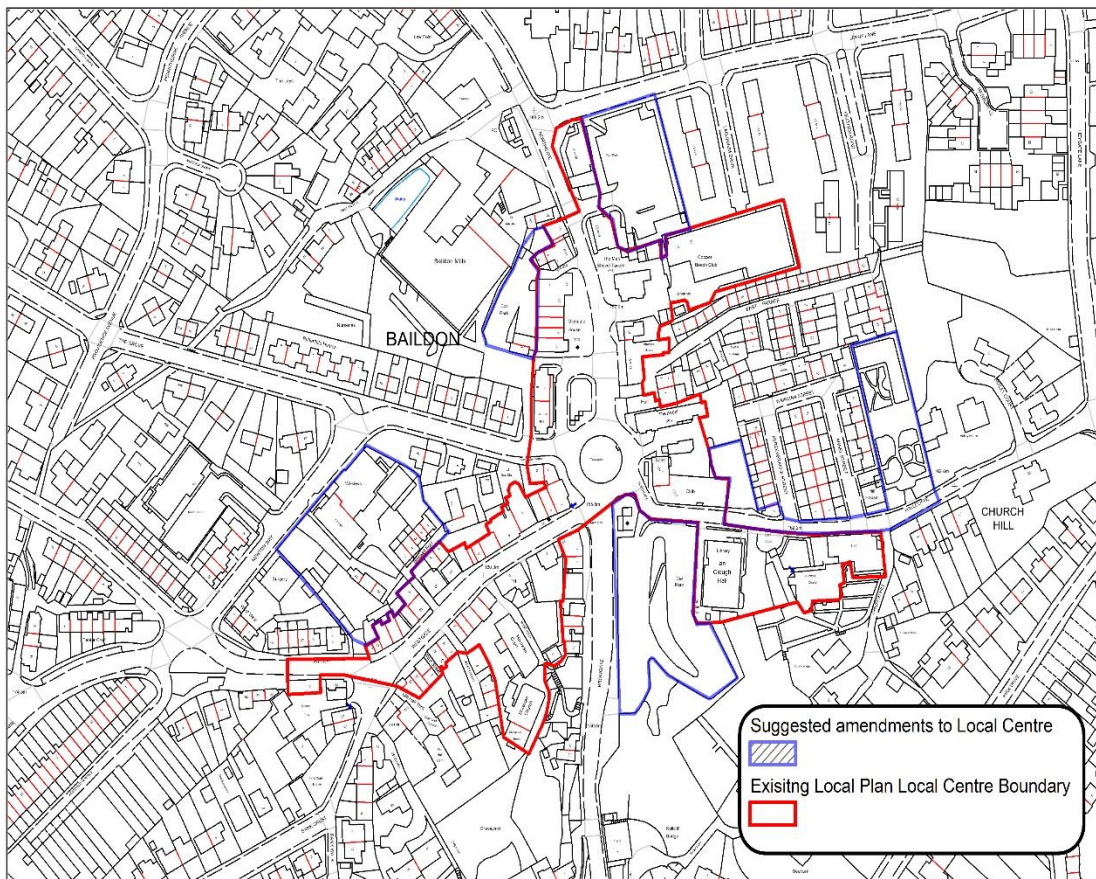
*“Town Centre – yes pedestrianise the area around the stocks – create a marketplace.
The replacement for Ian Clough Hall should fit architecturally with the conservation area.*

Infrastructure improvements needed in the village (roundabout)

Please close the areas between Janis, Bar 12, and the stocks to ALL traffic. This would give a large community gathering place “

5.88 Policy 17 seeks to retain the vibrancy and vitality of Baildon Local Centre by supporting development of uses in Class E (Commercial, Business and Service) and Class F (Local Community and Learning). Residential development will, therefore, only be supported on upper floors.

By extending the boundary of Baildon Village Centre (Baildon local Centre), the protection of Policy 17 will be extended to include significant areas of commercial and community activity which are currently excluded.



