



Aireborough's Natural and Built Environment Baseline Report

October 2015

My Community locality

AECOM

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Part 1.0 Introduction

Aireborough is situated in West Yorkshire, to the north of Leeds and Bradford, and is characterised by the settlements of Guiseley, Yeadon, Hawksworth and High Royds, Rawdon, with open land linking to Hawksworth Moor to the west and to the Wharfe Valley to the north. The area is served by the A65 and A658 and also has Leeds Bradford International Airport (LBIA) (an important transport hub for Leeds and the city region as a whole) within its boundary.

For site location please refer to Figure 1.1, 'Context Plan'.

Aireborough was born in 1937 when the townships from the Old Parish of Guiseley came together to form a new Urban District Council "to wipe out old jealousies, and concentrate more readily on the problems ahead, working together as a team"¹. Until 1974, Aireborough was an autonomous urban district. In 1974 Aireborough was subsumed into the City of Leeds, but is surrounded to the north, south and west by Bradford Metropolitan District Council (MDC).

The Aireborough Neighbourhood Development Forum (ANDF) was founded in 2012, and takes the same ethos as in 1937, for the purposes of helping to make Aireborough a thriving place once again. In 2014 the Forum received designated Neighbourhood Forum status (under the Localism Act 2011) from Leeds City Council to enable it to draw up a Neighbourhood Development Plan for the area.

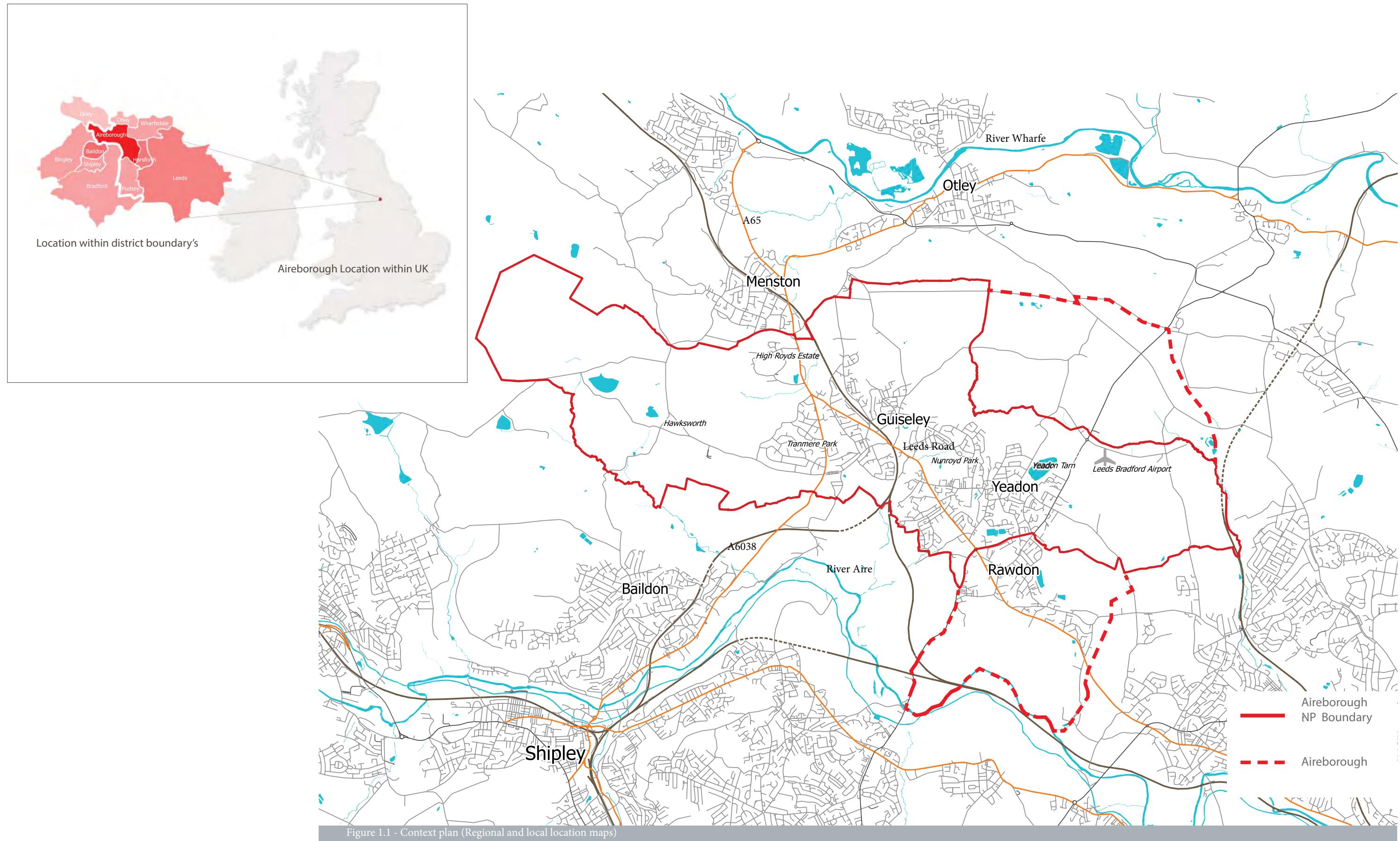
Their aim is to design a thriving place by

'Honouring the past; Valuing the present; Imagining the Future'.

The ANDF's vision is 'To stimulate identity in order to sustain vitality in this family of 'sibling' settlements; to live, work and grow into a new modern economy together, as a unique cornerstone of Leeds City's region and the proposed South Pennines National Area. To resist becoming a suburban dormitory'². Further detail relating to this vision for Aireborough can be found in Chapter 3.

This document aims to bring together baseline research, previously collected by the ANDF and as a result of desktop and site survey by AECOM, on both Aireborough's natural and built environment in order to propose a Green Masterplan Framework for the region. The intention is that this document can be viewed as 'The Environment' chapter of an overarching Neighbourhood Plan.

Neighbourhood Plans are being prepared by Rawdon Parish Council (for Rawdon) and the ANDF, for the rest of the area apart from Carlton which is in Bramhope Parish.



Ode to Aireborough

"Home of Harry Ramsden's and delicious fish and chips,
Exquisite prams produced by Silver Cross,
Baths and loos and bidets manufactured down at Shires,
And lamps where Crompton'n Parkinson were boss.

Weaving sheds that sang as looms clacked out their ryhthmic beat,
And spinners whirling floss to balls and cones,
Dyers dunking yard in massive vats of different hues,
Some bound for distand places to be sewn.

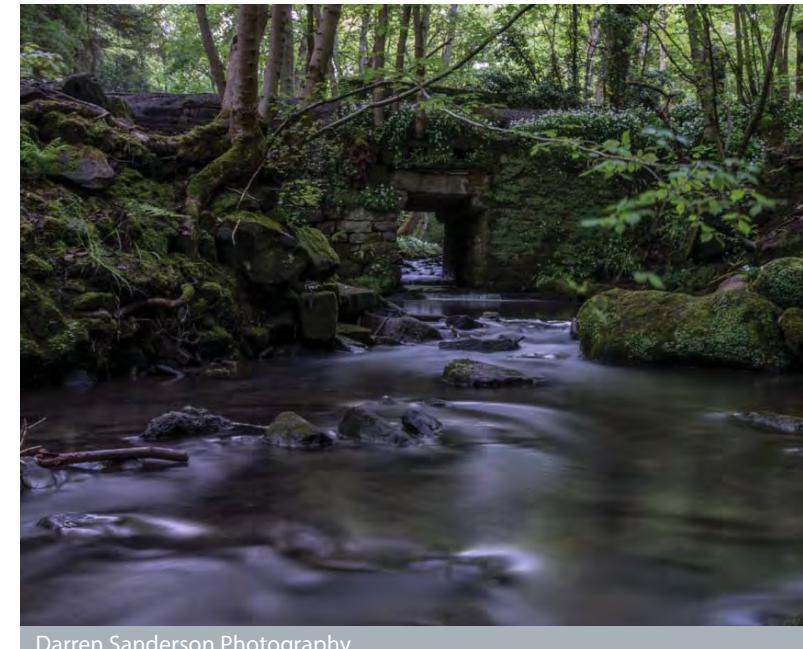
Once, a couple of co-ops and two picture houses too,
A gas works for the cooking and the heat,
A depot up in Yeadon where Sam Ledgard's busses lived,
And don't forget young Sooty, Sue and Sweep.

They've all gone now; that's progress, so the bods in charge would say,
The heart of Aireborough beats a different beat,
We have to be content with traffic jams and retail parks,
The thought of it is somewhat bittersweet.

Despite all this I'm happy, even though I've seen much change,
The folk of Aireborough make this place so good,
They're cheeful, and industrious and caring to a fault,
Without doubt its' the perfect neighbourhood."³



Darren Sanderson Photography



Darren Sanderson Photography



View from Moor Top

Part 2.0

Planning Policy Context

National Planning Policy (NPPF) states that planning should take account of 'core planning principles' (point 17). One of those principles is:

'to take account of the difference roles and character of different areas, promoting the vitality of our urban areas, protecting the Green Belts around them, recognizing the intrinsic character and beauty of the countryside and supporting thriving rural communities within it'

For a number of years since the inception of the NPPF in April 2012, these principles have taken a back seat, to NPPF policy 14 which says there is a 'presumption in favour of sustainable development'. Basically this has meant that development has been given the green light, unless there have been any significant reasons of harm to outweigh the benefit of new housing.





2.1 National Planning Policy Context

The Government is committed to a plan-led system for the control of development and consideration of development proposals. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 provides:

'If regard is to be had to the development plan for the purposes of any determination under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.'

Proposals are therefore to be determined (whether at first instance by the local planning authority (the 'LPA'), or on appeal) in accordance with the Development Plan unless material considerations indicate otherwise. Such material considerations include the National Planning Policy Framework (NPPF), National Planning Practice Guidance (NPPG) and more up-to-date Local Development Framework Documents.

Until March 2012, planning policy, advice and guidance in England cascaded down through a series of publications from national to regional and local levels (with increasing degrees of detail).

Following the Localism Act of 2011 the publication of the NPPF in March 2012 provided a new starting point for the determination of planning applications and appeals. Many of the Planning Policy Guidance Notes and Planning Policy Statements that once were material considerations have now been cancelled, although in some circumstances, the essential policy elements relating to previous national policy remain unchanged. The NPPF also has an impact on the weight to be accorded to local plans. It is therefore a significant consideration in policy assessment.

The NPPF is supplemented by NPPG, the final version being available on line from 06 March 2014. It replaces a long list of government circulars, guidance documents, ministerial letters etc. As a result, the Government advises that over 7,000 pages of documents are condensed into 41 categories ranging from 'Advertisements' to 'Water supply'.

2.2 National Planning Policy Framework

The NPPF (March 2012) sets out the spatial policy framework to act as guidance for local planning authorities in their policy preparation and as material consideration in their decision making.

2.2.1 Core Planning Principles

The NPPF states that planning should take account of 'core planning principles', including "to take account of the different roles and character of different areas, promoting the vitality of our urban areas, protecting the Green Belts around them, recognizing the intrinsic character and beauty of the countryside and supporting thriving rural communities within it."

Since the inception of the NPPF in April of 2012 the Presumption of Sustainable Development has taken priority over these principles, ensuring development takes place unless there have been any significant reasons of harm to outweigh the benefit of new housing.

2.2.2 Delivering a wide choice of high quality homes (NPPF 6)

Local Planning Authorities are required to be responsive to local circumstances in terms of housing need and ensure that local needs are reflected. This is particularly the case with affordable housing and ensuring sustainable development reflects the enhancement and/or vitality of rural communities (Paragraphs 54/55). As an area with a direct relationship to urban and rural environments, additionally in a location on the border of Leeds and Bradford Local Planning Authority Districts, connecting with Ilkley Moor and Menston, this issue is a key factor for the Neighbourhood Plan.

2.2.3 Promoting Healthy Communities (NPPF 8)

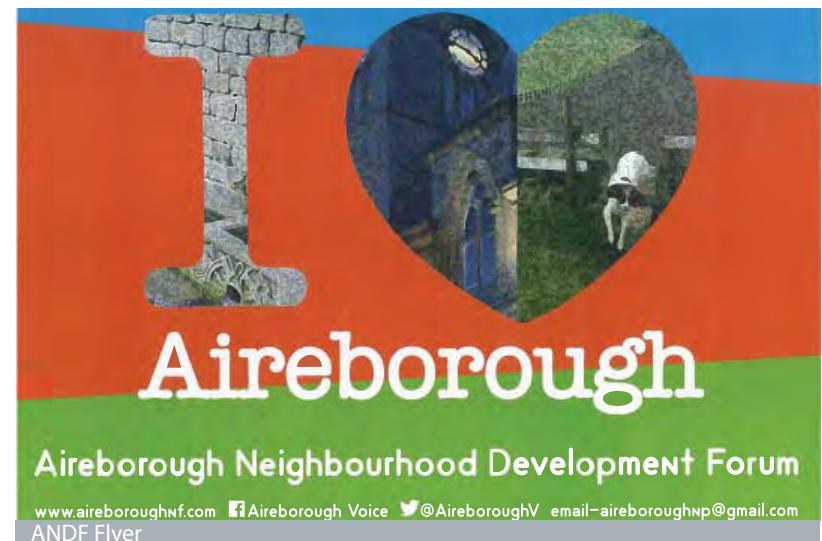
Paragraph 69 promotes the involvement of communities in creating the shared vision of community development. This section goes on to facilitate the development of Neighbourhood Planning and outlines its nature and extent. The development of the Aireborough Neighbourhood Plan is an outcome of this.

2.2.4 Protecting Green Belt Land (NPPF 9)

The fundamental aim of Green Belt Policy is to prevent Urban Sprawl, the five key purposes of the Green Belt being highlighted in Paragraph 79. Following on from this Paragraph 81 highlights that authorities "should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land." This should be reflected in the development of the Neighbourhood Plan for Aireborough.



National Planning Policy Framework



2.2.5 Conserving and Enhancing the Natural Environment (NPPF 12)

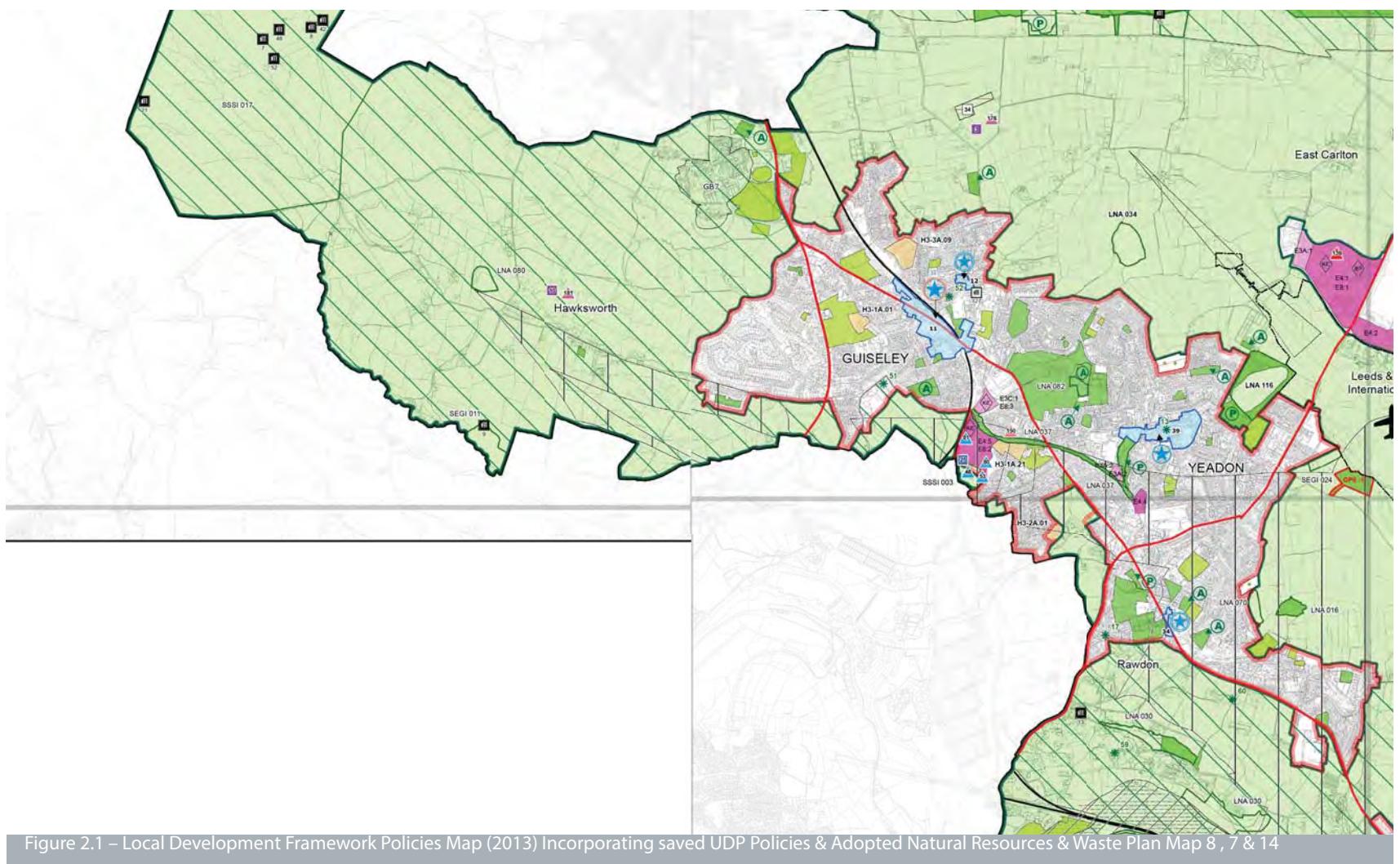
Paragraph 109 charges the Planning system to contribute to and enhance the natural and local environment including protecting and enhancing valued landscapes and geological conservation interests. Paragraph 113 goes further stating that: "Local planning authorities should set criteria based policies against which proposals for any development on or affecting protected wildlife or geodiversity sites or landscape areas will be judged. Distinctions should be made between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks."

