



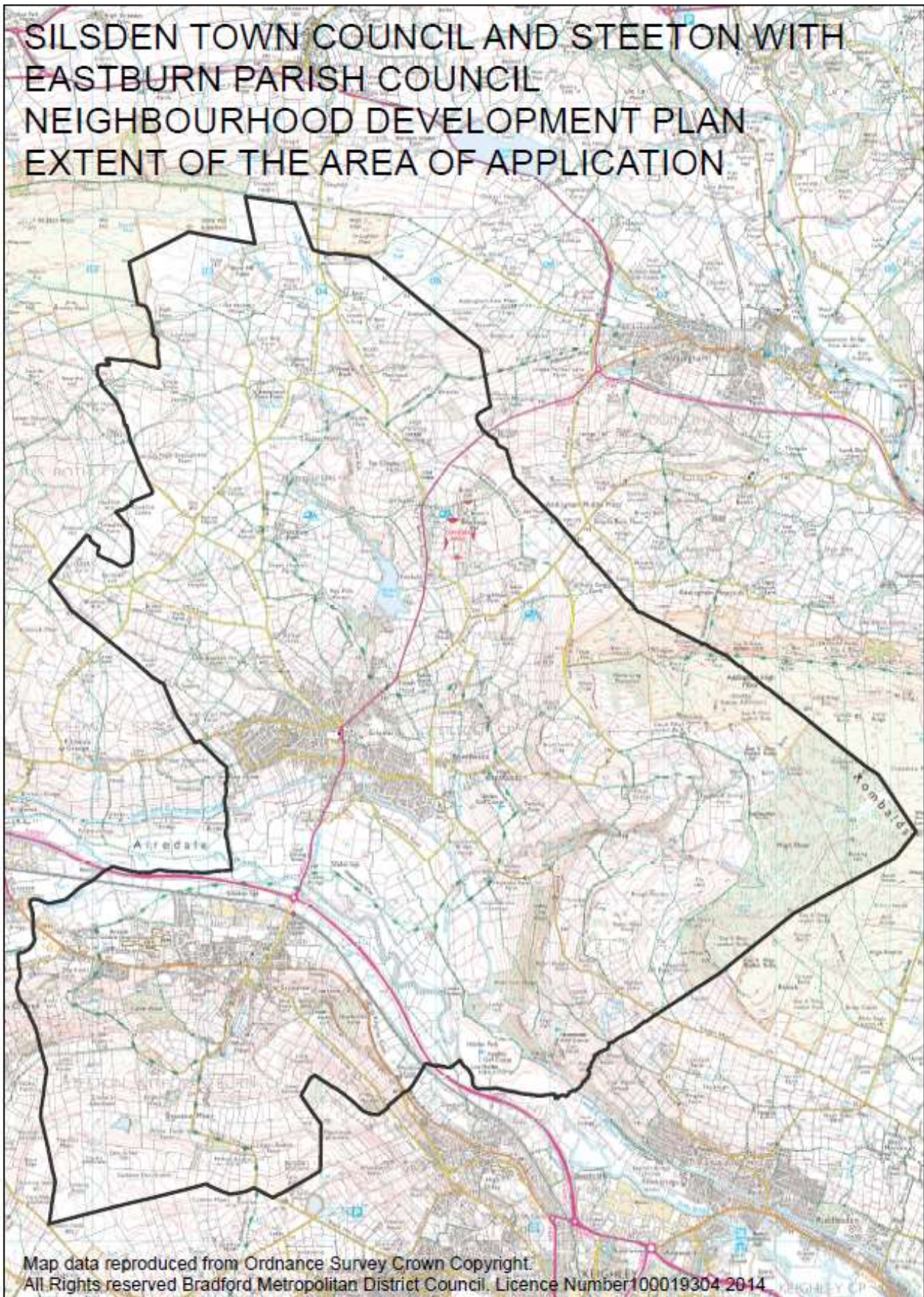
Steeton with Eastburn and Silsden Neighbourhood Development Plan Planning Policy Assessment and Evidence Base Review

May 2019

Kirkwells

The Planning People

The Neighbourhood Area



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1.0 Introduction

Neighbourhood Plans are required to sit within the framework of national, regional and local planning policies, and to be in general conformity with those policies.

This document summarises the national, regional and local planning policies that will have to be taken in to account during the preparation of the Silsden and Steeton with Eastburn Neighbourhood Plan.

