



A Design Statement
for **BAILDON**

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INTRODUCTION

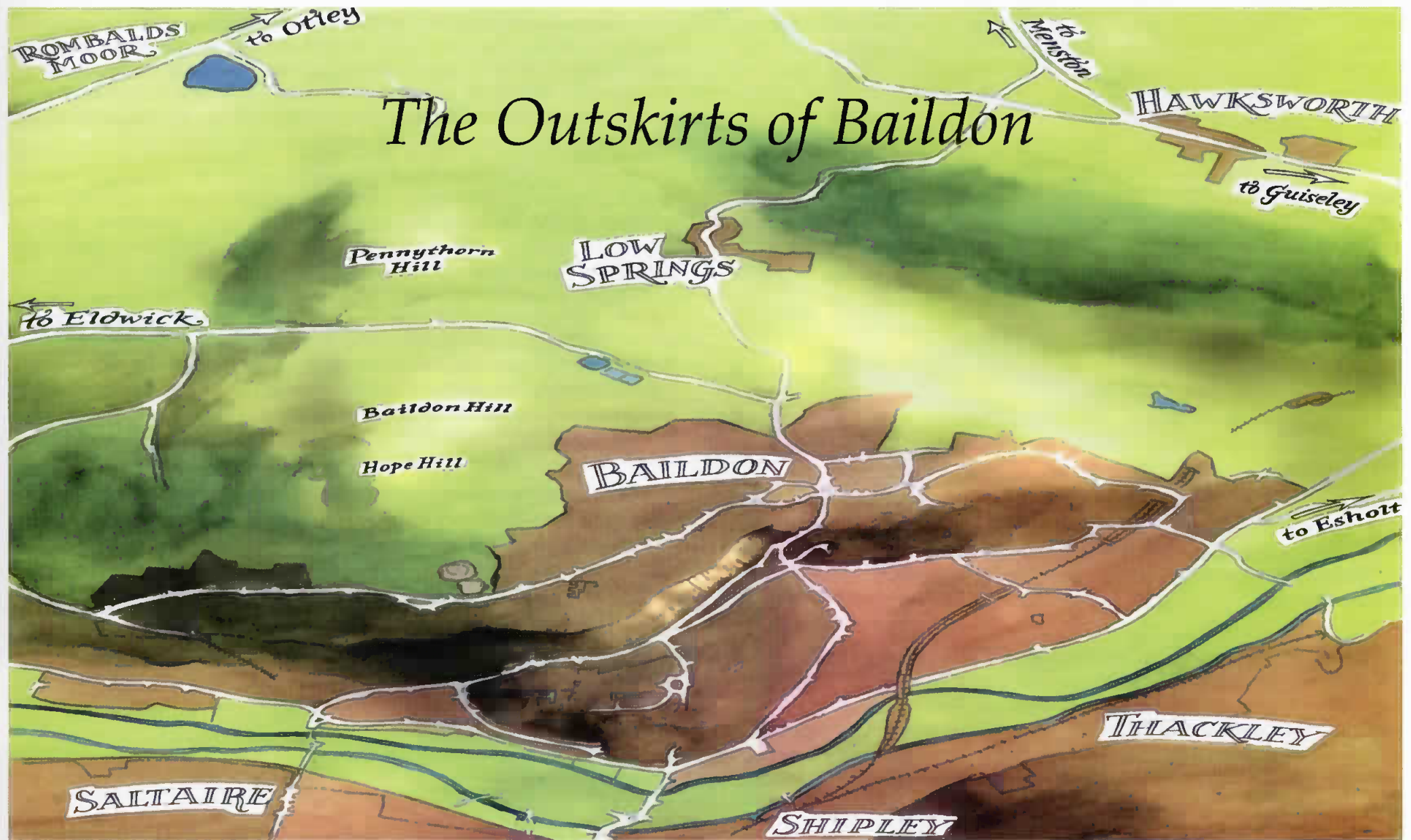
The Design Statement is published by Baildon Community Council. It is written for everyone who wishes to develop property in Baildon. It identifies briefly a fresh approach to development which the people of Baildon wish to see. At the moment of publication in 2002 it has no authority as Supplementary Planning Guidance. Nevertheless, it deserves careful scrutiny over the next ten years.

Baildon, from its northern hilltop down to the River Aire, is a diverse community. Its history and evolution are outlined on pages 4 and 5. Thereafter come its three major considerations: page 6:- the Buildings and Neighbourhoods; page 12:- the Streets and Thoroughfares; and page 18:- the Landscape.

Baildon is no longer a village; yet it is certainly not a town. As a parish with an industrial area, or as a "ward", its needs are only cursorily met. Its dwellings provide a variety of settled neighbourhoods. But for its thousands of inhabitants Baildon is home.