The strategic approach should see local planning authorities plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. Considering the geographic location of Aireborough and the relationship of the built environment to the countryside, this should impact on the approach and content of the Neighbourhood Plan.

2.2.6 Planning Strategically across Local Boundaries (NPPF 178 - 181)

Regarding the Duty to Cooperate, the NPPF establishes the need for Local Planning Authorities to work collaboratively with other bodies to ensure that "strategic priorities across local boundaries are properly coordinated and clearly reflected in individual Local Plans" (Paragraph 179). Evidence of having effectively cooperated to plan for issues with cross-boundary impacts will have to be demonstrated in Local Plan Examination (Paragraph 181).

Bearing in mind the location of Aireborough in the District of Leeds City Council being so close to the boundary with the City of Bradford MDC, the Duty to Cooperate and evidence this in Local Plan Examination should be relevant to the development of the Neighbourhood Plan for Aireborough. This should especially be considered in the light of NPPF Paragraph 55 requiring the Duty to Cooperate to be responsive to housing needs (as discussed above).



2.3 Local Planning Policy

Aireborough falls within the Local Planning Authority of Leeds City Council. Leeds is a diverse and large conurbation, currently undergoing planning policy consultation for elements of its emerging development plan.

The relevant statutory and emerging Development Plan for Leeds is made up of the following elements:

- Unitary Development Plan
- Adopted Core Strategy
- Natural Resources and Waste Local Plan
- Site Allocations Development Plan
- Neighbourhood Plan - Aireborough and Rawdon

Set out below are the current and emerging relevant development plan documents and their preparation:

- Unitary Development Plan (2006) – The Unitary Development Plan (UDP) for Leeds was adopted in 2001 and subject to Review in 2006. Until its replacement by the emerging Local Development Plan it will form part of the Development Plan. A key relevant policy retained from the UDP is Policy N32: Green Belt, which is still relevant until April 2016.
- Natural Resources and Waste Local Plan (2013) – This sets out the management of land for minerals, energy, waste and water. Following adoption in January 2013, adopted Policies Minerals 13 and 14 were subject to challenge, re-examined and found sound and adopted in September 2015.
- Neighbourhood Plan – following the Localism Act of 2011, Neighbourhood Planning was introduced to form part of the Development Plan. The Aireborough Neighbourhood Forum will develop a Neighbourhood Plan to form an integral part of the shaping of the local environment.
- Adopted Core Strategy (2014) – The Core Strategy sets out the strategic policy direction for the district including spatial development vision and objectives, including policies and an implementation framework for the period up to 2028. It was adopted in November of 2014 and as such replaces a number of the existing policies of the 2006 UDP. The overarching nature of the Core Strategy ensures that it will guide the development of emerging Local Development Framework documents.

Within the Core Strategy, Aireborough sits in the Settlement Hierarchy as a Major Settlement (Guiseley / Yeadon / Rawdon). It also forms a Housing Market Characteristic Area. The Council has established the scale and distribution of development to be accommodated in the Housing Market Characteristic Areas (HMCAs) derived from information in the Strategic Housing Market Assessment and the Strategic Housing Land Availability Assessment. Core Strategy Paragraph 4.6.17 states that: "The distribution reflects the quantum of housing growth that accord with the housing growth principles and overall spatial strategy (the focus upon opportunities within the Settlement Hierarchy) and the potential availability of suitable sites (derived from the SHLAA)."

The detail of the proposed distribution of housing land is set out in Spatial Policy 7: Distribution of Housing Land and Allocations. This allocates a figure of 3% of housing across the whole of Leeds to be fulfilled in the Plan Period (to 2028), totalling 2,300 units in Aireborough.

- Site Allocations Development Plan – This document sets out specific site allocations for new development in the area from 2012 to 2018 in terms of housing, employment, green space and retail. It is currently in preparation and is at Publication Draft Stage. Consultation on this document began in September 2015. This document identifies the land where new homes, employment and greenspaces are to be located. The consultation runs for an eight week period from 22nd of September to 16th of November 2015.

Further modifications to the Site Allocations Plan (SAP) require six further weeks of consultation, following which the document is submitted to the Secretary of State and is examined in public. Further to this there is consultation on any Inspector recommendations, the issue of the Inspector's Report, and adoption at a date yet to be determined.

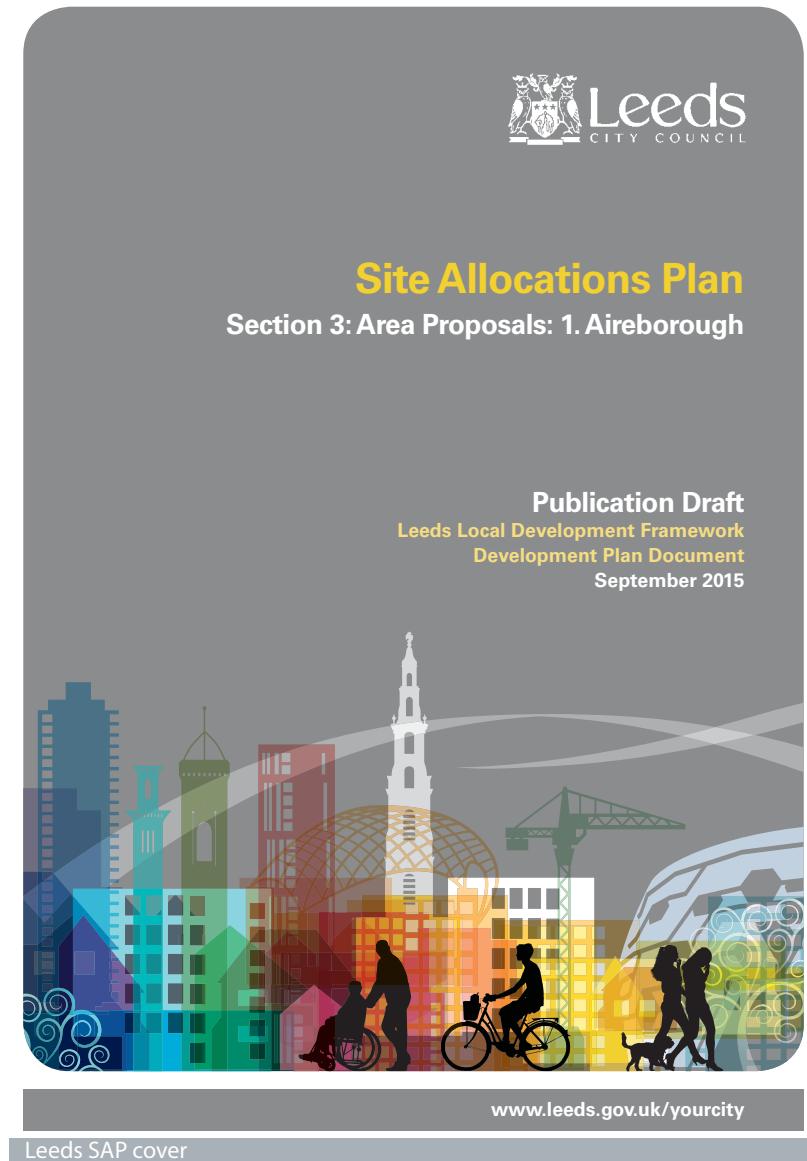
The SAP details proposed site allocations, based upon the framework set out in the Core Strategy. The Draft Plan Document for Aireborough sets out a total housing target for Aireborough of 2,300 units, which is 3% of the District wide total. The Identified Housing Sites are set out in Policy HG1, which links to Core Strategy Spatial Policy SP7. The policies identified housing sites are in Phase 1 for release, in accordance with Core Strategy Policy H1. This identifies 967 units under Policy HG1.

Policy HG2 identifies Housing Allocations, with sites allocated for housing in Aireborough have a total capacity of 1264. Between Policies HG1 and HG2 This totals 2,231 proposed residential units, 69 units short of the total set out in the Adopted Core Strategy.

Policy EO1: Identified Sites for Office Use identifies sites Identified Office Sites (with planning permission or UDP allocations) which totals 3,510 sqm, with no proposed allocations for office development in Aireborough.

Policy EG1: Identified sites for General Employment Use sets out 23.25 Ha identified general employment total. Policy EG2 sets out 0.4 Ha allocated for general employment. Leeds Bradford International Airport (LBIA) – Employment Hub sits alongside the Airport Operational Land Boundary (AOLB) as set out in UDP Saved Policy T30A. This is set out in Policy EG3, with 36.23 Ha of land proposed to be allocated to the north of LBIA as an employment hub.

Greenspace Proposals for Aireborough are predominantly existing UDP Green Space sites with additional sites identified through the Open Space Sport and Recreation Assessment of 2011.



2.4 Bradford

Considering the Duty to Co-operate under the provisions of the NPPF and the proximity of Aireborough to the boundary of the City of Bradford District, it is relevant to consider the spatial policy context of this neighbouring authority. Engagement will be expected to take place on a District-wide level, as per the requirements of the NPPF, and can also be facilitated at Parish/Neighbourhood Forum level. It should be noted that Green Belt reviews are required to be undertaken by Bradford to accommodate the housing targets as part of the Leeds City Region.

2.4.1 Emerging Policy Context

The Statutory Development Plan for Bradford MDC is made up of the Replacement Unitary Development Plan (UDP) adopted in October 2005 as saved is the current development plan for the District. The Secretary of State issued a Direction on 30th September 2008 setting out which policies were saved beyond 31 October 2008. This sets out the land-use planning framework for the future of the district.

Bradford MDC has been progressing the development of a Core Strategy, Land Allocations, and Proposals Map Development Plan Documents (DPDs) to replace the UDP. The preparation of the Core Strategy has been underway for some time and has reached examination stage. The Core Strategy was submitted to the Secretary of State on Friday 12 December 2014 for formal Examination during 2015 with the intention to adopt thereafter. The Council is in the process of finalising proposed Modifications to the Plan in light of this.

The Land Allocations DPD will set out sites for development for housing, employment, and safeguarded uses but work has not yet begun on this document. Proposals Map DPD will illustrate the policies of the Core Strategy and Land Allocations DPDs but work has not yet begun on this document either, the main thrust of policy development being the emerging Core Strategy.

2.4.2 Meeting Bradford's Housing Demand

In the Core Strategy (Publication Draft) of February 2014 it was considered essential that the focus of housing demand be met in the main urban areas, leading with Bradford itself. However, due to the scale of development required, this is only deliverable with significant contribution from development in Bradford's Green Belt.

Core Strategy DPD Policy SC7 – Green Belt (Publication Draft, December 2014) states: "Green belt releases required to deliver longer term housing and jobs growth in the District as set out in Policy HO3 and Policy EC3 will be delivered by a selective review of Green Belt boundaries in locations that would not undermine the strategic function of green belt within the Leeds City Region and that would accord with the Core policies and the strategic patterns of development set out in Policy SC5. The Decisions on allocations on green belt land will be assessed against the purposes of including land in green belt as set out in national guidance. The selective review will be undertaken through the Allocations DPD in consultation with local communities and stakeholders."





Part 3.0

Aireborough: The Vision & Themes

To stimulate identity in order to sustain vitality in this family of 'sibling' settlements; to live, work and grow into a new modern economy together, as a unique cornerstone of Leeds City's region and the proposed South Pennines National Park/Yorkshire Dales National Park. To resist becoming a suburban dormitory.

3.1 Vision Themes

The ANDF Vision for Aireborough is rooted in the Barton and Grant (2006) Social Model for Health, which has international acceptance by professionals from WHO, Architecture, Urban Planning, and Ecology. The model is also linked to the Brundtland model (1987) of sustainability, and is central to the Leeds City Council Public Health Annual Report 2014-15, Planning a Healthy City – Housing Growth in Leeds.

From this model it can be seen that the chief desire of the Aireborough Neighbourhood Plan is to use the Built Environment for inspired public planning and to avoid the negative health impacts of a 'suburban dormitory' on lifestyle, community and the local economy, whilst putting in place remedial and regenerative interventions in these spheres. Also, to ensure that the health and wellbeing value of the natural environment and ecosystem in the Aireborough landscape is not damaged, but rather, positively enhanced.

ISSUE 1: THREAT TO CHARACTER OF THE AREA IS DEEPLY FELT WITH A FEAR OF BEING A SUBURBAN DORMITORY

- Town meets country- preserve this feel with right mix of rural and urban
- Strong argument for preserving green fields which remain between Rawdon, Yeadon and Guiseley as our green infrastructure, as few central parks . Fields are what gives character
- Skyline views ie hills, notable buildings, and views of green fields in general, under threat
- Historic features not respected



Figure: Model for Health and Wellbeing, Barton and Grant, 2006

3.1.1 Mutual Landscape Identity

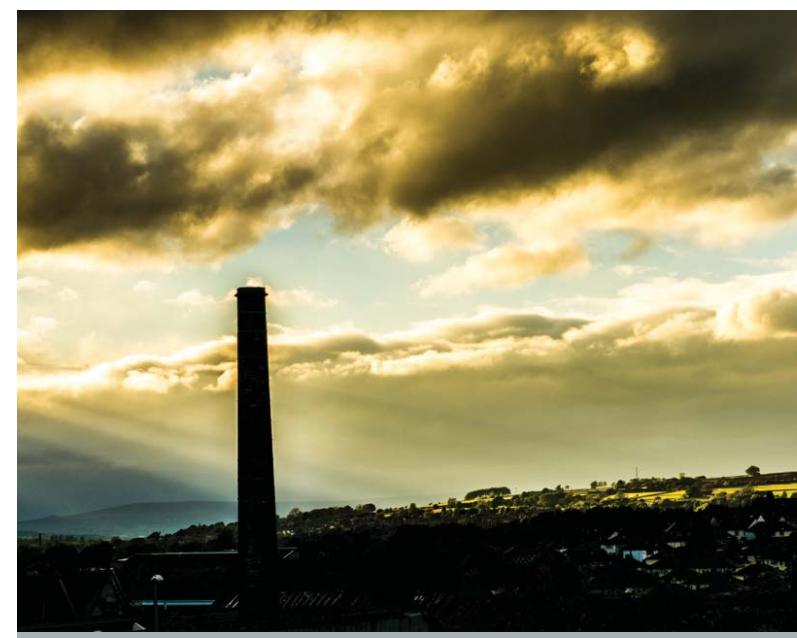
ISSUE: THREAT TO CHARACTER OF THE AREA IS DEEPLY FELT WITH A FEAR OF BEING A SUBURBAN DORMITORY.

- Town meets country – preserve this feel with the right mix of rural and urban. Urban rural fringe borderland.
- Strong argument for preserving green fields which remain between Rawdon, Yeadon and Guiseley as our green infrastructure, as few central parks. Fields are what gives character
- Skyline views i.e. hills, notable buildings, and views of green fields in general, under threat
- Historic features not respected - site allocations

Together the settlements sit on or close to the dip slope of the Chevin, made of local 'grit' stone – used in the foundations of the Houses of Parliament. The glacial topography of the Chevin and Airedale Gap is valued by both locals and people from a much wider catchment area; now there is the prospect of Aireborough being included in the designation of the mooted South Pennines National Park. Aireborough is a cornerstone; on the edge of the South Pennines, Yorkshire Dales and Leeds City Region – 'corners' are important, therefore defining and celebrating "the flanks of the Chevin", is crucial: by enhancing the attractiveness to residents, so the area will be better able to keep its visitors and help the local economy. The Esholt Wood and Aireborough Greenway area, is also clearly loved, and in need of enhancement for its natural and historic features. Finally, the landscape has given rise to the textile, sporting, entrepreneurial and social history of philanthropy which also unites the settlements and can be the foundation of renewed civic pride, new resident integration and a visitor economy. An example being the North West Leeds Countryside Park.