PSGA AC0000823741

Design and layout of Baildon Village Centre

- 5.89 Could the village centre be improved? Redevelopment and reconfiguration may be possible but there are no current plans to do so. Prior to the war Baildon centre looked very different. In the 1960s this changed as space was made for cars and different uses separated, and arguably Baildon's village heart was rebuilt around the needs of the car as happened in towns and villages across the UK in the 1960s. Many old buildings were demolished at this time, as well as housing, and in Baildon roads were laid out with car parking and a roundabout (Figure 14). The Ian Clough Hall, (now demolished) was built in 1971 by Baildon Urban District Council, with a large car park adjacent to accommodate heavy regular usage of the Hall.
- 5.90 Previously, Baildon had a central square in common with market squares in historic towns and villages across the country. This was lost during the 1960s as described above. In addition, Barnsley Beck, a natural waterway running down from the moors and under the centre of Baildon to the River Aire, was culverted around 1862 and now flows under the central roundabout and lower car park.
- 5.91 The potted meat stick (properly named the Frances Ferrand Memorial Fountain) and the stocks area (comprising the stocks and market cross) are the heart of Baildon Village Centre are the heart of Baildon Village Centre.

None of these historical features remain in their original locations. Some items benefit from protection as listed features, and some do not (see Policy 12). It is important that if the design or layout of Baildon Centre changes, that these key historic features remain and are protected.

- 5.92 During recent years, in response to the success of large-scale community events such as the Harley Rally, the Christmas Lights switch on, Baildon Carnival and Baildon's Remembrance Parade, road closures in the central areas have been used very successfully to open up the area for safe pedestrian use by the diversion of cars.

- 5.93 The regular Baildon Farmers' Market which takes place monthly continues to attract great support from the Baildon community and elsewhere with a regular attendance of approximately 25 stalls. It makes a significant contribution to the footfall and economy in the centre of Baildon, with many other businesses reporting increased trading on those days. The award-winning market enhances community identity with regular music and other entertainment and supports small local food and drink producers from across Yorkshire. (The organisers do not accept nonfood stalls).
- 5.94 Westgate is the centre of the retail and service Village Centre, and many historical features remain. It hosts a mixture of new and long-standing businesses. However, research has shown that Westgate is much more than a route through the centre. Due to the historic design of folds and passages, a local study showed that no less than 38 residential properties use Westgate as their sole vehicular access, which means that pedestrianisation of this street is impractical.
- 5.95 There are no longer any banking services in Baildon Village Centre and no Post Office. Only one cash point remains within the Co-Op supermarket. Baildon Town council has made an application for a Banking hub.
- 5.96 It is notable that in Baildon Village Centre, the occupancy level of the commercial premises is high. There are currently no charity shops. There has been a notable shift towards personal services (such as hairdressers and barbers, beauticians and nail bars) over recent years, but a wide variety of independent shops still remain.
- 5.97 BTC provides well-used public toilets of a high standard which support economic activity (including tourism and public events) in the centre of Baildon. There is also evidence that public toilets are notable features which attract and also support the mobile and outdoor workforce.
- 5.98 Baildon Town Council supports the Fair-Trade kite mark.

Baildon Town Council would like to hear from the residents of Baildon during this consultation ideas for how the Village Centre can be improved

Figure 14. The village centre before development and today



Baildon Policy 17– Baildon Village Centre- usage

- a. Baildon Village Centre will have boundaries as shown in Fig 13.
- b. To retain the vibrancy and vitality of Baildon Village Centre (as shown on the Baildon Policies Map Appendix J) only development for uses in Class E (Commercial, Business and Service) and in certain locations Class F (Local Community and Learning) will be supported within this boundary
- c. Proposals to bring back into use empty floorspace above ground level for residential use may be accepted.
- d. Development will not be supported which obstructs or prevents the regular monthly Farmers Market, which currently takes place on the lower Ian Clough car park.
- e. Usages which include banking and /or financial services, including cash points, will be strongly supported.
- f. The appropriate development of the night-time economy whilst striking the right balance with diversity of class uses and development of frontages in line with Conservation Areas and other planning considerations, will be supported in the Village Centre
- g. The continued provision of public toilets as an important public and business amenity, will be supported