This booklet's photographs and maps indicate but do not delimit what Baildon provides as a constellation of neighbourhoods. The subject matter has been debated at Neighbourhood Forums, advertised at meetings and in newsletters, developed at three Open Days, reviewed at a Library Exhibition, and been featured in the Target and in the Telegraph & Argus. The booklet offers Baildon's first statement of its priorities for the future.

Copies of the maps or booklet are available from the Baildon Community Council, c/o The Link Centre, Cliffe Ave, Baildon, BD17 6NX.



General Area Map

HISTORY & EVOLUTION

Baildon is dominated by Baildon Hill, 280 metres high. The distinctive flat topped hill can be seen from miles around. The plateau is made of hard sandstone, which has been quarried, with coal seams above layers of millstone grit which outcrop at Shipley Glen. The large parish lies on the edge of Rombalds Moor which, with Ilkley Moor, has a complex of carved rocks limited geographically to only a few areas of northern Europe.

Archeological excavation started with the Ilkley solicitor J.M.N. Coles in 1843, who found broken burial urns at Pennythorn Hill. Since then both amateur and professional archaeologists have extracted flint arrowheads and tools, cinerary urns and querns for grinding corn which can be dated from the Mesolithic period around 5,000 B.C. onwards.

In 1086 when the Domesday survey was compiled, part of "Beldune" was included under Otley. The largest part of the Manor was described as "waste", and its value was six pounds. Baildon Moor still shows characteristic depressions from the numerous bell pits which resulted from mediaeval C14 iron mining and extensive coal mining over many centuries.

Ecclesiastically Baildon was part of the Parish of Otley. Records of a Chantry Chapel date from about 1200 when two charters connected with the Priory of Esholt were witnessed and signed by "Alan the Priest of Baildon". In 1306 Walter de Hawkesworth left a small sum of money "to the service of the Blessed John in the Chapel of Bayldon".

By the time of the Poll Tax of 1359 Baildon was a village of approximately one hundred people. The village developed in several small settlements around the church and at intersections of the roads at Towngate, Brook Hill and Lane End. One of its main industries was coal mining, the last pit, the Lobley Gate pit, closing in 1863. Other industries were the working of wool and quarrying, with a small amount of brick-making for the lining of furnaces.

With the mechanisation of textile production, the population grew rapidly during the 1780s, rising to 1,719 in 1801. There were 3,500 residents by 1851. Many smaller houses were built for the workers in this period when the character of Baildon was established with its numerous folds leading off the main roads. The population continued to grow, by 1951 reaching 10,000 and now Baildon is home for over 16,000 people.

The closure of the Lobley Gate coal pit followed close on the opening of the Bradford railway to Ilkley. The railway brought many prominent Bradford people to Baildon. Several Lord Mayors of Bradford lived here, and successful mill owners and industrialists built their mansions with extensive gardens in the area, particularly along the slopes above the railway. The first woollen mill was built in 1778 at Tong Park and possibly predates the first mill in Bradford. Extensive quarrying took place along the mid section of Baildon Bank where the stone was mined as well as taken directly off a "face". This site closed around 1840. Communities grew around the mills at Baildon Green, Tong Park and Lower Holme to house quarry workers and miners near to water sources which spring from the moor.

The main route from Shipley to Baildon had been straight up Cliffe Lane, but in 1720 Baildon Road was constructed. In 1780 Green Lane was built up from the river to Baildon Green, while Green Road continued up to Browgate when Cliffe Lane was closed to traffic. It was not until 1825 that the road from Shipley to Otley by way of Charlestown was built.

In 1847-8 the Anglican Chapel of St John the Evangelist was rebuilt. In 1869 it became the Parish Church when Baildon was declared a separate parish and the links with Otley were broken. The Church tower was added in 1928 as a memorial to Baildon men who died in the 1914-18 war.

The Moravian religion came to Baildon around 1738 and meetings were held in private houses until the first church was built in 1806. An increased congregation led to a gallery being added in 1819. The present church was opened in 1868.

Methodism in Baildon began around 1740 in private houses and later in Wesley House on Browgate. The first chapel was built in 1806, being replaced by the present buildings in 1890.

The Sunday School near to the Methodist Church was the first interdenominational school in Baildon, built around 1815. In the next ten to twenty years, schools were established by the Moravian, the Primitive Methodist and the Baildon Green Methodist Churches.

The moorland together with other open areas at Baildon Green, Brook Hill and beyond, 778 acres in all, were purchased by Bradford Corporation for £7,000 from Colonel Maude, the Lord of the Manor, in 1896. He kept mineral and stone-extraction rights, but Baildon Urban District Council retained water rights.