It thus provides a broad planning policy framework on which to build the Neighbourhood Plan. The Assessment should assist with identifying key themes and planning policy areas in the proposed Plan and much of the information referred to within the document will form part of the Neighbourhood Plan evidence base. It should be used alongside the evidence collected locally during the various neighbourhood plan consultations.

The Assessment should be considered as a “live”, working document, and Kirkwells will continue to review and amend the information at key stages in the preparation of the Plan. In the meantime, it is recommended that the document be used as a key guide and reference point for preparing planning policies for the Plan.

2.0 The National Planning Policy Framework¹. Guidance and Ministerial Statements

2. Achieving Sustainable Development

Para 7: The purpose of the planning system is to contribute to the achievement of sustainable development.

Para 8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Para 10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development**.

Para 12. The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

Para 13. The application of the presumption has implications for the way communities engage in neighbourhood planning. Neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial

¹ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

development strategies; and should shape and direct development that is outside of these strategic policies.

Para 14. In situations where the presumption (at paragraph 11d) applies to applications involving the provision of housing, the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits, provided all of the following apply:

- a) the neighbourhood plan became part of the development plan two years or less before the date on which the decision is made;
- b) the neighbourhood plan contains policies and allocations to meet its identified housing requirement;
- c) the local planning authority has at least a three year supply of deliverable housing sites (against its five year housing supply requirement, including the appropriate buffer as set out in paragraph 73); and
- d) the local planning authority's housing delivery was at least 45% of that required over the previous three years.

3. Plan-making

Para 15. The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.

Para 16. Plans should:

- a) be prepared with the objective of contributing to the achievement of sustainable development;
- b) be prepared positively, in a way that is aspirational but deliverable;
- c) be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;
- d) contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;
- e) be accessible through the use of digital tools to assist public involvement and policy presentation; and
- f) serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant).

The plan-making framework

18. Policies to address non-strategic matters should be included in local plans that contain both strategic and non-strategic policies, and/or in local or neighbourhood plans that contain just non-strategic policies.

Non-strategic policies

Para 28. Non-strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development. This can include allocating sites, the provision of infrastructure and community facilities at a local level, establishing design principles, conserving and enhancing the natural and historic environment and setting out other development management policies.

Para 29. Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies.

Para 30. Once a neighbourhood plan has been brought into force, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently.

Examining plans

Para 37. Neighbourhood plans must meet certain 'basic conditions' and other legal requirements before they can come into force. These are tested through an independent examination before the neighbourhood plan may proceed to referendum.

4. Decision making

Determining applications

Para 47. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

5. Delivering a sufficient supply of homes

Para 59. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Para 61. Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to

commission or build their own homes).

Para 62. Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required, and expect it to be met on-site unless:

- a) off-site provision or an appropriate financial contribution in lieu can be robustly justified; and
- b) the agreed approach contributes to the objective of creating mixed and balanced communities.

Para 63. Provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (where policies may set out a lower threshold of 5 units or fewer). To support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, any affordable housing contribution due should be reduced by a proportionate amount.

Para 64. Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership²⁹, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. Exemptions to this 10% requirement should also be made where the site or proposed development:

- a) provides solely for Build to Rent homes;
- b) provides specialist accommodation for a group of people with specific needs (such as purpose-built accommodation for the elderly or students);
- c) is proposed to be developed by people who wish to build or commission their own homes; or
- d) is exclusively for affordable housing, an entry-level exception site or a rural exception site.

Para 65. Strategic policy-making authorities should establish a housing requirement figure for their whole area, which shows the extent to which their identified housing need (and any needs that cannot be met within neighbouring areas) can be met over the plan period. Within this overall requirement, strategic policies should also set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations.

Para 69. Neighbourhood planning groups should also consider the opportunities for allocating small and medium-sized sites (of a size consistent with paragraph 68a (*ie sites no larger than one hectare*)) suitable for housing in their area.

Rural housing

Para 77. In rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs. Local planning authorities should support opportunities to bring forward rural exception sites that will provide affordable housing to meet identified local needs, and consider whether allowing some market housing on these sites would help to facilitate this.

Para 78. To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.

79. Planning policies and decisions should avoid the development of isolated homes in the countryside unless one or more of the following circumstances apply:

- a) there is an essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside;
- b) the development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets;
- c) the development would re-use redundant or disused buildings and enhance its immediate setting;
- d) the development would involve the subdivision of an existing residential dwelling; or
- e) the design is of exceptional quality, in that it:
 - is truly outstanding or innovative, reflecting the highest standards in architecture, and would help to raise standards of design more generally in rural areas; and
 - would significantly enhance its immediate setting, and be sensitive to the defining characteristics of the local area.