Baildon Village Centre – design

To improve the character and prosperity of Baildon Village Centre, the following will be supported:

- h. Environmental and public realm improvements (including signage) at key gateways into the village centre.
- i. Retention of key open spaces, or where these are to be developed suitable replacement.
- j. Landscaping and planting of street trees where possible
- k. Improvements to bus transport infrastructure, including possible relocation of the bus turning point (no replacement site identified). It important that in any proposals to change bus arrangements there is no detriment to passenger facilities from those provided now – shelter and information.
- l. Adequate public car parking provision (both on and off street) to meet visitor requirements.
- m. Provision of electric vehicle charging infrastructure.
- n. Improvements which aid pedestrian and cyclist movement, accessibility and safety.

Car parking provision in Baildon Centre

Introduction

Baildon is built on a steep hill with the primary village Centre located at the top of that hill. Whilst still encouraging walking and cycling, it is a fact that large proportions of the population are unable to walk or cycle up the hill to the village centre, This includes older people, those with buggies or small children, many with a range of disabilities including but not limited to wheelchair users.

This means that complementary to policies on sustainable transport, sufficient public car parking in the centre of Baildon is essential for the maintenance of economic activity and the development of Baildon.

5.99 Proposals and projects which seek to provide small volume parking, car park sharing (businesses who could allow public parking off-peak and at weekends) and the creation of clearly signed and low-cost public parking will be supported, and such provision will viewed positively. Developments which reduce car parking provision within the central areas or near local shopping areas (see below) will only be supported if the provision is replaced elsewhere.

Baildon Policy 18 – Car Parking Policy

Baildon Town Council will support car parking as follows:

1. Public car parks (shown on the Baildon Policies Map Appendix J) will be protected. Where development of these is proposed equivalent provision should be provided in a sustainable location
2. Owners of privately managed car parks, particularly those in the public sector such as health services, schools etc. should be encouraged to facilitate additional temporary off street car parking wherever possible, for such events.
3. Where new facilities are approved, such flexible use should be included as a condition of the planning approval, in recognition of the unique topography of Baildon which requires appropriate transport options to avoid excluding part of the community, particularly young children and older people.

Local shopping areas

5.100 Within the neighbourhood area there are also a small number of retail/commercial areas that provide important local functions for convenience shopping, postal and other services. These areas include:

- Threshfield includes a Post Office, pharmacy, convenience store (currently Morrisons local) , sandwich shop and hot food takeaways.
- Coach Road is a small terrace of units with a Post Office, off licence, delicatessen and fish and chip shop.
- Retail areas along Otley Road including Charlestown, Woodbottom and Berry Drive, including convenience stores and a range of retail and personal services.
- There are other smaller dispersed areas of shops e.g. on Langley Lane and Cliffe Lane West.

5.101 Within these areas developments for Class E (Commercial, Business and Service) and Class F (Local Community and Learning) will be supported. This is to protect the variety of uses of these areas and maintain their vital local function. Other uses, such as residential, will not be supported in these areas.

Baildon Policy 19 – Local Shopping Areas

Within the following local shopping areas, shown on the Policies Map (Appendix J):

BP19/1 - Threshfield (Station Road)

BP19/2 - Coach Road

BP19/3 - Retail areas along Otley Road including Charlestown (St John's Court) and Woodbottom

BP19/4 - Berry Drive

Development of uses in Class E (Commercial, Business and Service) and Class F (Local Community and Learning) will be supported.

Shopfronts and Streetscape

Background and justification

The majority of Baildon Village Centre lies in the Baildon Conservation area. This imposes clear requirements regarding the conservation of a wide range of historic features. The historic ambience of Baildon Village Centre, interspersed with some newer developments, is an important factor which contributes to the attractiveness of Baildon to both businesses and customers, and hence the long-term prosperity of the centre. It is of great importance that the character of Baildon Village Centre is preserved and enhanced.