The old village centre was redeveloped in the late 1960s and early 1970s. Many older properties as well as the Manor House, Towngate House and the Mechanics' Institute were levelled and cleared just before the Town & Country Planning Act (1971) instituted Conservation Areas which would have sought to 'preserve and enhance' them. Baildon Hall survived redevelopment. It had been the seat of the Bayldon family when they were Lords of the Manor and, once a timber-framed building, was later rebuilt in stone. It is the only Grade II* listed building in Baildon.



Baildon today provides a mixture of all the types of building described. There are many listed buildings built by wealthy merchants, a few farm cottages, some old terraced cottages and some modern estates built where fields once stood. Even the gardens of the mansions, as well as smaller gardens, have been lost to house-building over recent years.

Baildon Urban District Council, set up in 1894, was determined to remain independent of Shipley Council but in 1974 Baildon and Shipley were united within the City of Bradford Metropolitan District Council.

1.0 BUILDINGS

1.1 HISTORIC CENTRES

Baildon has many areas of architectural interest. The Village Centre, Baildon Green, and the area around Brookhill Stores, which was built in the fifteenth century, deserve special mention. Many older homes in Baildon are small and affordable. The buildings are varied in style, have character, and benefit from attractive features such as stone walls, wood guttering and stone slates. Each centre has its own characteristic neighbourhood, and its own footpaths between buildings. There are also large areas of post Second World War and more modern housing developments.

Issue

Baildon's historic centres are valued for their style and setting and the way that they are punctuated by green spaces. There are many twentieth century buildings adjacent to nineteenth century and earlier buildings which, through their size, roof-line, window shapes and appropriate design, fit well into the historical setting. There are buildings which do not.

Recommendations

1. That development in historic centres should concentrate on enhancing the old rather than creating the new.

2. That the style and setting of the historic centres should never be damaged by features that conflict.
3. That green spaces are not eroded by new developments.



1.2 NEIGHBOURHOODS

Baildon Village provides a centre for a large community. It has a supermarket, shops, pubs, churches, old school buildings, a post office, and other public amenities. Other areas of Baildon have some of the same facilities.

Issues

Between Shipley Glen and Baildon Village centre the mile of commuter homes has no neighbourhood centre with the exception of a school.

The life of these neighbourhoods is changing all the time. Houses are being built. Some schools have gone. Post offices are threatened. The range of shopping available changes regularly. The sustainability of neighbourhoods has never been assured.

The neighbourhoods were never planned as such, but today they will shrink or disappear without being actively enhanced with neighbourhood centres.

Recommendation

4. That planning applications for property development should contribute to the even spread of public amenities in the old neighbourhood centres of Baildon. Neighbourhood facilities should be developed proportionally in existing centres.

1.3 BUILDINGS



Baildon's neighbourhoods contain familiar buildings, old and modern, but some are of no or little aesthetic value. The range of styles is immense.

Issues

Each historical neighbourhood should have an outlined community plan within which it can state its local priorities.

The demolition of ugly buildings does not guarantee the development of appropriate buildings in their place.

Recommendations

5. That the notion of "appropriate developments" should be judged first according to the provision of neighbourhood facilities and only then according to the design of the building.
6. That derelict, ugly, or neglected properties should be demolished and redeveloped or altered for the enhancement of the neighbourhood. Attractive buildings should be preserved and developed.



1.4 VARIETY OF STRUCTURES

Isolated old buildings remain everywhere, in Conservation Areas and throughout Baildon. Three storey homes with large gardens may also be found amongst modern detached, semi-detached and terraced housing. Particularly valued are the old cottages in the dense parts of Conservation Areas.

Issue

The diversity of styles in mixed housing areas is welcome. The large gardens with woodland trees around large houses mix well with flowering trees, shrubs and small gardens of smaller houses.

Recommendation

7. That new housing developed within a mixed neighbourhood should take measure of and match the quality and diversity of the gardens and buildings nearby. The environment of each new building should match or improve on the existing environment.



1.5 CLUSTERING OF NEW HOUSES

Developers have, since the 1930s, adopted a uniformity of style across large estates throughout Baildon. While this often provides affordable accommodation they have a preponderance of identical, semi-detached houses with small or inadequate gardens.



Issue

Many estates built by a single developer have a density of housing and a uniformity of style which inhibit neighbourliness and community life.

Recommendation

8. That developments should provide or contribute to appropriate community facilities and not just commuter homes.

1.6 EXTENSIONS TO PROPERTIES

Many householders seek to improve their properties by building extensions, sun lounges and garages. These number quite a few constructions built at the expense of garden space.

Issues

The green character of a neighbourhood is slowly altered by property extensions. The outlook from one property diminishes while the value of the neighbouring property rises.