Darren Sanderson Photography - Preserving green fields / character



Darren Sanderson Photography - Skyline Views



Darren Sanderson Photography - Respecting historic features

3.1.2 Life Enhancing Sporting and Creative Heritage

Aireborough has nurtured many people in the fields of sport, music and entertainment. The Olympic legacy has been started with the High Royds sports park, and other facilities including Yeadon Tarn, and Aireborough Leisure Centre; but there is much more that could be done, especially as the area is developing into a centre for local youth. It is a strong desire, constantly mentioned, of all local people, to enhance life chances and skills for all young people.

3.1.3 Vital Modern Economy to Grow and Thrive

ISSUE: LOCAL ECONOMY, JOBS AND INDUSTRY ARE NEEDED FOR A VITAL, SUSTAINABLE AREA AND TO TAKE ADVANTAGE OF WASTED OPPORTUNITY

- Lack of required commercial property for growing innovative firms
- Poor quality of facilities in commercial enclaves
- Dying independent high streets and lack of growing visitor facilities

Emphasis on growth of the local economy is based on the local traditions of industry and entrepreneurship, local skill sets, and the intense desire to resist the settlements becoming 'urban dormitories'. The area has a history of innovation; now the Airport's presence lends credence to the dawn of a new era of thought leadership, in creative, design, engineering and micro businesses, with the right facilities. Together with the heritage and landscape qualities of the area, this economic growth focus also supports the strong evidence of a growing visitor economy, to places such as the Airport, Yeadon Tarn, and destination retail shops. All of which needs visitor facilities to feed into a vital local economy.

3.1.4 Beautiful and Distinctive 'Quarters' with Integrity

ISSUE: UNATTRACTIVE URBAN DEVELOPMENTS AND DEVELOPMENT ISSUES ARE REPLACING CHARACTER

- Unattractive features and poor design of new housing
- Condition and quality of materials in public space and sites
- Street and public advertising – there does not seem to be any set and maintained policy, we have advertising on prominent and key buildings that does nothing to enhance the area



There needs to be considerable effort devoted to 'presentation' of the better parts, enhancement of the poorer part and best possible design standards for all new development. Styles need to be defined that recognise the diverse qualities of each local area and respond to them sympathetically. Internal edges, centres for communities and interfaces also need to be identified and made more legible to strengthen the vitality and local identity of 'quarters'. People should be excited about the 'settlements' of Aireborough as places, not just as the location of a house.

3.1.5 A Human Lifelong Place

ISSUE: HOUSING SHORTAGES ARE SPECIFIC: DEVELOPMENT NEEDS TO ENHANCE NOT DETRACT

- Housing shortages are specific to retirement and low rental needs
- Planning gaps in the built environment
- Veto any more proposals for housing, until empty houses are filled first. Brownfield sites must be used constructively, and green field site loss must be resisted. All development must be sustainable regarding the pressure on overcrowded and congested resources.

ISSUE: OVERCROWDED SERVICES ARE THE RESULT OF OVER DEVELOPMENT AND UNDER INVESTMENT

- Huge pressure on schools, primary especially, and secondary
- Huge pressure on doctors and dentists
- Pressure on burial spaces

The evident need in housing is for 'really' affordable, and retirement homes that keep local people local, so that relationships can be nurtured and kept together rather than dispersed by necessity especially in old age. There is also a critical need for more 'major settlement centre' services (including schools and health care) to support the growing population – at a time when many services are being withdrawn back to Leeds City and are out of the reach of more disadvantaged people in the area who need them most.



3.1.6 Civic Community

ISSUE: LACK OF COMMUNITY AND CIVIC PRIDE INCERASING ISLANDS OF ISOLATION: THE RESULT OF LOSS OF CHARACTER AND POOR URBAN DESIGN

- Isolated communities, housing developments, and no 'real' centres
- Local civic pride is declining
- Lack/loss of 'big community' spirit
- Lack of community facilities general
- Lack of community facilities for the young in particular (results from the Youth Forum)

There is both a desire and a shortage of places to meet each other and do things together in such a major settlement centre. More, upgraded, and better connected facilities, by way of both outdoor and indoor space, coupled with renewed civic pride in the minds of the community, might counteract the reduction in municipal maintenance and upkeep. Nunroyd Park holds major potential.

3.1.7 Connective (Not Congested) Transport

ISSUE: TRAFFIC, TRANSPORT AND MOBILITY IS THE MOST FREQUENTLY MENTIONED ISSUE

- A65/A658 Congestion – over capacity and getting worse
- Traffic congestion on local roads – bad for motorists and makes people feel unsafe
- Balance of vehicular traffic and pedestrians – A65 splits communities
- Parking provision
- Overcrowded trains
- Poor bus services
- Airport noise

The ingredients are already there for a neighbourhood well served by rail and air, but there is much untapped potential in both modes, with an urgent need to improve Airport related transport infrastructure. Aireborough needs roads that do not fill up and divide in the way that they do now. The aim should be for 'civilised streets' that belong to their communities, not roads passing through to far distant places.

3.1.8 Human Powered Accessibility

ISSUE: GINNELS/SNICKETS/GREENWAYS ARE NOT NETWORKED AND IN POOR CONDITION

The ginnels, snickets and greenways are a precious ingredient of all settlements, which are currently out of a scale that makes walking and/or cycling viable means of moving around: these qualities are easily lost and so must be looked after and the network extended as new development takes place. The larger the urban area becomes the more difficult it will become to maintain these qualities, so ultimate size has to be constrained.



Example of new development creating islands of isolation



Civic Community 'Enhance access to community facilities'



Aireborough Leisure Centre - Key community facility



Part 4.0

The Environment

Aireborough's natural environment is one of its greatest assets and protection of this environment is very important for the future wellbeing of the region and towns within it. A key aim of this neighborhood plan is to conserve and protect the countryside surrounding Yeadon and Guiseley, as well as the pockets of woodland that surround the towns. Therefore any new development which encroaches on the countryside surrounding these towns, or impacts on the historic rural buildings should be very carefully considered.

Aireborough's built environment is made up of 'sibling settlements' – the major townships of Guiseley, Yeadon and Rawdon, and the villages of Hawksworth, High Royds and Carlton (Rawdon and Carlton are in the Housing Market Characteristic Area (HMCA) but not in the Aireborough Neighbourhood Plan (NP) area).¹⁵





4.1 The Natural Environment: Site Context

"Aireborough, West Yorkshire, is borderland; an area of urban rural fringe between urban Leeds/Bradford and rural Wharfedale/Airedale. It is a District in its own right, not Leeds, not Bradford⁶, - a distinctive character area of pastoral plateau and lower glacial valleys⁷, on the north east edge of the South Pennines; sandwiched between the Yorkshire Dales to the north and the Coal Measures to the south.

The urban fringe aspect of Aireborough is one of the things that makes the area attractive to people. It is on the north east edge of the South Pennines, but links with Wharfedale and is a main way into the Yorkshire Dales National Park and Areas of Outstanding Natural Beauty (AONB), so it sets the scene.

Because of the glacial landscape of Aireborough there are constrictions on transport routes. The A65, which cuts Guiseley and Rawdon in two, links to Leeds City Centre, approximately 10 miles to the south east and the A658 and the A6038 link to Bradford, approximately 6 miles to the south west, and Harrogate, approximately 13 miles to the north east. To the east of Yeadon is Leeds Bradford International Airport, an important transport hub for Leeds and the city region, but which has very poor transport links. Further afield Leeds and Bradford are well served by the motorway network, the M62 and M1, in particular.



Overlooking the urban fringe

4.2 National Character Areas

Natural England produces mapping and written descriptions of the landscape character of England in order to provide a national and regional framework for the more detailed assessment of character at county and local levels. This work has resulted in the classification of distinct landscape character areas, called National Character Areas (NCAs), to assist those who make decisions regarding local plans to consider how best to enhance and respect local distinctiveness.

However, in response to its responsibilities in delivering the Natural England White Paper, Biodiversity 2020 and the European Landscape Convention, Natural England has recently completed and published revised NCA profiles to form guidance documents to provide a context for local decision making.

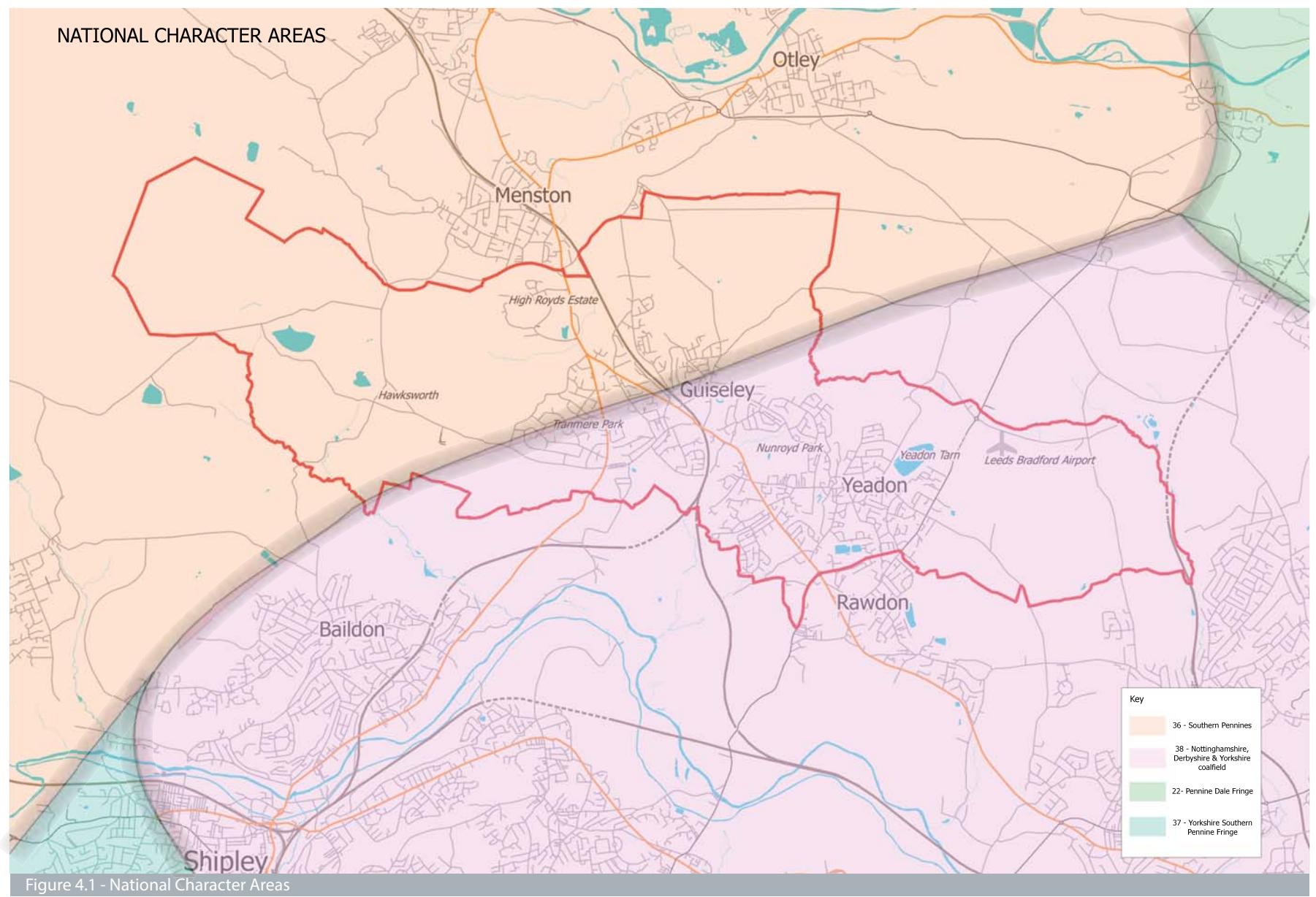
At a national scale Aireborough lies within two NCAs, as defined by Natural England:

- The northern half of Aireborough lies within NCA 36: Southern Pennines. Southern Pennines are part of the Pennine ridge of hills, lying between the Peak District National Park and the Yorkshire Dales National Park. This describes a landscape of large-scale sweeping moorlands, pastures enclosed by drystone walls, and gritstone settlements contained within narrow valleys. A full description of the 'key characteristics' of NCA 36 is available in the NCA profiles, published by Natural England⁸; and
- The southern section of Aireborough lies within NCA 38: Nottinghamshire, Derbyshire and Yorkshire Coalfield. A full description of the 'key characteristics' of NCA 38 is available in the NCA profiles, published by Natural England. The Nottinghamshire, Derbyshire and Yorkshire Coalfield is an area that has seen great change over the past few centuries. The impact of widespread industrialisation and development on the landscape and settlement pattern within the NCA is clear, influencing the visual and ecological landscape. The geological deposits of coal and iron, along with the water supply, brought mass industrialisation to the area to exploit these resources. A generally low-lying area, with hills and escarpments above wide valleys, the landscape embraces major industrial towns and cities as well as villages and countryside⁹.

To the north are two further NCAs: NCA 21 Yorkshire Dales; and NCA 22 Pennine Dale Fringes to the south is a further NCA 37 Yorkshire Southern Pennine Fringe. A full description of the 'key characteristics' of these NCAs is available in the NCA profiles, published by Natural England.

As the published descriptions character of NCA 36, 38, 21, 22 and 37 are at a regional scale and unlikely to be directly relevant to this specific Neighbourhood Plan the key characteristics are not reproduced in this report. However, the landscape context of the study area exhibits some of these key characteristics and they are taken as an appropriate regional description of it.

The baseline findings relating to published national landscape character studies, as described above, are illustrated in Figure 4.1, aside.



4.3 Local Landscape Character

The websites of Leeds City Council and Bradford MBC were consulted in order to establish whether any local/county level landscape character assessments have been prepared for Aireborough.

It was established that the following character assessments, relevant to the context of the Neighbourhood Plan area, have been completed:

- Leeds Landscape Assessment, 1994, subject to Landscape Character Review, 2011; and
- Bradford MDC Landscape Character Supplementary Planning Document (SPD), Oct 2008.

In Aireborough we need to look at both the Leeds Landscape Character Assessments, which were done in 1994, but readopted in the 2011 Landscape Assessment map, and also the Bradford Assessments which were done in 2008 for Esholt and Wharfedale. As well as describing the character of Aireborough's landscape from The Guiseley Plateau, to the Calverley Valley, the reports give management plans.

Information derived from these sources has been incorporated into this report as appropriate and is briefly summarised below.

4.3.1 Leeds Landscape Assessment

Character of the Leeds Landscape

"Regional character areas are recognisable as distinct landscape 'regions' at the broad scale, based on general characteristics such as landform, geology, soils, land use, ecological associations, historical associations and urban and industrial activity and which incorporate a range of typical landscape types. There are five such areas in the Leeds District. These are:

- Leeds Coal Measures;
- Millstone Grit Plateau;
- Wharfedale;
- Eastern Limestone Belt; and
- Vale of York"¹⁰.

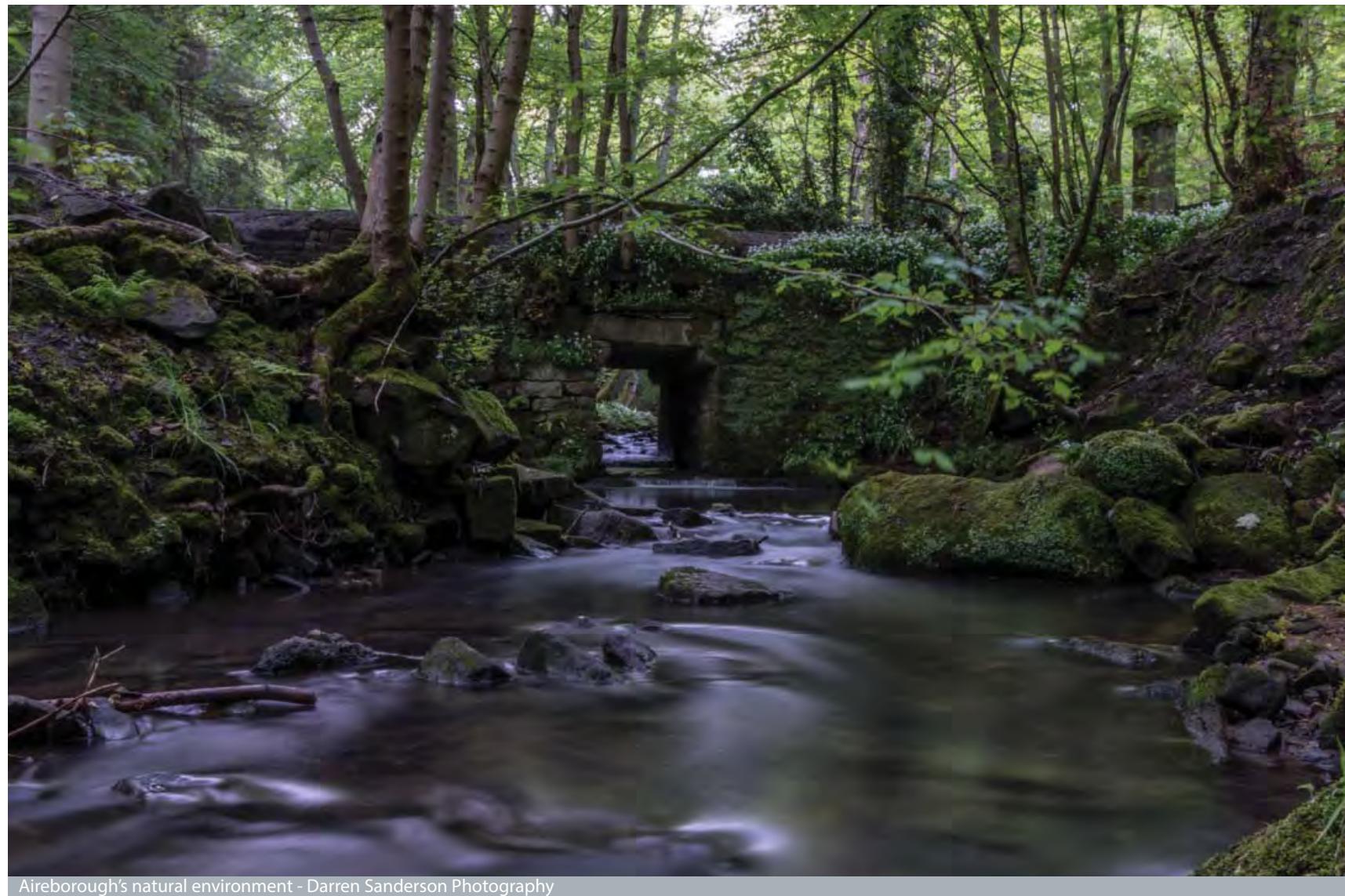
Aireborough sits within the Millstone Grit Plateau regional landscape character area (LCA), just to the south of Wharfedale LCA. To the south lies the Leeds Coal Measures LCA, this covers Rawdon (which is outside of the NP area).