6. Building a strong, competitive economy

Supporting a prosperous rural economy

Para 83. Planning policies and decisions should enable:

- a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;
- b) the development and diversification of agricultural and other land-based rural businesses;
- c) sustainable rural tourism and leisure developments which respect the

character of the countryside; and

d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.

Para 84. Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

8. Promoting healthy and safe communities

Para 91. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

92. To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;

b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;

- c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;
- d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and
- e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

Open space and recreation

96. Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.

99. The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them. Designating land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period.

100. The Local Green Space designation should only be used where the green space is:

- a) in reasonably close proximity to the community it serves;
- b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- c) local in character and is not an extensive tract of land.

101. Policies for managing development within a Local Green Space should be consistent with those for Green Belts.

9. Promoting sustainable transport

102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in

- relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

10. Supporting high quality communications

Para 112. Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections.

11. Making effective use of land

Para 117. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Para 118. Planning policies and decisions should:

- a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;
- b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;
- c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;
- d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure).

Achieving appropriate densities

Para 122. Planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

12. Achieving well-designed places

Para 124. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Para 125. Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.

14. Meeting the challenge of climate change, flooding and coastal change

Para 148. The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

Planning for climate change

Para 149. Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate

measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.

Planning and flood risk

Para 155. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

15. Conserving and enhancing the natural environment

Para 170. Planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
- c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and
- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

Habitats and biodiversity

Para 174. To protect and enhance biodiversity and geodiversity, plans should:

- a) Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation; and
- b) promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and

identify and pursue opportunities for securing measurable net gains for biodiversity.

16. Conserving and enhancing the historic environment

Para 184. Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

Para 185. Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:

- a) the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;
- b) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- c) the desirability of new development making a positive contribution to local character and distinctiveness; and
- d) opportunities to draw on the contribution made by the historic environment to the character of a place.

National Planning Practice Guidance

2.2 National Planning Practice Guidance (NPPG)²

National Planning Practice Guidance (NPPG) is a web-based resource which brings together planning guidance on various topics into one place. It was launched in March 2014 and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning. It is important to note that the guidance is exactly that, guidance, and should not be seen as representing Government policy. To view the NPPG please visit the dedicated website.

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What is neighbourhood planning?

Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area. They are able to choose where they want new homes, shops and offices to be built, have their say on what those new buildings should look like and what infrastructure should be provided, and grant planning permission for the new buildings they want to see go ahead. Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community where the ambition of the neighbourhood is aligned with the strategic needs and priorities of the wider local area.

Paragraph: 001 Reference ID: 41-001-20140306

Revision date: 06 03 2014

² <http://planningguidance.planningportal.gov.uk/blog/guidance/neighbourhood-planning/what-is-neighbourhood-planning/>

What can communities use neighbourhood planning for?

Local communities can choose to:

- set planning policies through a neighbourhood plan that is used in determining planning applications.
- grant planning permission through Neighbourhood Development Orders and Community Right to Build Orders for specific development which complies with the order.

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Neighbourhood planning is not a legal requirement but a right which communities in England can choose to use. Communities may decide that they could achieve the outcomes they want to see through other planning routes, such as incorporating their proposals for the neighbourhood into the Local Plan, or through other planning mechanisms such as Local Development Orders and supplementary planning documents or through pre-application consultation on development proposals. Communities and local planning authorities should discuss the different choices communities have to achieving their ambitions for their neighbourhood.

Paragraph: 002 Reference ID: 41-002-20140306

Revision date: 06 03 2014

Note also:

Para 004 - A neighbourhood plan should support the strategic development needs set out in the [Local Plan](#) and plan positively to support local development. A neighbourhood plan must address the development and use of land. This is because if successful at examination and referendum the neighbourhood plan will become part of the statutory development plan once it has been made (brought into legal force) by the planning authority. Applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.

Para 009 - A draft neighbourhood plan must be in general conformity with the strategic policies of the development plan in force if it is to meet the [basic condition](#). A draft Neighbourhood Plan is not tested against the policies in an emerging Local Plan although the reasoning and evidence informing the Local Plan process may be relevant to the consideration of the basic conditions against which a neighbourhood plan is tested.