Although an extension raises the value of the property for the owner, the increased density of building can diminish the value of the neighbourhood itself.

Recommendation

9. That permitted development rights should be severely limited where homes are dense and gardens are small.



1.7 GOVERNMENT POLICY ON HOUSING

Current government policy encourages a new and higher density of dwellings per hectare rather than development on green field sites.

Issue

Changing government policies on the density of housing may often conflict with a Village Design Statement. The well-being of each neighbourhood needs to be preserved wherever the law permits this.



Recommendations

10. That Baildon Community Council should consult with Baildon councillors whenever an application is made to raise the density of buildings in any neighbourhood.
11. That where a specific need for further facilities such as a shop or play space has been identified, space be left for future development to meet this need.

1.8 SHOPS

The shopping centre of Baildon lies off the roundabout in the old village; however groups of shops exist elsewhere such as at the bottom of Browgate, along Otley Road and by Roberts Park.



Issue

Shops in the Conservation Area conform generally to the historic character of the village. The outlying groups of shops which are owned by the Council are sub-standard by comparison. Privately owned shops have character and tend to be well maintained.

Recommendation

12. That all groups of shops should become more neighbourly, particularly for disabled access.



1.9 UNIQUE FEATURES



Unique features in conservation areas include ponds, wells and fountains. Some are old, others are well preserved. Dry stone walling is valued wherever it is found all over Baildon.

Issue

There are no known neighbourhood designs for conservation areas in Baildon. Many old features have been overlooked or ignored, and some new features have been ridiculed.



Recommendations

13. That the planning authority ensures that dry stone walls and stone gateposts are preserved whenever and wherever a new development of homes is proposed.
14. That the Planning Panel take account of all such features in the vicinity of proposed developments in order that unique features may be preserved.



1.10 DEPRIVED AREAS

Some neighbourhoods in Baildon are deprived areas. Their housing is dense and very few community facilities exist nearby. Developers have rarely been asked to make space available for neighbourhood amenities during the five-year period authorised for local consultations.

Issue

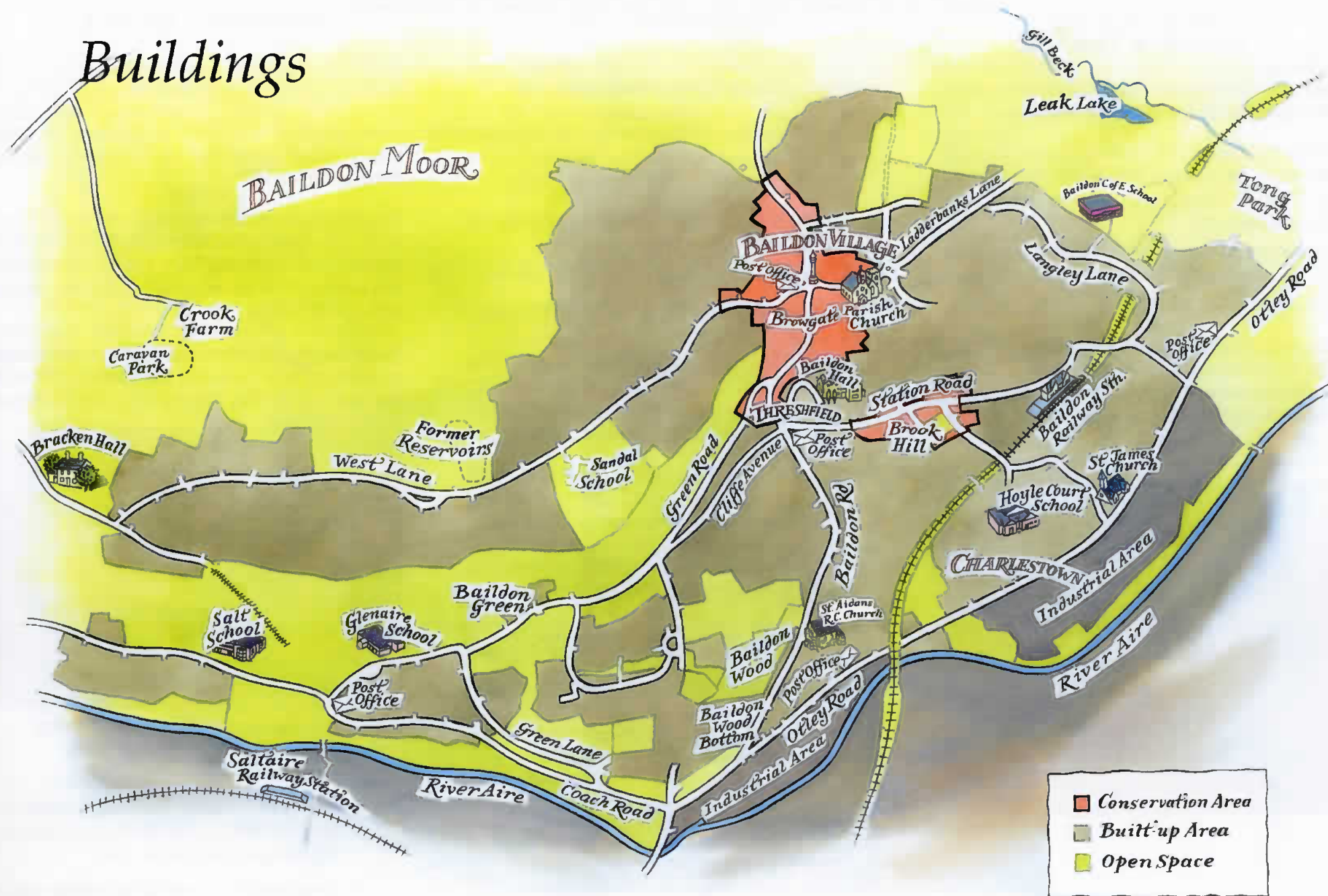
Much larger deprived areas in Bradford District have obtained regeneration funding because of their size rather than because of the extent of their deprivation.