The main characteristics of these LCAs are described in Table 4.1 below.

"Landscape types are tracts of countryside, defined at a more detailed level, which have a unity of character due to particular combinations of landform and landcover and a consistent and distinct pattern of constituent elements. The same landscape type may occur in different regional character areas but will be distinguished by the broader regional influences of geology, soils and land use history.

There are four broad landscape character types in the countryside around Leeds, namely settled, agricultural, wooded, and river landscapes. Within these four main groups there are 19 landscape types"¹¹.

The main characteristics of the landscape character types (LCTs) relevant to Aireborough are described in Table 4.1.



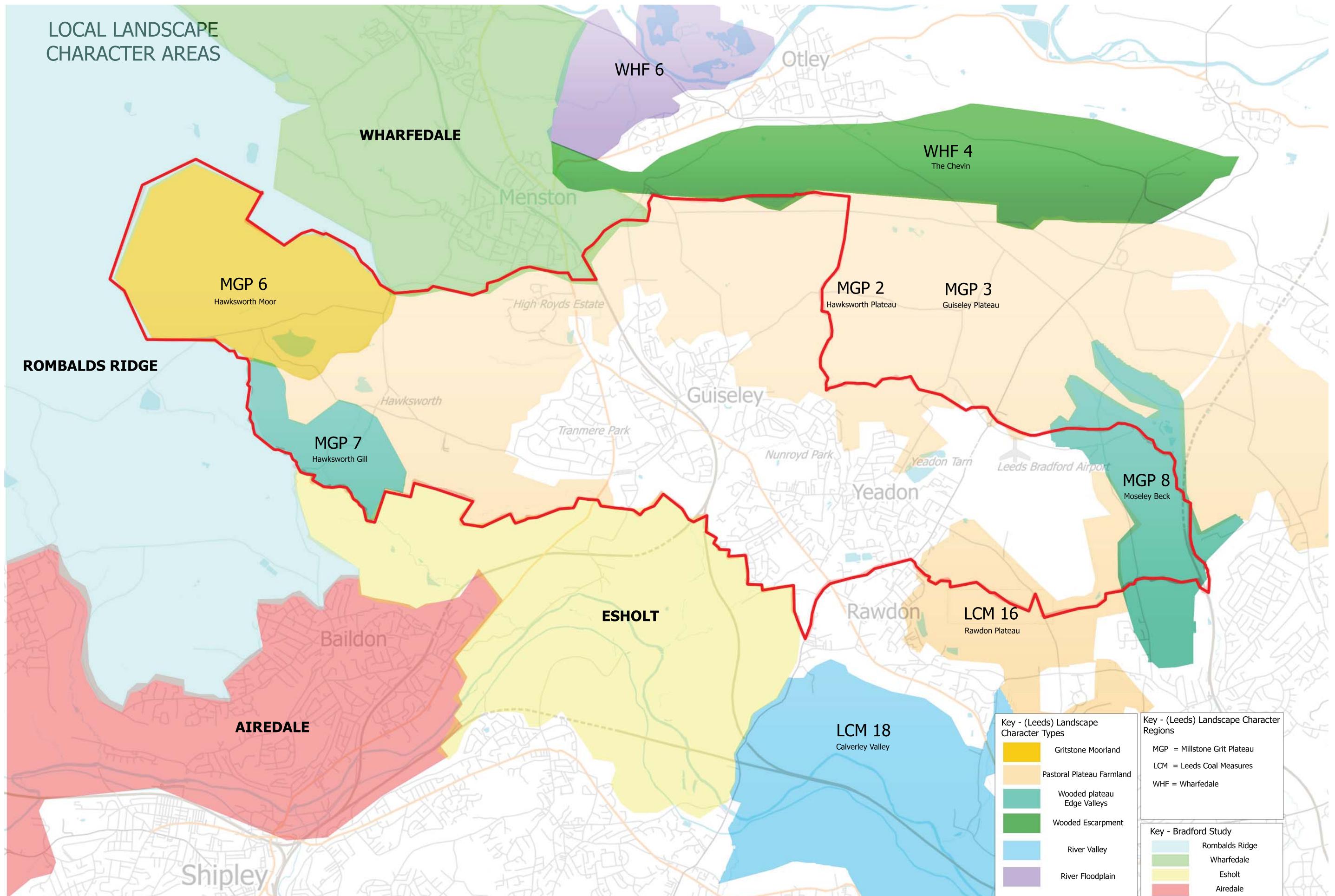


Figure 4.2 - Local landscape character areas

Table 4.1: LCAs and LCTs as defined by Leeds City Council

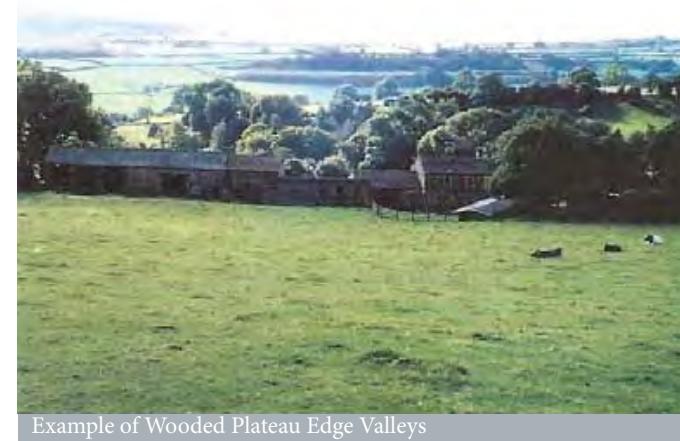
| Leeds Landscape Assessment (1994) and Landscape Character Review (2011) Leeds City Council | |
|---|---|
| The Millstone Grit Plateau Landscape Character Area | <ul style="list-style-type: none"> The Millstone Grit Plateau is made up by more or less continuous ridges, with valleys in between. These ridges are all escarpments of varying steepness or slope. Where the scarp slope is steep and the dip slope gentle, such as along the Chevin (along the edges of Wharfedale, there is a marked difference in topography and land use. Elsewhere within the region, however this contrast is not so pronounced. Farmland is predominantly pastoral, with sheep and cattle grazed pastures, interspersed with smaller pockets of rough pasture and horse grazing around settlements. In the far North West tip of the region, Hawksworth Moor forms the only significant area of open heather covered moorland within the district, fringed by fields of semi-improved pasture. Throughout, the abundance of stone has led to many of the fields being bounded by drystone walls. To the east of the region however, hedgerows are more common, and arable farmland appears amidst the fields of pasture. Mixed and coniferous plantations are dotted throughout this region, but occur particularly in the east, close to the Harewood estate. Areas of semi-natural deciduous woodland also occur within the numerous valleys and becks which cut across the plateau, although are generally absent from some of the more exposed areas of high ground where, isolated hedgerow trees form the only tree cover. Architecturally, the local stone of the region has been used since the earliest times in large structures, such as long bridges across rivers, castles, churches and the majority of houses. Today, the use of the sandstone has diminished, with the rock being replaced by bricks for small scale building and by more ornamental stone like Portland Stone or by concrete for larger structures. |
| Pastoral Plateau Farmland Landscape Character Type (within Millstone Grit Plateau and Leeds Coal Measures LCAs) | <ul style="list-style-type: none"> Found in the north west of the district, mainly on the elevated Millstone Grit Plateau, this landscape type is characterised by medium scale, generally intact fields of pasture, grazed by sheep and cattle. The plateau tops are open and sometimes exposed, with isolated boundary trees and planted woodland strips alongside roads. As the land drops, woodland occurs in small copses and as ribbons of semi natural cover along streams and becks. A mix of hedgerows and (mainly) drystone walls form the field boundaries, being replaced by wire fencing as their condition begins to deteriorate. Small villages form the main settlements within this landscape type, with the urban edge of North Leeds occurring on the outskirts. Here, urban fringe land uses such as horse grazing and golf courses become more common. Extensive uninterrupted views can be gained over surrounding areas, particularly from the higher plateau tops. |
| Wooded Plateau Edge Valleys Landscape Character Type (within Millstone Grit Plateau LCA) | <ul style="list-style-type: none"> It is characterised by small scale and intimate, occasionally steep sided valleys on the edge of the Millstone Grit Plateau, which provide a pleasant contrast in scale and character to the more open plateau areas above. Deciduous woodland lines the banks of the becks, with blocks of planted woodland also present. At the edge of the woodlands and extending up the valley slopes, small intact and irregularly shaped fields of sheep and cattle-grazed pasture lie interspersed with pockets of degraded pasture and rank grassland. Isolated farms and houses line the roads which cross or run down into the valleys. Views from within are generally confined by the valley form. |
| Gritstone Moorland Landscape Character Type (within Millstone Grit Plateau LCA) | <ul style="list-style-type: none"> The gritstone moorland landscape type occurs in the far north west of the District, as part of the larger Rombalds Moor, which stretches away to the west. It is found in Hawksworth Moor and forms an open and exposed, gently rounded upland moorland area, dissected by a series of small becks and drains. Dominated by dense swathes of heather and crowberry, the moorland is enclosed by drystone walling, which separates the semi-natural area from the fields of semi improved pasture along its fringes. Within these fields, patches of scrub and isolated stunted trees add variety to the vegetation cover. Reservoir development occurs along the fringes, where commanding views can be gained over the urban areas to the south and southeast. |



Example of Gritstone Moorland



Example of Pastoral Plateau Farmland



Example of Wooded Plateau Edge Valleys



Example of River Valley

| Leeds Landscape Assessment (1994) and Landscape Character Review (2011) Leeds City Council | |
|--|--|
| The Leeds Coal Measures Landscape Character Area | <ul style="list-style-type: none"> A large area of undulating country occupied by part of the Yorkshire coalfield and lying between the limestone belt to the east and the Millstone Grit moors to the west and north. Although the coalfield represents a continuation of the Millstone Grit, there is a greater variability of sandstones and a greater dominance of coal. The occurrence of natural resources of coal but also stone, iron and soft water amongst others has been the most influential factor in the development of this landscape, leading to the growth of industry and expansion of the urban area of Leeds. Throughout the area but particularly adjacent to the urban edge, land use is dominated by human activity with many areas under intense pressure from both authorised and unauthorized urban fringe land uses and activities, such as scrap yards, caravan storage and horse grazing. On the edges of the built-up area, roads, canals and railways run along the valleys of the Aire and the Calder, fronted by ribbon development of houses, factories and warehouses. Quarries both past and present and waste tips are common sights, particularly along the Aire Valley which has been scarred by its industrial past. The industrial history of the region has also lead to the development of several great industrialists' houses such as Temple Newsam which along with Middleton and Roundhay now form important urban fringe parks, well used by local people and by visitors from further afield. The underlying geology of the coalfield has resulted in a mix of light, well-drained soils derived from the sandstones and much heavier soils derived from the Coal Measure sands and clays. The presence of a large urban population has led to the development of intensive types of arable or mixed dairy farming. Horticulture is common, particularly in the south of the region, where the strips of intensive cultivation of potatoes, broccoli and rhubarb contrast with pockets of small scale often degraded arable and pasture including large areas of horse pasture adjacent to settled areas. Woodland occurs in mainly dense semi-natural strips along valleys and becks with oak and sycamore common throughout. Planted woodland occurs mainly in the parkland areas around the edge. |
| River Valley Landscape Character Type (within Leeds Coal Measures LCA) | <ul style="list-style-type: none"> It forms an intact and distinctive river valley, defined by a prominent valley landform. The flat narrow valley floor generally contains a mix of land uses, including pastoral farmland, areas of amenity or recreational use and isolated pockets of industry or public utility works. Woodland, mainly semi-natural, lines stretches of the river banks, forming a strong linear feature alongside communication lines such as railways, canals and roads which can also be present. Woodland is prominent on the steeper valley slopes, providing an important recreational and visual resource and surrounding pockets of intact pasture. These tend to be bordered by drystone walls or a strong pattern of hedgerows. |

Landscape Units

"Landscape units are discrete geographical areas of relatively uniform character, which fall within one or the other of the landscape types. In one regional character area, the same landscape type may occur in a number of different landscape units".

The main characteristics of the landscape units relevant to Airesborough are described in Table 4.2 below.

Table 4.2: Leeds Landscape Assessment (1994) and Landscape Character Review (2011) Leeds City Council

| | |
|---------------------------|--|
| Hawksworth Plateau (MGP2) | <ul style="list-style-type: none"> • Open and elevated plateau • Extensive views from high points • Drystone walls • Small sheep and cattle grazed pastures • Sparse tree cover on higher slopes • New reservoir development |
| Guiseley Plateau (MGP3) | <ul style="list-style-type: none"> • Open and rounded plateau tops • Regular pastoral fields • Sheep and dairy cattle • Drystone walls • Hedgerow trees on lower slopes and in valleys • Strip woodland planting alongside roads • Large scale airport development |
| Hawksworth Moor (MGP6) | <ul style="list-style-type: none"> • Open and exposed windswept moorland • Heather covered hillsides • Scrubby bushes and stunted trees along boundaries • Drystone walls • Reservoir development • Fields of semi improved grassland along the fringes • Commanding panoramic views |
| Hawksworth Gill (MPG7) | <ul style="list-style-type: none"> • Steeply sloping wooded valley • Scrub and deciduous woodland along streams • Boundary trees • Small sheep grazed fields • Narrow roads • Isolated farms • Chalet development |
| Moseley Beck (MGP8) | <ul style="list-style-type: none"> • Intimate sloping wooded valleys • Small irregular pastoral fields • Deciduous woodland along streams and railways • Boundary trees • Pockets of degraded pasture and rank grassland • Caravan site |
| Rawdon Plateau (LCM16) | <ul style="list-style-type: none"> • Undulating open plateau • Small to medium sized pastoral fields • Sheep and dairy cattle • Gappy thorn hedgerows • Walls along roads • Small copses and mixed plantations • Semi natural woodland along becks • Large scale airport development |



Hawksworth Moor (MGP6)



Hawksworth Plateau (MGP2)



Guiseley Plateau (MGP3)

The baseline findings relating to published local landscape character studies, as described above, are illustrated in Figure 4.2

4.3.2 Bradford Landscape Character

Bradford MDC Landscape Character Supplementary Planning Document (SPD), Oct 2008, sets out ten character areas.