Where a neighbourhood plan is brought forward before an up-to-date Local Plan is in place, the qualifying body and the local planning authority should discuss and aim to agree the relationship between policies in:

- the emerging neighbourhood plan
- the emerging Local Plan
- the adopted development plan with appropriate regard to national policy and guidance.

Para 065 - only a draft neighbourhood Plan or Order that meets each of a set

of basic conditions can be put to a referendum and be made. The basic conditions are set out in [paragraph 8\(2\) of Schedule 4B to the Town and Country Planning Act 1990](#) as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004. The basic conditions are:

- a. having regard to national policies and advice;
- b. having special regard to the desirability of preserving any listed building or its setting or any features of special architectural or historic interest;
- c. having special regard to the desirability of preserving or enhancing the character or appearance of any Conservation Area;
- d. the making of the neighbourhood plan contributes to the achievement of sustainable development;
- e. the making of the neighbourhood plan is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area).
- f. the making of neighbourhood plan does not breach, and is otherwise compatible with, EU obligations
- g. prescribed conditions are met in relation to the Order (or plan) and prescribed matters have been complied with in connection with the proposal for the neighbourhood plan.

Ministerial Statements

From time to time, ministers give statements on planning policy which have the effect of introducing changes to established policy. The following statements are relevant to neighbourhood planning:

Written Statement: Support for Small Scale Developers, Custom and Self-Builders, 28 November 2014³

This introduced a number of changes to the National Planning Practice Guidance (NPPG) with regard to Section 106 planning obligations, including the introduction of a threshold beneath which affordable housing contributions should not be sought.

The Ministerial statement indicated that:

- (a) For sites of 10 units or less and which have a maximum combined gross floor space of 1,000 square metres, affordable housing and tariff style contributions should not be sought.
- (b) In designated rural areas (under Section 157 of the Housing Act 1985), authorities may choose to implement a lower threshold of five units or less, beneath which affordable housing and tariff style contributions should not be sought.
- (c) Affordable housing and tariff style contributions should not be sought in relation to residential annexes and extensions.
- (d) A financial credit, equivalent to the existing gross floor space of any vacant buildings brought back into any lawful use or demolished for re-development, should be deducted from the calculation of any affordable housing contributions sought from relevant development schemes.

However, this Statement was successfully challenged in the High Court in August 2015 with the High Court concluding that the approach is incompatible with the Town and Country Planning Act 1990 and the Planning and Compulsory Purchase Act 2004.

On 11 May 2016, the Court of Appeal overturned this High Court judgement which means that the 2014 Ministerial Statement is now reinstated

Written Statement to Parliament: Planning Update, 25 March 2015⁴

Local planning authorities and qualifying bodies preparing neighbourhood plans should not set in their emerging Local Plans, neighbourhood plans, or supplementary planning documents, any additional local technical standards or requirements relating to the construction, internal layout or performance of new dwellings. This includes any policy requiring any level of the [Code for](#)

³ <http://www.parliament.uk/documents/commons-vote-office/November%202014/28%20Nov%202014/2.%20DCLG-SupportForSmallScaleDevelopersCustomAndSelf-Builders.pdf>

⁴ <https://www.gov.uk/government/speeches/planning-update-march-2015>

[Sustainable Homes](#) to be achieved by new development; the government has now withdrawn the code.

The optional new national technical standards should only be required through any new Local Plan policies if they address a clearly evidenced need, and where their impact on viability has been considered, in accordance with the [National Planning Policy Framework and Planning Guidance](#).

Neighbourhood plans should not be used to apply the new national technical standards.

Written Statement to Parliament: Wind Energy, 18 June 2015⁵

This statement indicated that, when determining planning applications for wind energy development involving one or more wind turbines, local planning authorities should only grant planning permission if:

- the development site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan; and
- following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.

In applying these new considerations, suitable areas for wind energy development will need to have been allocated clearly in a Local or Neighbourhood Plan. Maps showing the wind resource as favourable to wind turbines, or similar, will not be sufficient.

Written Statement to Parliament: Neighbourhood Planning (HCWS346) – 12th December 2016⁶

Neighbourhood planning was introduced by the Localism Act 2011, and is an important part of the Government's manifesto commitment to let local people have more say on local planning. With over 230 neighbourhood plans in force and many more in preparation, they are already a well-established part of the English planning system. Recent analysis suggests that giving people more control over development in their area is helping to boost housing supply – those plans in force that plan for a housing number have on average planned for approximately 10% more homes than the number for that area set out by the relevant local planning authority.