Recommendation

15. That deprived areas of Baildon should receive some regeneration funding from the same sources as other deprived areas in Bradford.



Buildings



2.0 STREETS & THOROUGHFARES

2.1 ROADS & TRAFFIC

Baildon has one major route along the valley bottom, the A6038 from Shipley to Otley.

Additionally, there are various busy through routes such as Baildon Road and Roundwood Road /Holden Lane which lead to the village centre and beyond.

Issue

Traffic congestion into, out of and through the village is significant. A lot of traffic is just driving through the village from and to other areas. Many of the roads are unsuitable for the volume of traffic which now uses them and are consequently dangerous. Traffic congestion is significantly worse during school terms.



Recommendations

1. An integrated traffic management system should be considered for major and minor roads.
2. Consideration should be given to reducing traffic levels for example by:-
 - i) resisting all further housing development where the traffic levels on existing roads will be increased.
 - ii) encouraging home working.
 - iii) encouraging alternative means of transporting children to schools.
 - iv) encouraging the use of Public Transport by integrating buses and trains and providing better information about them.
 - v) maintaining and enhancing footpaths and ensuring that they are signposted.

2.2 TRAFFIC CONGESTION

There are on average four hours of "rush hour" per day accumulating along only two major roads. Baildon has numerous minor roads largely serving areas of housing.

Issues

As a result of the traffic congestion on major roads, minor residential roads are increasingly used as 'rat runs'.

Many streets are too narrow for parking on both sides, particularly bearing in mind the situation where roads are used as 'rat runs'. Sometimes this restricts the passage of buses and causes damage to verges.

There are a limited number of pedestrian crossing points. Crossing the road is difficult at the bottom of the Grove and on Northgate outside the new Co-op.

Recommendation

3. Consideration should be given in the Village centre to:-
 - i) creating a one way system where appropriate;
 - ii) restricting indiscriminate parking and punishing illegal parking;
 - iii) introducing sensitive traffic calming measures and/or 20 mph speed restrictions;
 - iv) paving materials in the village centre to be designed to calm traffic and improve the village appearance, and;
 - v) consideration to additional zebra/pelican crossings.

2.3 ROAD JUNCTIONS

There is a wide variety of road junctions including roundabouts, traffic lights, marked junctions and unmarked junctions.

Issue

Some junctions give pedestrians and drivers of vehicles little vision of the hazards of crossing or turning. The junctions off Baildon Road and Otley Road (A6038) are congested and dangerous, for instance at A6038/ Green Lane, A6038/Roundwood Road, A6038/Fyfe Lane and Baildon Road/Station Road/Cliffe Avenue.



Recommendation

4. That the hazard to pedestrians and to vehicle occupants who use these junctions be considered whenever alterations or additions take place on properties nearby or where developments generate extra traffic.

2.4 FOOTPATHS & BRIDLEWAYS

Baildon has a wide variety of footways and bridleways. The village is generally well served with footways linking one area to another and open spaces. Paths along unadopted roads are often the most hazardous of all to elderly pedestrians.

Issue

Footways are often unsigned, poorly maintained and badly lit. Encouraging their maintenance will enhance their use and reduce the dependence on cars.

Recommendation

5. Consideration should be given to maintaining and enhancing footpaths including:-
 - i) maintaining lighting where it is provided.
 - ii) for any new developments existing footways should be preserved and where reasonable new ones introduced.

2.5 CYCLEWAYS

Baildon has no Cycleways despite the support for them in the District. Cyclists use pavements and footpaths during the day and throughout the evening.