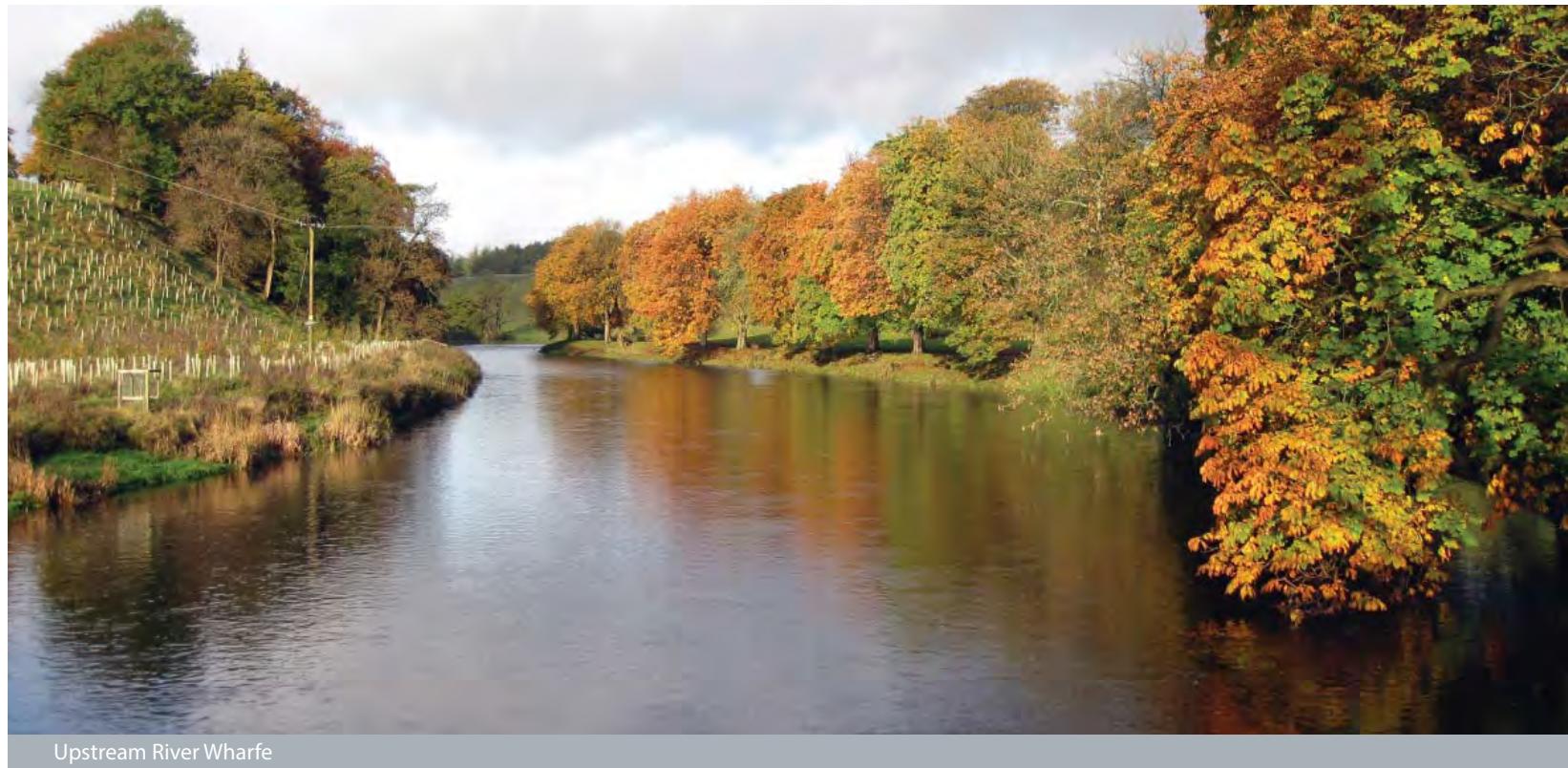
'Each Character Area is essentially defined by its distinct and sometimes unique characteristics. Some of these characteristics are objective – for example geology, topography and land cover. Some are subjective, but still perceptible – for example sense of enclosure, scale and texture. Character Areas have been named on a geographical basis using local terminology for ease of identification and recognition by a wide range of people'¹².

The three character areas that border and relate most closely to Aireborough are Wharfedale, to the north, Rombalds Ridge, to the west, and Esholt, to the south.

Wharfedale corresponds with the major broad, deep, glacial river valleys of the River Wharfe. This runs parallel to Airedale valley approximately NW-SE, separated by a third character area of higher land in between forming the Rombald's Ridge and connecting Baildon Moor to Ilkley Moor and beyond towards Grassington and the Yorkshire Dales. The settled and industrialised wooded valleys contrast with the open empty windswept moorland and sparsely settled farmland of the Rombald's Ridge. The settlements in Wharfedale have well defined edges with substantial woodlands and tree cover giving the valley a more enclosed and 'lush' character.

The smaller character area, of Esholt, lies immediately to the south of Aireborough and next to Bradford's urban core. This shows more common links to the Coal Measures character area in the complexity of its elements and more urbanised influences, with low lying, rolling landform and fragmented woodland cover.

The baseline findings relating to published local landscape character studies, as described above, are illustrated in Figure 4.2.



Upstream River Wharfe



Rombalds Moor



Esholt

4.3.3 Aireborough Landscape Character and Local Distinctiveness

The ANDF have produced a document entitled 'Aireborough Landscape Character and Local Distinctiveness'. This is a recent document, produced by Jennifer Kirkby of the ANDF in July 2015, running concurrently with the Neighbourhood Planning work.

It is felt that the landscape assessments from Leeds and Bradford perhaps "lack a real understanding of the area – this is a glacial landscape on millstone grit, where it meets the South Yorkshire coal measures – one of the characteristics is the glacial deposits that make for some of the 'humpy' landscape with becks cutting through. Pastoral Plateau does not give the right description".

4.3.3.1 Physical Influence

The area has prominent, exposed, high pastoral plateaus above glacial valleys covered in boulder clay and meadows; views of the higher levels from the built areas, give a distinctive 'countryside' connection, and there is 'openness' to the lower levels.

As the land dips to the river Aire, and Guiseley Gap floor, native woodland increases; in copses, woods and along tree/hedge lined roads, beck sand greenways – Esholt Springs wood is an important and distinctive area.

Water is a key resource, in the form of becks, tarns, wetlands, springs, mill ponds and wells. Naturally the water drains from the area's plateaus to the River Aire, but also the Wharfe – each of the major settlements is divided by a beck.

Aireborough contains the important geographic features of, The Chevin (dip slope), the Guiseley Gap (glacial valley branching off from the Wharfe Valley), Rawdon Billing, Yeadon Banks, Whale Jaws Hill, The Odda, and Yeadon Tarn.

4.3.3.2 Influence of human activity

The area sits on the millstone grit of the South Pennines, in a landscape shaped by human endeavor since pre-historic times. Local stone features in the drystone walls, solid gritstone buildings, and stone surfaces – as well as from the pre-historic stone monuments to the foundations of the Houses of Parliament.

Land has been occupied since pre-Roman times, and is influenced by Anglo-Scandinavian open fields, which has left many interesting part tracks, and early Christianity. Then influenced by early enclosure leading to Agricultural Revolution, so old stone walls and settings – also movement back and forth from arable to pastoral. Then early industry leading to Industrial Revolution. Then philanthropy for the Civic Realm. Part of Aireborough was a Liberty until the mid 19th century, where the Archbishop of York held sway, this gave us Independence.

Traditional routes used for travelling to church, market, and mill or dispersed farmsteads, cut across town and landscape.

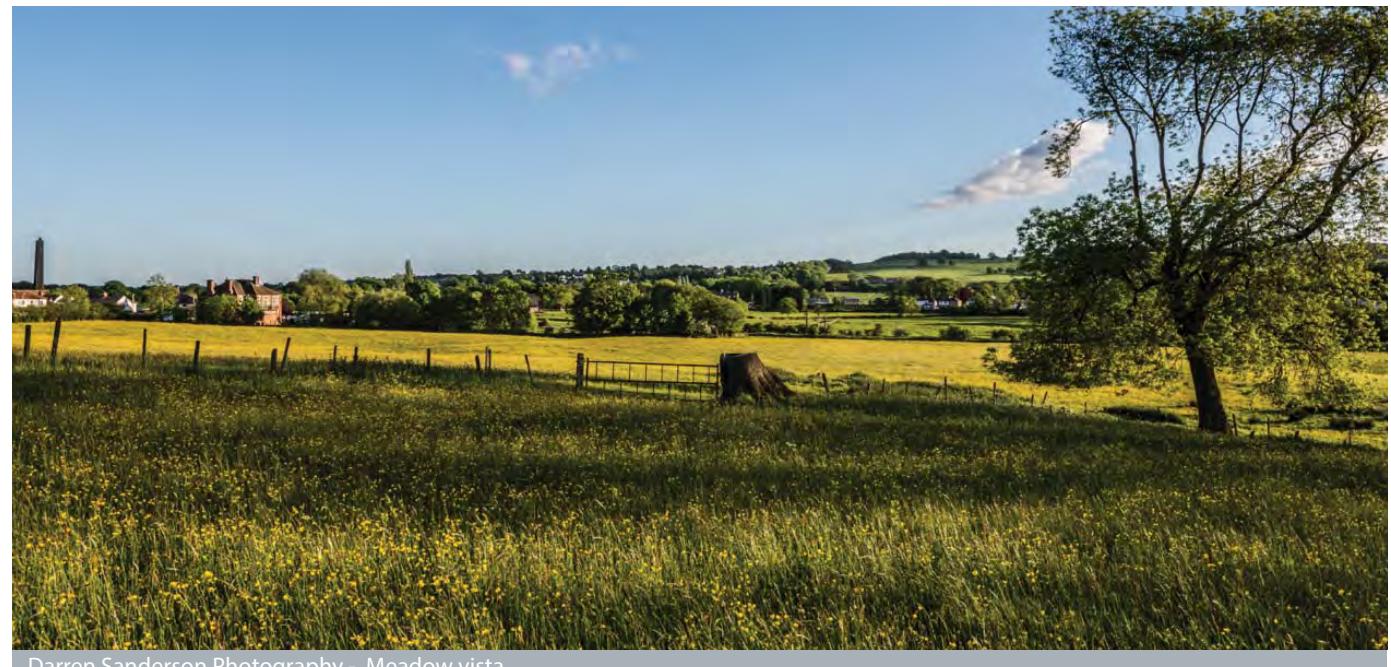
Aireborough's settlement pattern is haphazard, made up of distinctive 'quarters', rather than historic towns that have built out from a core; this pattern is reflected in the variety of conservation areas. This mirrors the historic patterns of isolated farmsteads and small communities that would have originally sat in the landscape. The fairly dense built area has eroded township boundaries and created sprawl – a pattern accentuated by the many mills turned into housing estates since 2000.

4.3.3.3 Landscape condition and quality

The description of the published Landscape Character Areas (taken from the Landscape Character Assessments by both Leeds City Council and neighbouring Bradford) identifies a large human impact arising from the immediate proximity to the urban fringes of Leeds and Bradford and from transport corridors such as the A65, and Leeds Bradford International Airport, an important transport hub for Leeds and the city region, but which has very poor transport links.

There has been a lack of understanding and support to maintain the local landscape quality and the key elements like becks, paths and stone features are in poor condition.

The local landscape is in need of better management, better design and identification of local green space for designation in the plan. This could include consideration of how land could be used in the future for food production, with the right management.



Darren Sanderson Photography - Meadow vista



Darren Sanderson Photography - water as a key resource



Darren Sanderson Photography - Traditional routes

4.4 Open space and Green Infrastructure

Green open space is an important part of Aireborough's environment allowing sport and recreational opportunities and thus essential for the health and the wellbeing of its residents, linking specifically to ANDF themes. It is therefore important that green open spaces such as Nunroyd Park (22.3 ha) and Tarnfield Park (16.9 ha) which are important large open green spaces and recreational routes that promote cycling and walking such as The Aireborough Greenway are maintained and looked after. Nethermoor Park for example is a 3.5 ha neighbourhood park that is an important local sports provision providing a football ground, cricket pitch, playground and bowling green.

The Aireborough Greenway forms a key route (Sustrans) for both pedestrians and cyclists linking Yeadon and Guiseley. The 1.5km route follows a disused railway line through wooded cuttings and passes under bridges beneath the A65. The route also links up to Engine Fields with an urban nature reserve containing old mill ponds that support a wide range of aquatic and floral diversity.

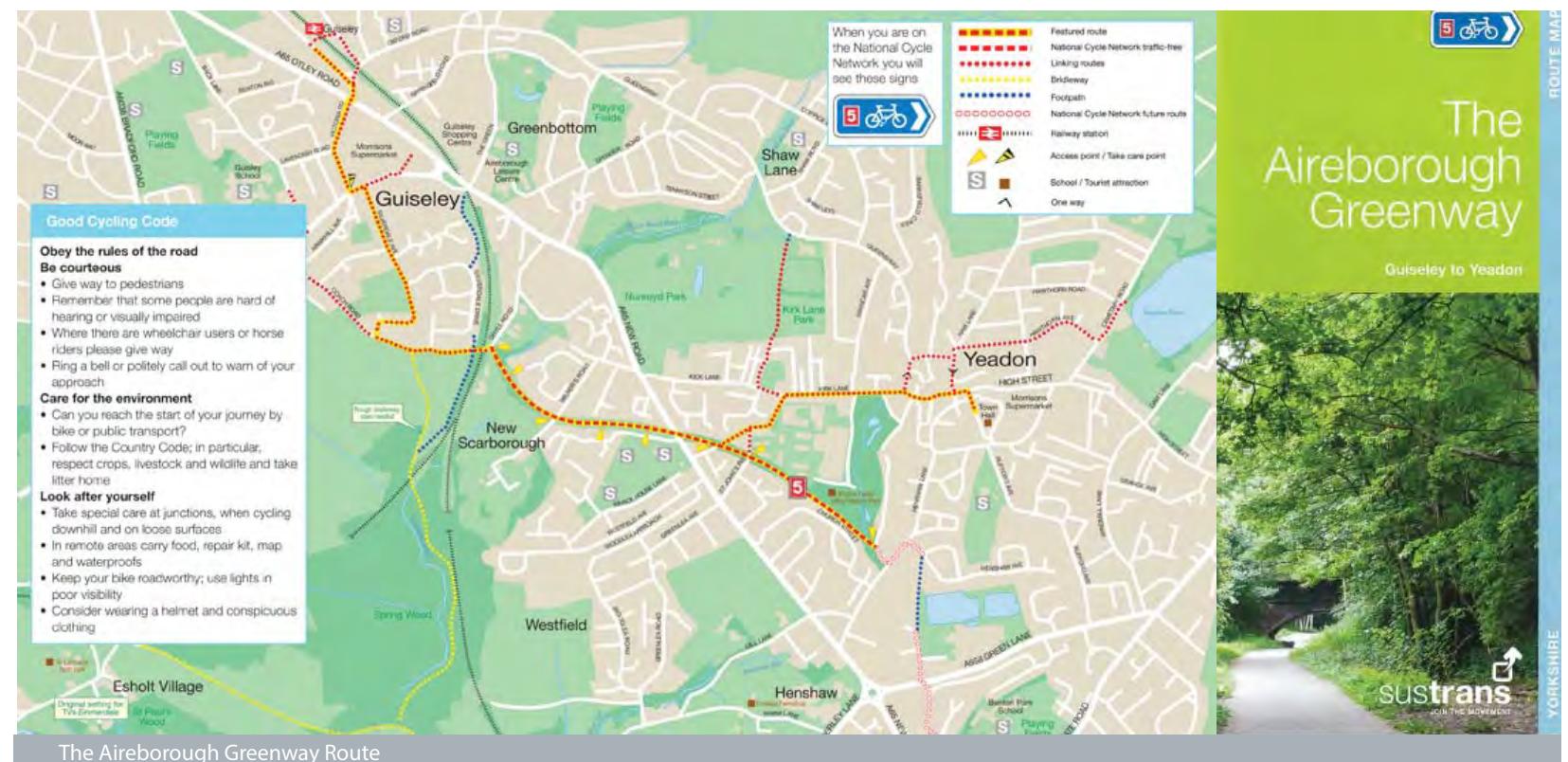
Any development that encroaches on or adversely affects the visual amenity of existing green spaces such as Belmont Woods and Sodhall hill Woods should not be permitted. Figure 4.3 maps the current allocation of green space across the Aireborough district.

4.4.1 Country Parks and Green Gateways

'The country parks and green gateways initiative links up areas of countryside, parks and trails to form one big country park. There are currently two of these parks being developed in Leeds.