A wide variety of small details contribute to this "atmosphere". Features such as lighting, seating, litter bins, as well as planting and trees, all make significant contributions. Baildon is fortunate that Baildon in Bloom (supported financially by Baildon Town Council) continues to enhance the attractiveness of the Village Centre, and the resulting floral displays are widely appreciated by the local community.

- 5.102 The retention, renovation or reintroduction of traditional shopfronts (shop fronts that include e.g. timber fascia panels, cornices, pilasters, stall riser, recessed doorways and vertical sub-division of glazing) will help to maintain and enhance the visual appearance of the village centre.
- 5.103 Ensure that future development helps to foster a stronger, more distinctive identity and contributes positively to the quality of the design and visual appearance of the village centre, those preparing planning proposals including a shopfront(s) should ensure they are designed to be consistent with the criteria set out in Policy 19 and Policy 14 regarding design.
- 5.104 Applicants should also submit design proposals having taken into account the guidance in the Bradford Council Shopfront Design Guide see here:
<https://www.bradford.gov.uk/media/2974/shopfrontdesignguide.pdf>
- 5.105 Public art. Baildon has a number of historic features which are integral to the cultural landscape. However contemporary art and street design are to be encouraged when such features contribute to the atmosphere of the Village Centre

Baildon Policy 20 – Shopfronts and Streetscape

- A. All developments in the village centre should make a positive contribution to the **streetscape** of the village centre, either directly or through a contribution to the provision of adjacent local features
- B. **Artwork** is to be encouraged in the village centre, but approval given on a case-by-case basis.

Shopfronts: Where development includes a new or replacement shopfront it should:

1. Be of traditional construction, retaining existing traditional and period features and style, where possible. Where such features are to be removed, they should be replaced with suitable modern alternatives of traditional design.
2. In respect of shopfront fascia signs, be of a form appropriate to the other elements and proportionate to the shop front and should not have a negative impact on the frontage of upper floors; and
3. Security grilles should be internal and allow views of internal space and lighting, to promote active frontages. External shutters should not be used unless justified on community safety grounds.

Town Council Supporting Actions - Shopfronts

Baildon Town Council will seek support for the replacement of all external shutters with internal security grilles.

Economic Development

Background and justification

- 5.106 Baildon is identified in the Core Strategy as a Local Service Centre. These centres and rural areas form the fourth element of the settlement hierarchy in Bradford's Local Plan (Policy SP3) and provide services and facilities that serve the needs of, and are accessible to, people living in the surrounding rural areas. The Local Service Centre policy of Bradford's Local Plan acknowledges this fact and the Baildon neighbourhood area also contains significant employment, mainly along Otley Road.
- 5.107 The Charlestown area of Baildon lies between the A6038 Otley Road and the River Aire. Within this area there is a mix of large retail units, trade counters, industrial/business units, workshops, factory units and residential properties. Larger employers include DENSO Marston, H.C. Slingsby, Manor Coating Systems and Printcraft. In Bradford's Core Strategy planning policy this area is considered to be part of the Regional City of Bradford. (Across the river this employment area is mirrored by similar developments in Shipley – this area has its own planning policy contained in the Shipley and Canal Road Area Action Plan (SCRAAP). One of the policies in SCRAAP identifies this area as an Employment Zone. The Baildon NDP, through Policy 20, seeks to provide similar planning policy as exists for Shipley and Canal Road for the Charlestown/Otley Road area.

5.108 Supporting the local economy and local job creation was one of the top 4 issues identified in the survey for the Baildon Plan Update 2019.