Issue

Baildon currently offers its cyclists no safe route to Shipley or Bradford via cycle routes.

Recommendation

6. That a cycleway be designated and signposted between Baildon and Shipley.



2.6 PUBLIC TRANSPORT

A railway station and various bus routes serve Baildon. Additionally, Saltaire station is close by and serves Baildon.

Issue

Both stations are remote from the village centre. There is no dedicated public transport from either station to the village centre, or other areas.

Recommendation

7. A shuttle bus service should be developed to and from Baildon Station.

2.7 CAR PARKS

Baildon is served by a number of small to medium sized car parks, only one of which is pay and display.

Issues

Car parking pressures at Saltaire are spilling into Baildon. The creation of a car park to serve Saltaire is not welcomed due to the increase in traffic it would bring through residential areas.

The free parking at the Co-operative supermarket is greatly appreciated by the neighbourhood.

Recommendation

8. There should be wide consultation prior to the creation of any new car parking areas.



2.8 CASUAL PARKING

There is extensive street parking in neighbourhood centres. Not even double yellow lines prevent some private vehicles from parking.

Illegal parking half on the pavement occurs regularly along narrow roads, and along the roads across the moor.

Issues

Neighbourhood centres have limited off-street car parking and often narrow roads which are also used by buses.

Families with prams occasionally have to walk in the road where cars are parked on the pavement.

There is limited car parking at the railway station and in various other locations such as along the moor roads.

Recommendation

9. On-street parking should be policed to ensure:-

- i) that pavements are kept clear
- ii) that yellow lines are not ignored
- iii) that roads do not allow parking on both sides wherever they are used by large vehicles.

2.9 STREET FACILITIES

Baildon has a limited amount of street furniture and facilities such as toilets, bench seats, litter bins, stocks, fountains, a pond and a cattle grid.

Issues

Street facilities, for instance toilets, seating and lighting, are regularly attacked by vandals. They are poorly maintained and consequently of unsympathetic design. The lighting along some well-used footpaths in winter needs improvement.

Lighting levels need to be appropriate and sensitive. A balance should be struck between the need to light adequately to aid movement and to create places with a sense of character for the community.



Recommendations

10. Consideration should be given to enhancing and rationalising street furniture and facilities within the village centre and at other places of interest.

11. Street facilities and furniture should be maintained, of better quality, and should be of an appropriate character.



2.10 SIGNAGE

Signage around and within the village is limited. Road signs are becoming brighter and more garish.

Issue

The village centre is very poorly signed from the A6038. Such signs as there are, are misleading. Baildon has a number of neighbourhoods and visitors are not aware when they enter them. Signage to the village centre does not read 'Baildon Village Centre'.

Recommendations

12. People living in neighbourhoods should be encouraged to identify them in some way.
13. Heavy goods vehicles should not be directed up Roundwood Road or along narrow minor roads.
14. Consideration should be given to introducing maps at the village centre, Tong Park and Coach Road/Saltaire Bridge, indicating places of interest and footpaths to them.

15. Baildon village centre should be clearly identified for motorists travelling along the A6038. Consideration should be given to improving, condensing and rationalising signage. An example is shown below.



Thoroughfares and indicative bus routes



3.0 LANDSCAPE

3.1 ANCIENT WOODS

The local woods, riverside parks and lines of outstanding trees help to sustain Baildon as a wooded area. Valued woodland trees include oak, beech, ash, holly, rowan, birch and silver birch.

Issue

A positive approach is not always given to the planting, maintenance and replacement of trees in the wild. Baildon communities do not contribute to their management. They rarely phone the Planning Office to check if any tree is covered by a Tree Preservation Order. Householders find that some town trees grow too tall and too thick. Other trees suffer from disease and damage from foul weather. Householders often do not check who owns a tree and is therefore responsible for its maintenance.



Recommendations

1. That Council policy for the Forest of Bradford should be actively supported in Baildon.
2. That trees in built up areas should be managed by foresters and arboriculturists to enhance their health as well as to filter sunlight through in summer to houses below and trimmed when adjacent to roads.

3.2 TREES AND SHRUBS

Wild saplings grow wherever their seeds find open space, but the range of species in any locality is often limited. Some, as they grow, overcrowd pavements, footpaths and buildings.

Issues

The Environment Agency has stopped managing the bushes or damaged trees along the riverside, nor is it taking active steps to prevent wildlife there becoming neighbourhood pests.

The sycamores, silver birches and other saplings spreading along Baildon Bank and over common land need management.

Recommendations

3. That the bushes and trees along the river Aire be managed against pest infestation, unsightly growth and damage.
4. That where they grow freely on Council, private or common land at Baildon Green, Baildon Bank, Tong Park etc. bushes and saplings be appropriately managed.