The aims of both country parks are to:

- provide trails and recreation areas
- include and protect diverse wildlife habitats
- preserve the countryside
- involve local communities in planning and decision making



Green Space

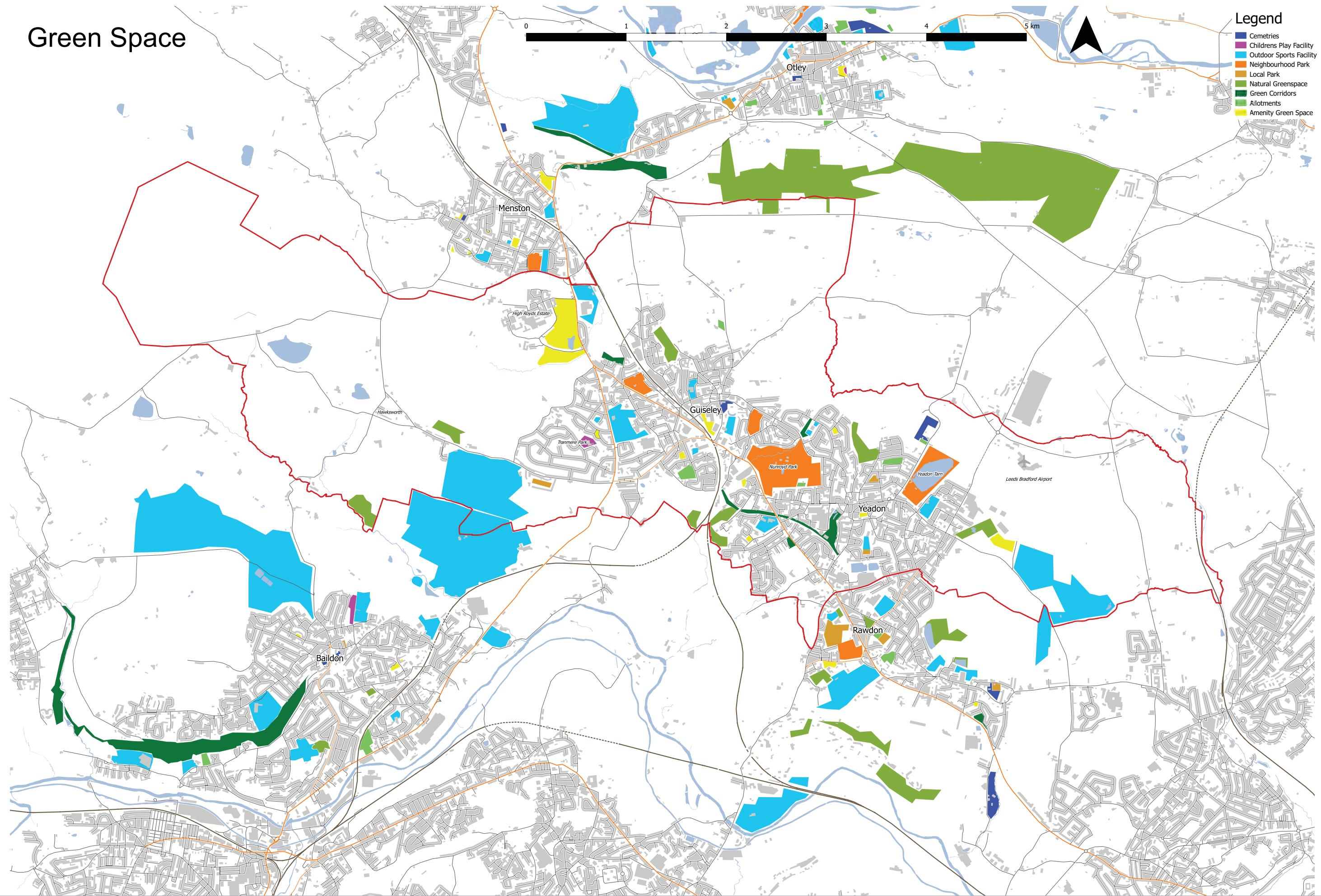


Figure 4.3 - Green space allocation

4.4.1.1 North West Leeds Country Park

A 43km circular trail which runs between Woodhouse Moor Park and Otley utilizing the Aire Valley, Meanwood Beck and Oil Mill Beck green corridors besides the countryside south of the Chevin Forest Park.

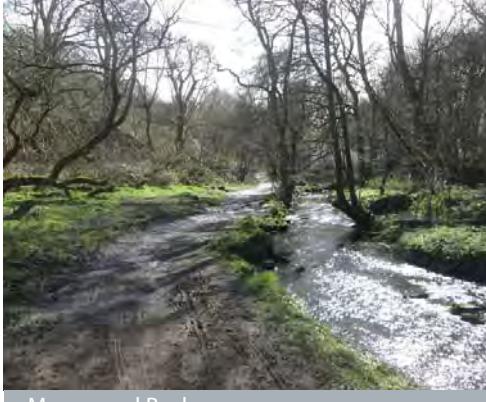
We will be consulting with local community groups and organisations about the initiative and to find out which areas need improving'.



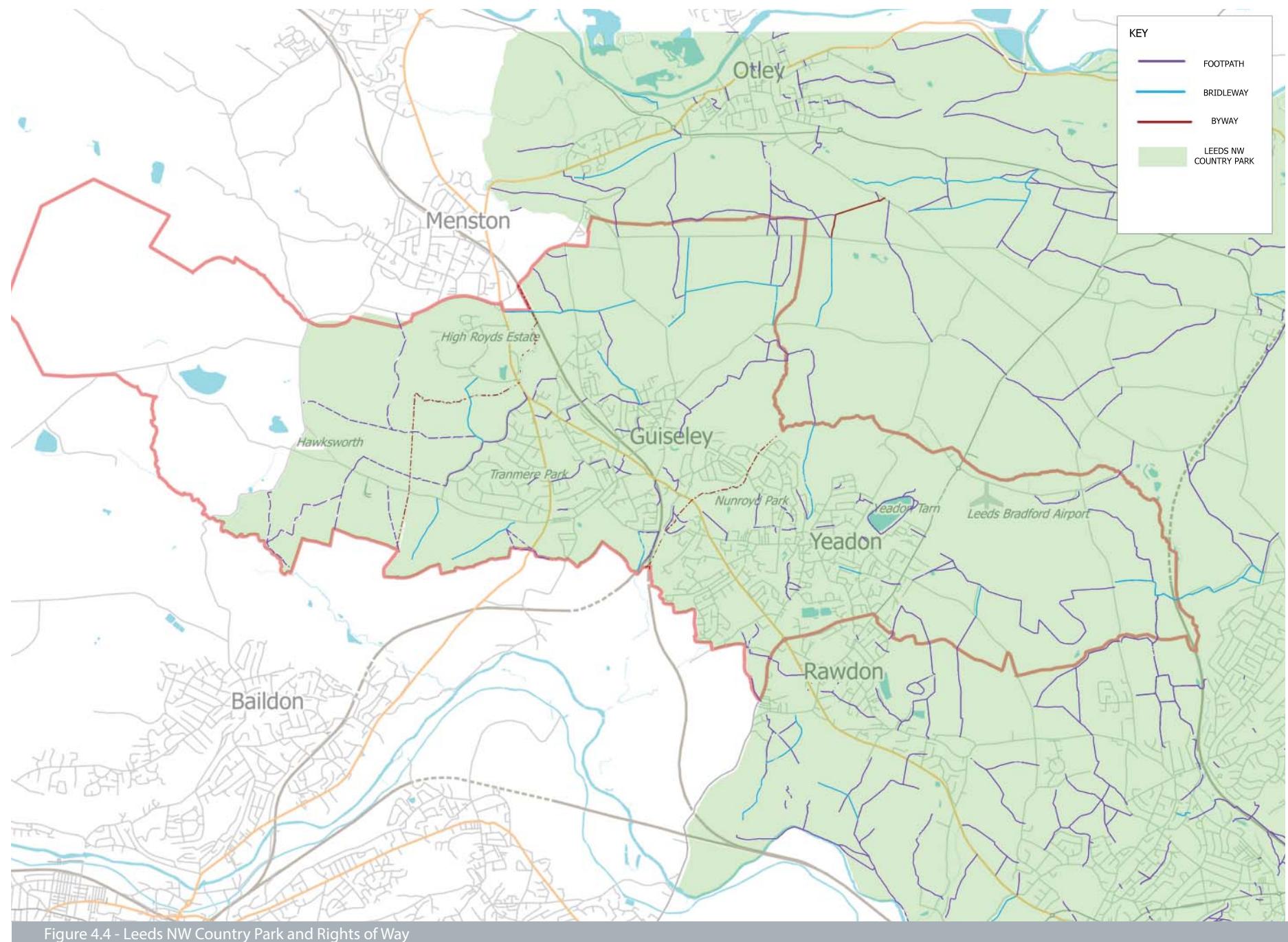
View from Chevin forest park



Farsley Leeds - Part of North West Leeds Country Park Trail



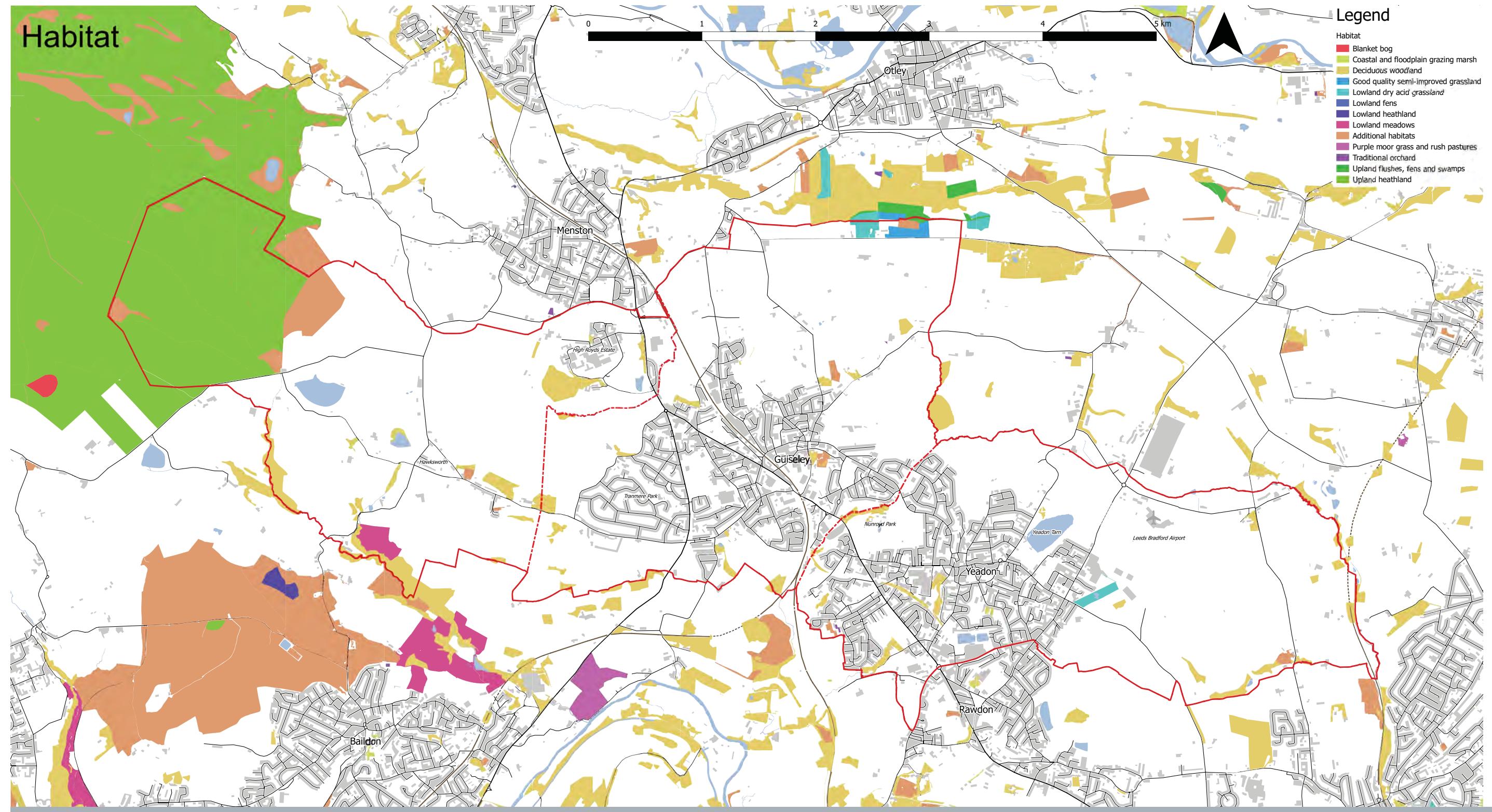
Meanwood Beck



4.5 Ecology, Wildlife Habitats and Biodiversity

There is an SSSI and SEGI on Hawksworth Moor, and another SSSI at Yeadon Brickworks and Railway Cutting. Historic cultivation features are also of note in places close to the urban area.

From an ecological perspective, there are natural wetlands, and Esholt Springs Woods. The area has a number of local nature areas. Refer to Figure 4.5 below for current habitat locations & Figure 4.6 aside for SSSI's



4.6 Establishing the Value of the Landscape

The value of the landscape can be gained from the landscape character and distinctiveness of Aireborough, including the rarity of any landscape types and habitats. Value is derived from landscape but also the visual amenity that it offers those who live, work and visit an area. Difficult to measure; landscape and ecological designations are often used to discuss the value of a landscape, whether it be national; regional; local or limited.

Value can also be linked to economy and wellbeing - both of which start to add to the three prongs of sustainability. It is worth mentioning the visitor economy that could be built around Leeds Bradford Airport and is also good for events such as the Tour de Yorkshire and other sporting and cultural events.

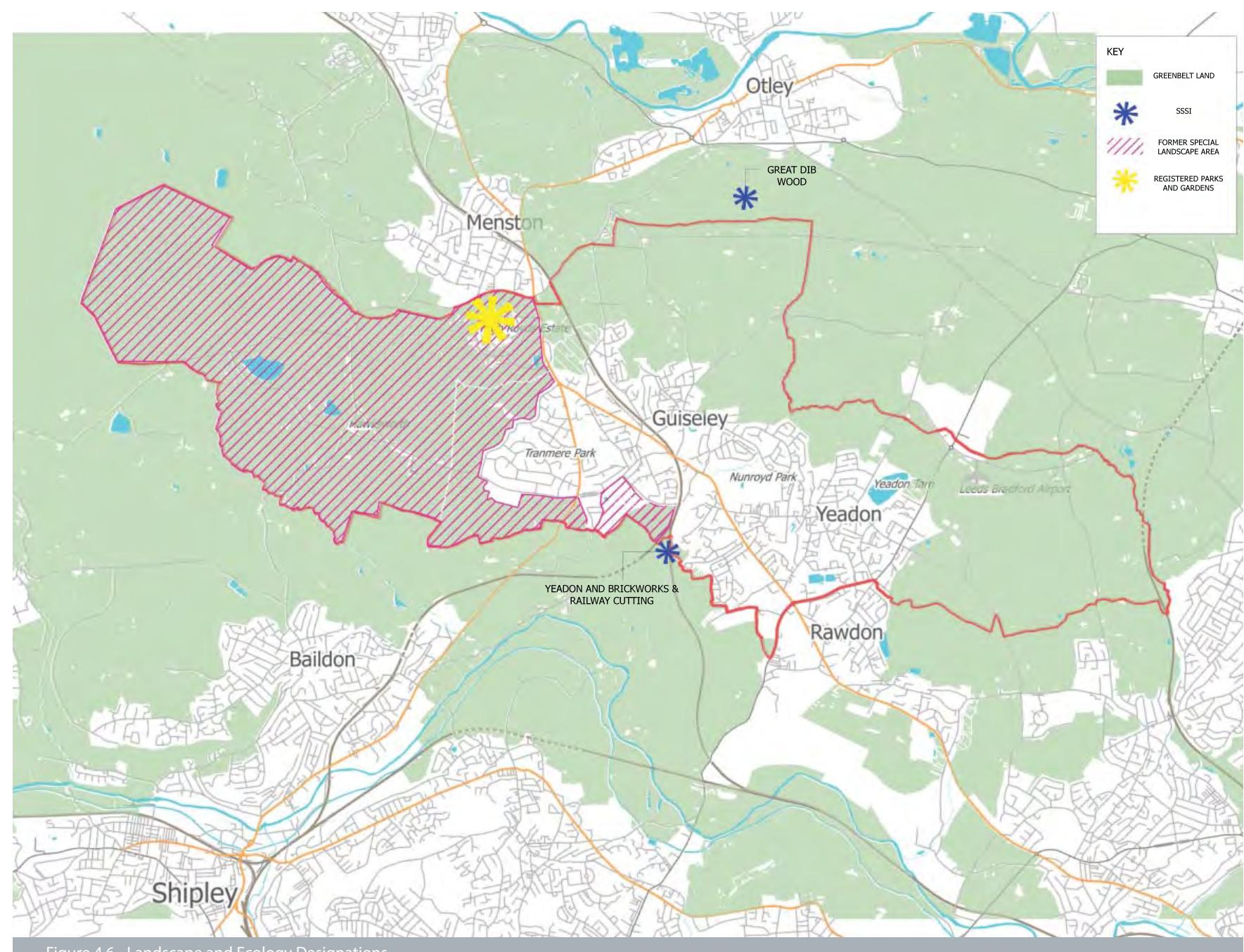
4.6.1 International, national and local landscape designations

There are no international or national landscape designations within Aireborough. Nidderdale Area of Outstanding Natural Beauty (AONB) is the closest national statutory designation, the southern extent of which is situated approximately 2km to the north of the Aireborough boundary. The Yorkshire Dales National Park is adjacent to this AONB designation, located further to the north-west.