Baildon Policy 21 – Supporting Economic Development in Baildon

1. The Otley Road Employment Zone is identified on the Baildon Policies Map (Appendix J) and economic development proposals will be supported within this area, subject to:
 - a. Protection of and contribution to the riverside frontage as a local amenity for the benefit of residents and visitors
 - b. The highest environmental standards particularly regarding preventing any pollution into the River or associated watercourses
 - c. A clear and well communicated policy to encourage employees to utilise public transport and/or walking and cycling wherever possible, thus reducing traffic congestion on the A6038
 - d. A financial contribution to Bradford Council or Baildon Town Council for the achievement of such objectives where these are not deliverable within the footprint of the proposal.
2. Development proposals will be supported when they are assessed positively against Bradford's Core Strategy Policy EC4.
3. A significant supply of existing employment land in any applications or schemes for development of such land will be required, whilst allowing a limited amount of mixed-use development in appropriate sites.
4. Consistent with its sustainable transport policies, proposals and schemes will be supported which incorporate transport options which directly support employment opportunities– (e.g. new and higher frequency bus and rail transport, including evenings and Sundays, for commuting, shopping, leisure and general use).
5. Baildon has significant numbers working in self-employment and people who work from home. This Plan supports the development of smaller units for small business start-ups in any development or redevelopment meeting the other policy requirements of the Baildon NDP.
6. **Improving Digital Connectivity across Baildon.** Any initiative, consistent with BTC Design Code, Conservation Area and green spaces protections, which improves internet speed and/or better mobile phone coverage. for home working and general domestic and business use, will be supported.

Background and justification – visitor economy

- 5.109 Baildon Town Council will support sustainable proposals for further developing visitor use of the surrounding countryside or businesses based in the countryside – subject to the usual planning matters such as permitted development, Conservation Areas and development plan policy.
- 5.110 Baildon Town Council recognises that with the greater use of the moorland and surrounding countryside comes responsibilities for protecting the environment from footpath wear and tear, litter management and antisocial behaviours. It will support economic development proposals which also contain actions to balance increased or changed use with protection in line with designations and best practice.

Baildon Policy 22 – Visitor Economy

1. Proposals for the development of the visitor economy in the neighbourhood area, particularly at 'gateways' into Baildon, will be supported. This includes facilities to support tourism – such as better branding, way marking, public toilets, signage, car and cycle parking and public seating.
2. BTC already supports a range of large-scale community events (Carnival, Harley Rideout, Christmas Lights Switch on). New proposals will be supported if they demonstrate the broadest range of public and local business engagement, cost effectiveness and wide-ranging marketing to maximise participation.

6.0 How to comment on this document

6.1 The Draft Baildon NDP will be published for informal consultation from 24th March to 14th April 2025.

You can comment as follows:

- Written comments to ndp@baildowntowncouncil.gov.uk
- Get a Feedback Form from the Library and to Library, Northgate
- Fill in our on-line Feedback Form here:
<https://www.baildowntowncouncil.gov.uk/neighbourhood-development-plan>
- Attend our Consultation Event on 31st March at St John's Church, Hallcliffe 12 - 2pm and 6-8pm
- Drop in 10 – 12 Monday to Thursday at the Town Council offices, Library, Northgate

6.2 Following this consultation the Baildon NDP will be subject to two periods of formal consultation under Regulation 14 and 16 of the Neighbourhood Planning Regulations. Then the Baildon NDP will be subject to an independent examination. This will consider if the Baildon NDP meets the basic conditions.

6.3 In assessing if the Baildon NDP meets the basic conditions, it is likely that the Examiner will recommend further changes. This amended plan will then be the subject of a local Referendum. A straight majority vote (50% of turnout +1) of those on the Electoral Register will be required, before City of Bradford “make” the Plan. The ‘made’ Baildon NDP will then be used to help determine planning decisions in Baildon neighbourhood area alongside other parts of the development plan for City of Bradford and national planning policy.

7.0 Appendices

Appendix A	Baildon Housing Needs Assessment 2024
Appendix B	Baildon Design Codes 2024
Appendix C	Baildon Protected Green Spaces 2024
Appendix D.1	Historic England Listed Buildings in Baildon (Historic England list extract)
Appendix D.2	Scheduled Ancient Monuments (Historic England list extract)
Appendix E	Village Design Statement
Appendix F	Baildon's Non-designated Heritage Assets
Appendix G	Vision for the new Baildon Library and Cultural Centre
Appendix H	Accessibility Standards Bradford Council Accessibility Standards
Appendix J	Baildon Town Council Policies Map
Appendix K	Baildon Town Centre Policies Inset