3.3 FOOTPATHS AND HEDGES

There are over 100 well-used and half-used footpaths throughout Baildon, but many are untended, and woodland paths are now heavily overgrown. Weeds and bushes stop families and prams from using them in summer and mud in winter makes them impassable. Along the hedges, mixtures of hawthorn, holly, hornbeam, hazel, elder and privet are valued. Nettles and encroaching thorns on blackberry bushes, hawthorns, and holly do some damage to walkers' legs. Many footpaths have no signposts, though most are now clearly marked. At night only a few are well lit.

Issue

The maintenance of pathways themselves is often inadequate during the summer and autumn months, so that brambles, weeds, hedges, dog dirt, rubbish and mud make some hazard to users. The planting of garden hedges too close to footpaths results in overgrowth at head height wherever gardeners leave their hedges untrimmed. Rain flows erratically off the moors and fields in wet weather. Wet footpaths become slippery and in winter, if ill lit, are dangerous.



Recommendations

5. That the Council improves its maintenance of, and improvements to, each footpath.
6. That property owners living next to footpaths should be encouraged to trim the footpath-sides of their hedges.

3.4 SPORTS AND RECREATION

Sports fields and playgrounds are few, far-between and irregularly maintained. Private facilities like the Glen Tramway and the Golf Club are better preserved. The National Playing Fields Association's standards and provision for play space in Baildon are only half met.





Issues

The Council's provision of sports fields and playgrounds, never adequate, is declining as a result of the growth in the district's population density. Sports fields left from the closure of schools are all recommended in the next Unitary Development Plan for protection "for sport and recreation".

Annual flooding along the River Aire risks damaging nearby sporting facilities.

Recommendations

8. That existing sports fields be maintained and developed with vandal-proof equipment.
9. That additional facilities for play and sport should even where privately funded be more evenly distributed throughout Baildon.
10. That where a developer is required to provide playground space or to improve nearby sports facilities, the choice is made with Baildon Councillors' agreement.

3.5 ALLOTMENTS

Council allotments at Charlestown and Thompson Lane are well managed and thriving with a waiting list for vacant plots. Privately owned allotments at Moorland Avenue have fallen into neglect.

Issue

Allotments at Moorland Avenue, where they are overgrown and abandoned, are slowly returning to the wild. Where they have been reclaimed for cultivation they are thriving again. As housing has grown over the years the provision of allotments has remained static.

Recommendations

11. That allotments near Moorland Avenue should return to their previous usage or be maintained as decent open space safe for children.
12. Consideration should be given to expanding allotment space in Baildon.



3.6 PARKS

Parks and public gardens are highly valued and well used. Some, however, are misused and certain areas, particularly along the riverside, suffer regular damage.

Issues

The care and maintenance of Parks, Recreation Grounds and Woods is shared between three Council departments, none of which takes a communal responsibility for Baildon's concerns.

Drunkards and cyclists riding along public garden walling in the village damage the lawns, flowers and walls themselves.



Recommendations

12. That the Council maintains Baildon's parks and recreational grounds and develops its many woodland areas under a unified management.
13. That gardens and walls are better designed against cyclists and vandals.

3.7 COMMON LAND

All of the moorland and many parts of Baildon are common land. Their preservation against encroachers requires continual vigilance.

Issues

The moorland has many users who, apart from winter horse-riders, preserve its amenities well.

Some individuals who live next to the common land are tempted to adopt usage over it, which may, if unchecked, turn into rights. Certain other abuses, such as parking a car on common land, have already become customary. Challenging illegal practices such as these causes acute social distress. The law is strict but seldom enforced.



Recommendations

14. That the Countryside Service publish a Management Plan for the common land to thwart all present and any further erosion of its amenities, and to restore past erosions.
15. That proper car parking on common land is organised.