Conservation Areas, whilst not specific landscape designations, reflect landscape and architectural quality and are relevant to development proposals which may impact upon them. The urban areas of Aireborough encompass several Conservation Areas. these are further detailed in Section 4.7 and illustrated in Figure 4.7.

The rural areas of Aireborough are designated as Green Belt by Leeds City Council. Green Belt is a designation of landscape value related primarily to openness between settlements rather than an indication of landscape quality. Aireborough is rightly, (as fairly dense, sprawling, urban/rural fringe), tightly encased by Green belt to the north, east, south and west, some of which is designated special landscape area (the majority was special landscape area until the mid 00's when it dedesignated for reasons unknown.) In a Leeds Planning report of 2007 it was concluded that "Guiseley is protected by a tight green belt boundary and it is important that it remains so, as it prevents Guiseley from becoming an extension of suburban Leeds or merging with Bradford." The Green Belt is also important as a countryside setting as detailed in the many conservation reports.

These landscape designations are shown in Figure 4.6, along with the High Royds Grade II Registered Park and Garden, a non-statutory historic designation, and SSSI as described in Section 4.5



4.7 The Built Environment: Site Context

Aireborough conservation areas range from the early medieval to 20th century. The main townships of Guiseley, Rawdon and Yeadon grew into industrial textile and manufacturing townships from their medieval farming/weaving origins. The smaller areas of Nether Yeadon, Carlton, and Hawksworth still retain their pre-industrial character. High Royds was a former Victorian Mental Hospital for sanctuary which was turned into a village in the beginning of the 21st century – a conversion that has not been altogether successful. Aireborough, in common with the South Pennines Heritage area, was an important area for social developments such as non-conformist religion (e.g. Quakers, Baptists and Methodists), co-operative movements and philanthropy from a chain of self-made men who, from the nineteenth century, donated public buildings and facilities e.g. Jonathan Peate. The area has been home to a number of famous 'self made' businesspeople, sportspeople and others entertainers.

Aireborough traditionally was self-contained (ie sustainable) with a wealth of industry, but it has undergone significant change since 2000. Much of the industrial land and High Royds hospital has been replaced by over 2,200 new houses pushing up the population, which has had a significant impact on the character, put a strain on infrastructure, and increased traffic congestion. The population used to live and work in the area, socialising in small clubs, and societies, but the changes have brought an increasing pattern of commuting to Leeds for work.

The population of Aireborough is 32,300, and rose dramatically between 2001 and 2011; the populations of Guiseley rose by 11% in this period. Little by way of new infrastructure has been added to accommodate this population change. Socio-economic profile shows a population that is more professional and skilled than that of Leeds in general. However, there are areas of deprivation. The population is also older than Leeds in general, but the last decade has seen a growth in the number of children. In terms of working households in Aireborough 29% earn less than £20000 p.a. whilst 26% earn £50,000 or more. In terms of unemployment, there was an unemployment rate of 1% in 2014 (claimants of working population).



4.8 Local Townscape Character

The townscape character of the sibling settlements of Aireborough are distinct, yet also show universal features that are common to the wider region.

In developing townscape throughout Aireborough's 'quarters' we can reference the ideas of Terry Farrell for London and rethinking boroughs – we have to respect the past, but think about the future.

4.8.1 Centres

Serving the area are Guiseley and Yeadon town centres and two local centres, Oxford Road, Guiseley and Leeds Road, Rawdon, as well as two retail parks in Guiseley which have added to the traffic congestion on the A65. The area is served by public transport links to Leeds City Centre along the A65 (which cuts Rawdon and Guiseley in two) and Bradford and Harrogate along the A658 and the A6038. Guiseley has a railway station which is on the Wharfedale line, and whose attraction is turning the area around the station into a car park during the day. To the east of Yeadon is Leeds Bradford International Airport, an important transport hub for Leeds and the city region, but which has very poor transport links.

The centres are absolutely key, in creating a focus for the 'quarters' of Aireborough. The centres would benefit from additional shared space as well and further links to existing public realm that are currently often poor.

4.8.2 Public Realm

Public realm within the centres of Aireborough, is disjointed and solely linked to important civic buildings or transport and retail hubs. There is a feeling that the civic space could do more to enhance the historic built form, with careful design and arrangement of street furniture and signage that would prevent the 'clutter' and confusion.

It is evident that public realm areas within Aireborough are often overtaken by the car. This includes both the noise and movement of traffic, but also huge spaces being taken up by parking.

Sport is a vital activity, and sporting facilities seen are 'tired', or off the beaten track, they need to be marketed and the spaces around them enhanced to create areas of well designed streetscape that also extends the activity spaces so that we have more things for young people to do.

4.9 Establishing the Value of the Townscape

Value is established by the condition and quality of buildings and public realm. Local identity is what brings value for local people, but also adds value by making the towns destinations in their own right.

'Character and Identity' a document co-published by CABE and English Heritage, 2008, talks about how in practice assessment of townscape, can include the relation of built form to topography, landscape and urban layout and identifying landmarks and key views.

The ANDF research shows how important local identity and development of a 'brand' is to people, and there is a strong feeling that civic pride needs to be restored. Restoring civic pride in the built environment is a key aim and theme of the vision.

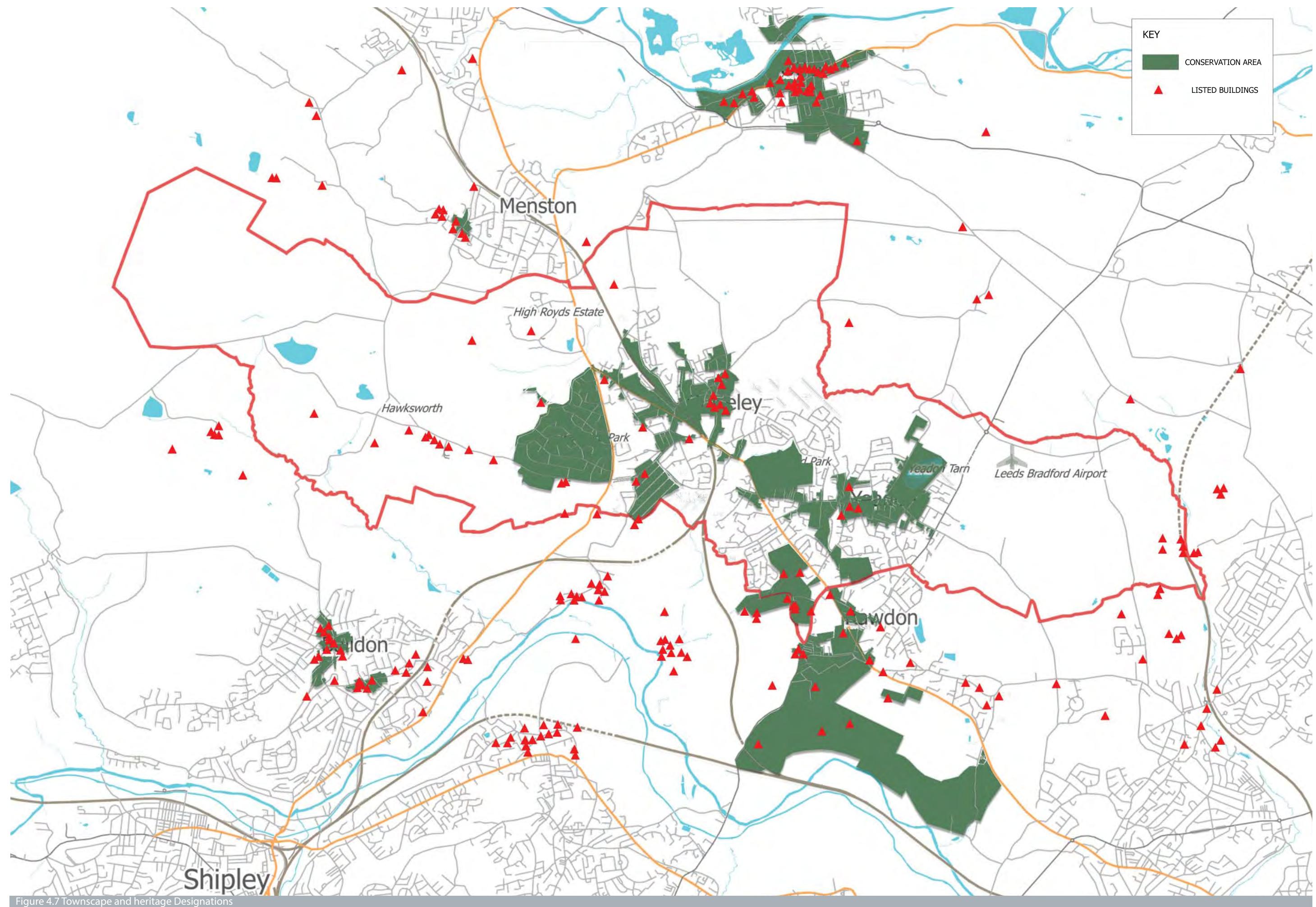
4.9.1 International, national and local designations

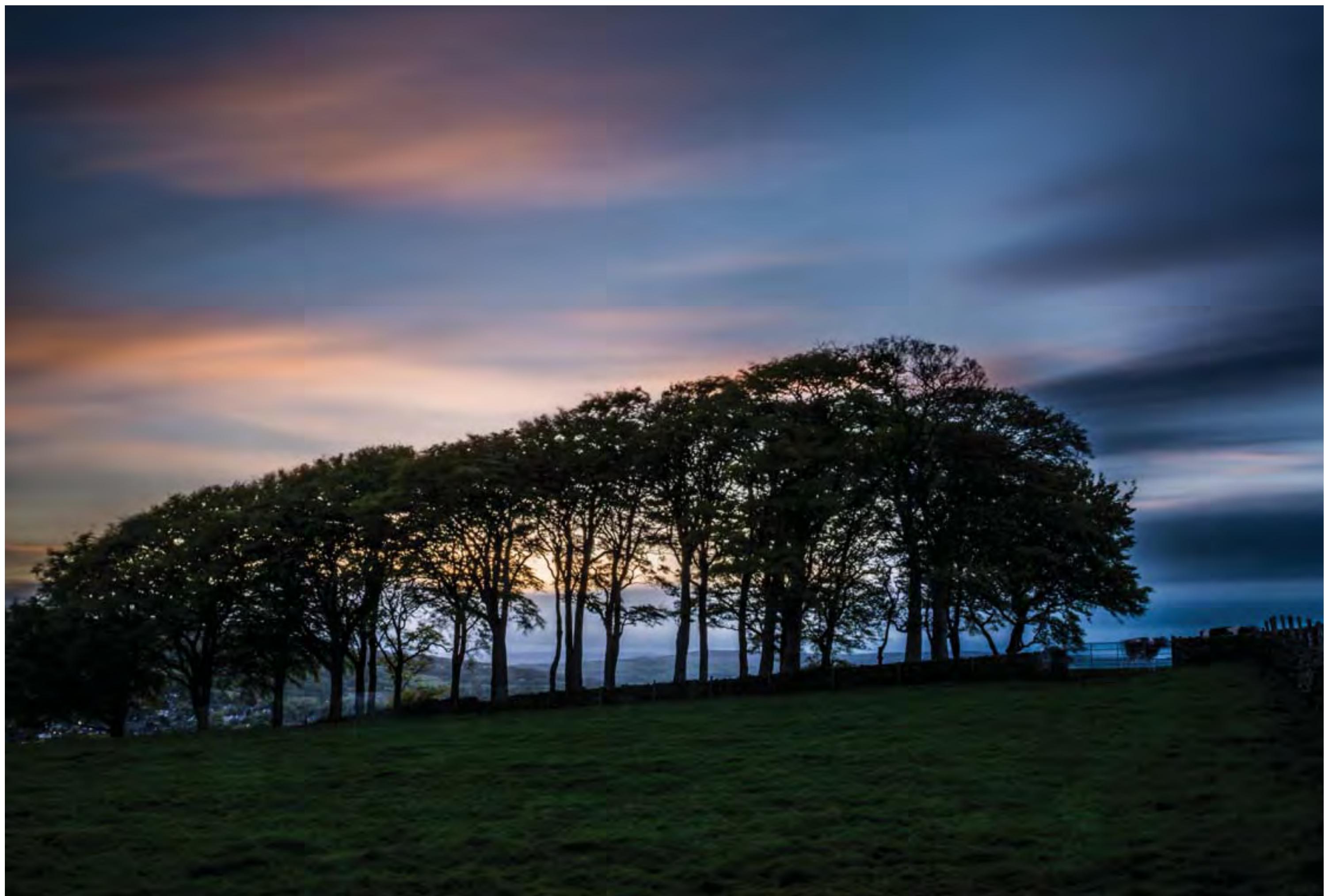
Local councils have the power to designate as Conservation Areas, "areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance". Designation gives control over the demolition of buildings and provides the basis for policies designed to preserve or enhance all the aspects of character or appearance that define an area's special interest.

They are designated usually because of their buildings but they can also be designated because of their history, architecture, layout or private spaces, such as gardens, parks and greens; trees or street furniture. Conservation areas give broader protection than listing individual buildings and all features within the area, listed or otherwise, are recognised as part of its character

The urban areas of Aireborough encompass several Conservation Areas: Park Gate (51) and Town Gate (52), in Guiseley; Yeadon (13); and Littlemoor (76), Little London (17), Low Green (60) and Cragg Wood (59) in Rawdon (in the HMCA but not in the Aireborough Neighbourhood Plan area). These locations are shown on Figure 4.7.







Part 5.0

Green Masterplan Framework

The Green Masterplan Framework has been developed against the backdrop of the relevant Planning Policy (Chapter 2). Encompassing the vision work already prepared, (presented in Chapter 3), and reflecting on the baseline data collection and site survey (Chapter 4 and 5), the Green Masterplan Framework sets out what Aireborough want to preserve and why, along with what it wants to improve and why.

A set of overarching objectives are proposed and these are illustrated on the concept plan, and Aireborough-specific design principles will be tabled in collaboration with the ANDF.





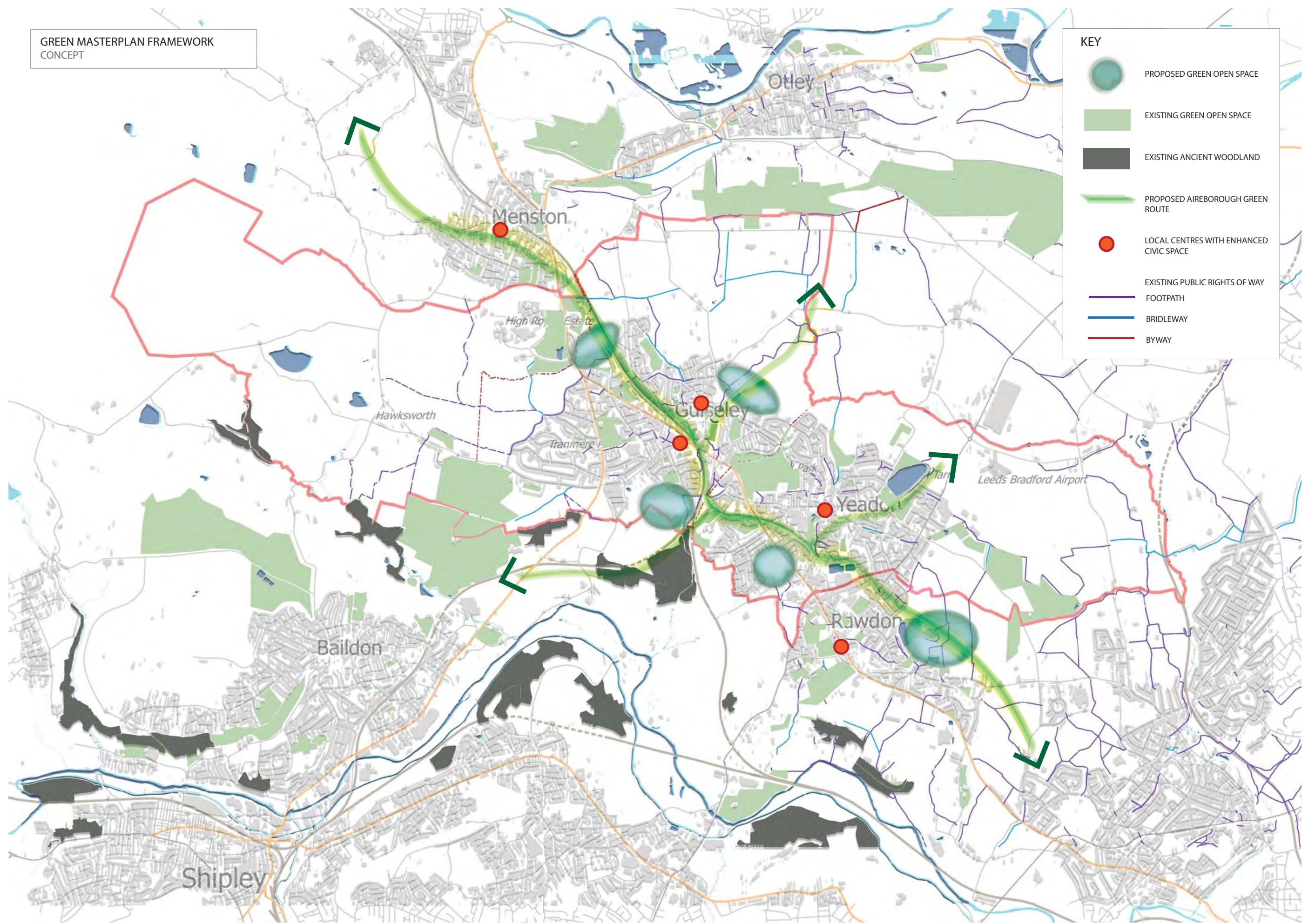


Figure 5.1 Green Masterplan framework - Concept Approach

5.1 Green Masterplan Framework: Objectives

- Create a green and natural Aireborough – so that it feels an essential transition to the countryside;
- Enhance the local economy, 'Visitor Economy' via improving the Aireborough 'brand' both as a gateway to the countryside and a destination in itself;
- Provide a green route between Leeds and the wider moorland countryside, with Aireborough at the centre;
- Promote further green ways between Bradford, Airedale and Wharfedale, with Aireborough, again, the hub;
- Link, connect and improve existing urban centres within Aireborough;
- Link, connect and improve existing public open spaces within Aireborough;
- Link, connect and improve existing Public Rights of Way within Aireborough;
- Connect Aireborough to the countryside with the creation and protection of transitional green spaces;
- Encourage travel between city, Aireborough and natural countryside to be by means other than the car: walking; cycling; and public transport routes; and
- Boost the health of people living and working in Aireborough by allowing the outdoors to be accessible to them and become part of their 'everyday'.