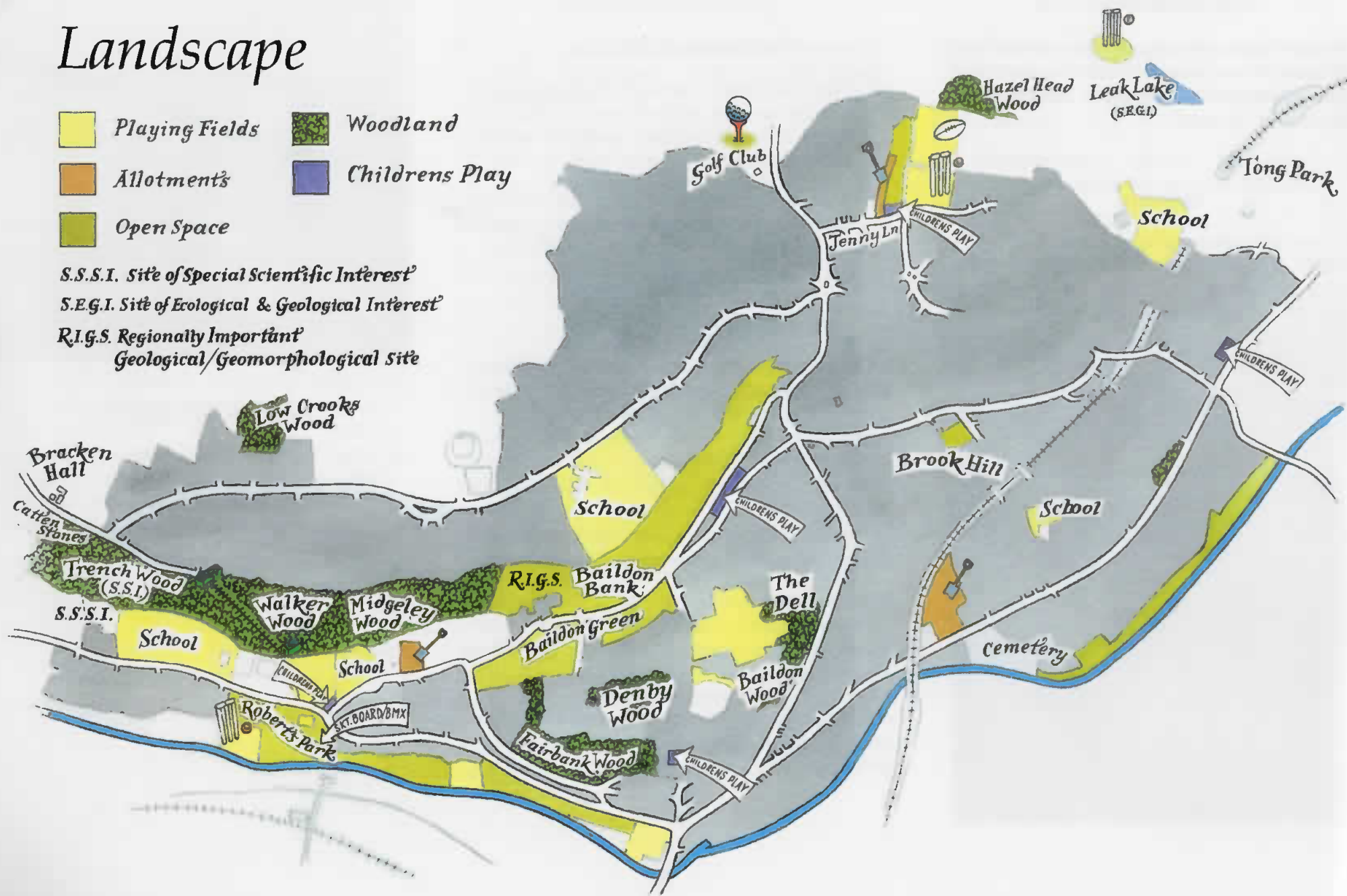
Landscape

- | | |
|--|--|
|  Playing Fields |  Woodland |
|  Allotments |  Childrens Play |
|  Open Space | |

S.S.S.I. Site of Special Scientific Interest

S.E.G.I. Site of Ecological & Geological Interest

*R.I.G.S. Regionally Important
Geological/Geomorphological Site*



CONCLUSION

This is the first clear statement that the community in Baildon has made about its hopes for the future. It has taken over two years to discuss, define and record our concerns and recommendations. We expect they will remain our priorities for another ten years.

We make three requests.

The first is to our NEIGHBOURS:-

Please quote from this Statement whenever you can; whenever a neighbour plans to build a garage or an extension; whenever people will listen to your comments.

The second is to DEVELOPERS:-

Please remember that Baildon has plenty of houses but only one neighbourhood centre. We want more neighbourhood centres where amenities are provided, houses are cheap and the road is wide.

The Third is to PLANNING OFFICERS and COUNCILLORS:-

Please promote this Statement as Baildon's vision of the future, and help the Community Council to edit it over the next few years as Supplementary Planning Guidance.

ACKNOWLEDGEMENTS

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Windus Carpets,
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The Open Days were located in halls provided by Baildon Church of England, the Governors of Tong Park School, and by Baildon Methodist Church. Our Exhibition depended on help and support from the staff of Baildon Library.

The Sub-Committee is particularly grateful for the guidance it got from members of other Design Statement groups in Wharfedale, and from the Countryside Commission.

The photographs were taken by Mike Lawson and Paul Harness, and Vic McLindon drew the cover and maps. The final draft, edited by Allan Booth and Sam Micklem, was printed by Vincent Minchella.