5.2 Aireborough Green Route

The Aireborough Green Route aims to create identity to link the city to the countryside for humans and wildlife – the urban to the rural. It will be designed to utilise existing green corridors, link existing open spaces and parks and connect areas of public realm.

The plan will start by creating a green infrastructure for recreational use first, in line with the character of the area, around and through the townships. The centres, and their civic spaces, will be enhanced and joined by green infrastructure. A sense of place will be achieved with a universal 'branding' for Aireborough. Not uniform, but individual to the centres of Yeadon, Guiseley and Rawdon, with key overarching themes.

It will be important to tie the development of this Aireborough-wide route into current proposals and existing greenways, such as The Aireborough Greenway (Sustrans). As the Green Masterplan is developed it will identify key hub parks and areas for nature reserves and ensure linked in to all areas via cycle tracks and greenways.

The primary route will link the city of Leeds to the wider countryside to the North and North-West, linking with Wharfedale and into the Yorkshire Dales National Park and Area of Outstanding Natural Beauty. It will weave through Aireborough's urban area, connecting the centres of Rawdon, Yeadon and Guiseley.

There will be secondary routes that will link urban Aireborough with Bradford, and Airedale, to the South-West, Otley and The Chevin to the North and to Leeds Bradford International Airport to the East. Links will connect to the wider existing public rights of way network, improving paths or designing new where required.

The route as a commuter greenway, gives increased opportunity to reduce car use. This will allow the elements of the vision to be realised that relate to using the skills in the area to encourage living and working in Aireborough. Skills include engineering, design, digital economy and business services. The ANDF's vision is to encourage innovative, international new businesses in these areas, with the airport as a key hub. This should be done in conjunction with Leeds Bradford Airport.

To re-plan the road and rail network FIRST, in conjunction with its airport before any further development, so that we can get that right. In its turn, that may create development opportunities. There may be shared space solutions, particularly along the A65 from Nunroyd to White Cross.

The Aireborough Green Route would reduce car use by increasing the pleasure and accessibility of a network of greenways and ginnels and by improving public transport. This would greatly help with parking issues. However there would still be a need to improve parking in line with need, at key pressure points.

This 'route' would not just be a physical link but also about linking spaces and uses, to build on the heritage of amateur and professional entertainment and music, with relevant performing arts and music centres, space and cinemas. Encourage local children to develop their skills from an early age.



Example multiuser route



Example of greenway / cycle route



Darren Sanderson Photography - Conserve historic features

5.3 Open Green Spaces

Green open space is an important part of Aireborough's environment allowing sport and recreational opportunities and thus essential for the health and the wellbeing of its residents. It is therefore important that green open spaces and recreational routes that promote cycling and walking are maintained and looked after.

The Green Masterplan Framework proposes a series of open green spaces to provide the transition between the urban and the rural. These are to be located where links to existing open spaces and green corridors can be achieved. They are located close to residential areas, but also provide a passage of flow from the settlement centres.

These proposed open green spaces will connect to the wider existing public rights of way network, to ancient woodlands, river valleys and existing open spaces both within the urban jigsaw or the 'natural' countryside.

Depending on location these open green spaces can take a variety of guises: remaining open to preserve key views and benefit visual amenity; create 'buffer' areas between the settlements and the countryside; be planted to increase biodiversity or to act as screening of adverse views; protect existing landscape features and vegetation; provide formal or informal play and recreation opportunities; be improved to allow better accessibility to the countryside; or deliver events space.

Trees and woodlands surrounding Aireborough's settlements are important for visual amenity but also for recreation and leisure opportunities. Trees and woodlands (including ancient woodlands) should therefore be protected and extended wherever possible. The planting of native trees within the town should be encouraged as this can increase biological diversity.

Any development that encroaches on or adversely affects the visual amenity of existing green spaces should not be permitted. New development should seek to use brownfield locations within Aireborough rather than impact on adjacent countryside. Limited adaptations of existing buildings, sensitive extensions, recreational or agricultural uses may be appropriate if it can be demonstrated that the visual amenity of the open countryside is not adversely affected.

There needs to be further consideration of various local government and central government strategies that impinge on Aireborough's green spaces. For example The Parks & Green Space Strategy for Leeds, Leeds Core Strategy and Green Infrastructure Strategy for the Leeds City Region.

5.4 Aireborough Specific Design Principles

| General |
|---|
| <ul style="list-style-type: none"> The name Aireborough was chosen by the 1937 Council, in preference to the Parish of Guiseley, so that all townships could feel equal in their collective future. In 1974 Aireborough was subsumed into the City of Leeds, but is surrounded on the north, south and west by Bradford MDC. Making the Duty to Co-operate extremely important in planning terms. It is now a Leeds CC, housing market characteristic area, but it is vital that the individual settlements are recognized |
| <ul style="list-style-type: none"> Traditional routes used for travelling to church, market, and mill or dispersed farmsteads, cut across the town and landscape – these should be made a feature to create attractive walking and cycling routes, to relieve traffic on the A65 – also to link with the main path through the North West Leeds Country Park area. |

| Built Environment |
|--|
| The quarters could be made an important feature of the area with design and placemaking, enhancing the distinctiveness of each one, but linking through a network of walkways, cycleways, and community gathering spaces. Even the areas of 20th century council housing eg Westfield, and Queensway, some of which are classed as deprived, could be enhanced with 'placemaking' intent. Aireborough is therefore not an area that should be 'rounded off' in design terms. Ideally we would like signs at the 'entrances' to Aireborough, saying Guiseley in Aireborough, Yeadon in Aireborough etc. |
| Local stone, should be used wherever possible in the built environment and for distinctive structures. |
| Building in areas where the landscape view preserves this rural feel is inappropriate to local distinctiveness. |
| To look at housing in the built up areas where a building would be an enhancement. Housing should be attractive and fulfil Bf1 12 standards. We should not be looking at large estates that just create isolation, these are not what is required. |
| More could be done to conserve and promote this heritage in order to create distinctiveness, and inspire residents and visitors. Space should be found for a 'cultural' centre to enhance civic society – names of new places or streets should reflect this specific local culture, including 'significant personalities', and distinctive family names. |
| This is also where the separate townships merging need to come in, and how we create quarters from this to stop the isolation that is being created by modern developments. We want to make more of employment opportunities, but for small SME's and microbusiness that will come here for the landscape quality and environment, as well as the skill sets. Our skill set is different to Leeds as a whole. |
| The population used to live and work in the area, socialising in small clubs, and societies, but the changes have brought an increasing pattern of commuting to Leeds for work. This needs to be addressed; the area does not wish to become a suburban dormitory. Community spaces to build new traditions and civic events are needed to bring what are becoming isolated communities together – The Station Pub is Guiseley is an example of a new 'informal' community space. |
| Aireborough has a range of micro and SME private businesses working alongside the big brand chains that have opened in the area since 2000. An attraction of the area for business is the landscape, location, and skilled labour force. Aireborough used to have a range of top brand names including Shires (Bathrooms), Silver Cross (Prams), Crompton Parkinson (lamps and motors), and Wendy Wools - not forgetting Harry Ramsden's original Fish and Chip shop. |
| However, since 2000 most of the bigger industry has left; Leeds Bradford International Airport is now one of the biggest employers, but there are also a range of growing, thriving SMEs, who want to remain in the area – in essence, the old textile industries are being replaced by design, digital, professional services industries – if they can find the right locations, and this is an issue. Where there is still a textile industry, it now produces luxury and quality fabrics e.g. Abraham Moon. The masterplan should look to build distinctive 'business' quarters for different types of enterprise; the opportunity should also be taken to build micro-business hubs and shared offices, for the smaller business and entrepreneurs. The growth of Leeds Bradford Airport suggests that the area needs to take advantage by building a visitor economy. |
| All development should be properly finished off to fit in with the area, everything should be made good, and any damage rectified. |
| Put in design standards suitable for the rural character of the area |
| Put in street signage standards suitable for the rural nature of the area. |
| Ensure that Aireborough has the right level of infrastructure for its population profile. Infrastructure must be planned along with housing. |
| Housing requirements should be for the people of Aireborough, and those that local industry wants to attract. Jobs first. |
| Create gathering spaces and experiences in a network of linked 'quarter' centres, across Aireborough. All ages should be catered for, from the young, who come to Aireborough rather than Bradford (or even Leeds), to the elderly who now live alone. |
| Stop erosion of community facilities to residential, and build up a plan for what is needed. |
| Improve basic maintenance of facilities |
| Attract a 'destination' facility to the area e.g. Eden Project, or Hepworth Gallery for Civic Pride, that would also enhance local skills and design, and be a social enterprise helping to regenerate the area. |

| Natural Environment |
|---|
| ingers of green reaching into the built environment, acting as green infrastructure and habitat corridors giving easy access to 'natural countryside' should be a design feature , especially as the area is short of 'internal' green space. |
| Street level trees, copses and traditional hedges, should be considered in design to maintain this defining characteristic. Having a list of relevant plants for new developments to choose from would also help in creating a relevant setting – as developers landscaping plans tend to be rather 'urban' in planting choice. |
| There are opportunities to make more of the water features in the area for boundaries, and ecology through surface water management. |
| Aireborough should take care to maintain its 'inspiring' landscape features for their cultural value and the contribution they make to local distinctiveness and sense of identity, as this aids both wellbeing, and outstanding achievement. Researching into the landscape history, to make more of it – especially as some of it is disappointing. |
| The area has a number of local nature areas, and these should be expanded and connected to enhance the ecology and the environment. |
| The becks are important and need to be made more of. Also the way they flow into different dales – Airedale and Wharfedale. |
| Enhance the beneficial use of Green Belt, such as opportunities to provide access, outdoor sport and recreation, retain and enhance landscapes, visual amenity and biodiversity, or to improve damaged and derelict land. |
| Tie in with Health Strategies, especially those that regard the natural environment as the best tonic for maintaining one's health and well-being. |
| Increases the benefits of green corridors (wildlife movement, access to the wider countryside) rather than having green spaces as isolated pockets. |
| Consider the retention of agricultural land to grow food because we are now heavily dependent on food from abroad to make up the deficit. |

| Other |
|--|
| Energy: renewable energies such as solar power, wind power or hydroelectricity are clean forms of energy and produce lower greenhouse gas emissions than traditional types of energy production. In order to support the Government's renewable energy targets, new developments in Aireborough that promote renewable energy sources should be encouraged. |
| Generating energy at the point of use is also considered to the most appropriate form of renewable energy production. Large scale energy production will generally not be suitable for Aireborough due to the detrimental impact large development will have in the character of the landscape and local environment. |
| Recycling waste: In order to reduce the amount of waste going to landfill as well as meet Government targets Aireborough should aim for a household waste recycling rate that meets the Waste Framework Directive target of 50% by 2020. |
| Since the Conservative Government came into power in April 2015 there have been no announcements on recycling targets. The last major policy document to be issued on waste under the coalition government was the Review of Waste Policy in England in 2011 which set out 13 commitments to move towards a 'zero waste' economy. It prioritised efforts to manage waste in line with the waste hierarchy and reduce the carbon impact of waste. |
| Food production: Community growing work should be encouraged and any current initiatives extended. As well as providing free local food, such initiatives can help to bring communities together and help to educate young people about food and food production, along with its impact on the environment. |
| Flood prevention: Although Aireborough, due to its upland landscape, is not particularly prone to flooding; there are the valleys of the Rivers Aire and Wharfe and their tributaries and becks within the region. In order to reduce the risk of flooding new development should not be permitted if it increases the risk of flooding due to increased surface water runoff. |
| Therefore all new development shall employ sustainable urban drainage systems (SUDS) instead of traditional drainage systems. Examples of SUDS that should be considered as part of new development include permeable pavements, swales, reed beds, and underground attenuation and retention ponds. New developments should also consider harvesting rainwater for re-use and recycling grey water for use in toilets etc. |





Part 6.0

Conclusion

This document has brought together baseline research, previously collected by the ANDF and as a result of desktop and site survey by AECOM, on both Aireborough's natural and built environment in order to propose a Green Masterplan Framework concept for the region. The intention is that this document can be viewed as 'The Environment' chapter of an overarching Neighbourhood Plan.

To conserve the historic features, landscape and feel of the area and to become eventually part of the South Pennines National Park. "Future economic and cultural prosperity depends upon protecting and valuing the past whilst finding new ways to create a 'living landscape' for the 21st century."

The Next Steps.....

- A piece of work by ANDF called 'Branding Aireborough' needs to continue, which defines what the character of our area is and will fulfil an objective of the Green Masterplan Framework. Find ways to get people excited about Aireborough as a place to live – not just a house, but also as a place to visit. This links with the consumer engagement work ANDF are doing including the Aireborough Festival in February 2015, and the Pop-Ups
- Landscape assessments for Landscape Value, Sensitivity and Capacity testing
- Landscape and Visual Appraisal of specific open green spaces as the concept of creating the proposed 'green open spaces' is developed. Preservation and protection of landscape elements and the visual amenity and key views afforded from them.
- To extend the baseline survey data which West Yorkshire Ecology has already provided there is a need to gather additional records in the field. Other than the Phase 1 Habitat Survey undertaken in the early 1990s, this WYE data is patchy. There should be an element of primary ecological survey work, in areas identified by local people considered to be short of data from that held here at the records centre.
- Policy solutions need to be further discussed, for example a Green Belt Review, which would need to be undertaken by the Council may be recommended as a joint exercise with Bradford, who will need to do the same, bearing in mind the landscape implications of the area.
- Transport solution work for issues and objectives of modal shift to shared space.
- The centres work, is one of urban design and spatial planning, which starts locating and linking of quarters. This task will need an urban design workshop or the use of an 'urban room' idea for public engagement. This will all assist the vision to rebuild high streets to attract independent shops, services and experiences. This will link into the Housing Needs, and ANDF's own site allocations work they are doing to look for viable small site solutions to accommodate specific needs for housing.
- Further Townscape and Heritage Appraisal of the centres may be appropriate, using the principles within the 'Character and Identity' document co-produced by CABE and English Heritage. Such appraisal is a relatively new tool – in assessing character and identity of a place and will assist in the development of the Aireborough Green Route linking the 'quarters'.
- To come up with an Environmental Action Plan, this could look at sections for Built Environment, Natural Environment along with others such as Energy. In collaboration with ANDF this will set out the 'issue', the 'action' and its 'aim'. It will also consider the Delivery Partners and the Policy Context, so that actions are realistic, achievable and can be given timescales. Involvement with the public would include doing a survey in order to get opinion and tighten up on theme objectives.



| Project Role | Name | Position | Actions Summary | Signature | Date |
|---------------------------------------|------------------------|---|---|-------------|----------|
| Researcher | Jane Ash/ Chris Cox | Senior Landscape Architect / Graduate Landscape Architect | No actions needed | | 12.10.15 |
| Project Manager/ Technical Specialist | Tom Jon- son | Associate Landscape Architect | Comments addressed | | 13.10.15 |
| Director / QA | Ben Castell | Technical Director | Comments re: structured and content | | 13.10.15 |
| Qualifying Body | | | | | |
| Project Coordinator | Robert Kyle | Project Coordinator | No actions needed | Robert Kyle | 14.10.15 |

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