The Government confirms that where a planning application conflicts with a

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<http://www.publications.parliament.uk/pa/cm201516/cmhansrd/cm150618/wmstext/150618m0001.htm>

⁶ <https://www.parliament.uk/business/publications/written-questions-answers-statements/written-statement/Commons/2016-12-12/HCWS346/>

neighbourhood plan that has been brought into force, planning permission should not normally be granted. However, communities who have been proactive and worked hard to bring forward neighbourhood plans are often frustrated that their plan is being undermined because their local planning authority cannot demonstrate a five-year land supply of deliverable housing sites.

This is because Paragraph 49 of the National Planning Policy Framework states that if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites relevant policies for the supply of housing should not be considered up-to-date, and housing applications should be considered in the context of the presumption in favour of sustainable development.

As more communities take up the opportunity to shape their area we need to make sure planning policy is suitable for a system with growing neighbourhood plan coverage. Building on proposals to further strengthen neighbourhood planning through the Neighbourhood Planning Bill, I am today making clear that where communities plan for housing in their area in a neighbourhood plan, those plans should not be deemed to be out-of-date unless there is a significant lack of land supply for housing in the wider local authority area. We are also offering those communities who brought forward their plans in advance of this statement time to review their plans.

This means that relevant policies for the supply of housing in a neighbourhood plan, that is part of the development plan, should not be deemed to be 'out-of-date' under paragraph 49 of the National Planning Policy Framework where all of the following circumstances arise at the time the decision is made:

- this written ministerial statement is less than 2 years old, or the neighbourhood plan has been part of the development plan for 2 years or less;
- the neighbourhood plan allocates sites for housing; and the local planning authority can demonstrate a three-year supply of deliverable housing sites.

This statement applies to decisions made on planning applications and appeals from today. This statement should be read in conjunction with the National Planning Policy Framework and is a material consideration in relevant planning decisions.

My Department will be bringing forward a White Paper on Housing in due course. Following consultation, we anticipate the policy for neighbourhood planning set out in this statement will be revised to reflect policy brought forward to ensure new neighbourhood plans meet their fair share of local housing need and housing is being delivered across the wider local authority area. It is, however, right to take action now to protect communities who have worked hard to produce their neighbourhood plan and find the housing supply policies are deemed to be out-of-date through no fault of their own.

3.0 Saved Bradford Replacement Unitary Development Plan⁷

This is still the statutory plan for the district, until is superseded by the new Local Plan. It was adopted in 2005; it has 180 policies and these are not reproduced here; whilst they will still be used by the Council for decision making until the new Local Plan is adopted, they have to be read against national policy and guidance – the NPPF trumps the Unitary Development Plan if the two are in conflict.

The UDP has a strong stress on urban renewal and development in sustainable locations. Its first policy (UDP1, page 23) stresses a focus on the urban areas, encouraging reuse of brownfield sites and existing buildings, and concentrating development in areas with good transport links and places where facilities and services are nearby.

The plan sets out the areas where development will be restrained; the Green Belt (except where there is a justification for land releases), countryside and floodplains (Policy UDP2, page 25).

The broad policies of the UDP do contain elements relevant to neighbourhood planning, as follows.

- In Steeton along with some other similar settlements, development is permissible on green field land only if there are overriding reasons for that development in that location (Policy UR4 page 45).
- There is a defined Local Centre. In the terms of policy CR1A this means that retail development is supported as long as it is of a scale compatible with the centre and will not undermine its vitality and viability (i.e. no large supermarkets, for example)
- A useful policy for small places is CF5 (page 77), which protects against unnecessary loss of community facilities by insisting that it must be shown that the loss of facilities such as village shops, pubs, surgeries and village halls should only be permitted to be converted to other use when it can be shown that they are not viable, that there is no demand, or there are equivalent services nearby.
- Similarly, to CF5, policies OS1 and OS2 (pages 184/185) protect against unnecessary loss of urban green space and recreational open space.
- Policy OS8 protects small areas of open land within villages such as Steeton and Eastburn from development. Open land areas are identified as Main Road and Green Lane, and Station Road St.

⁷ http://www.bradford.gov.uk/bmdc/the_environment/planning_service/unitary_development_plan

Stephen's Road and Mill Lane, Steeton with Eastburn (Keighley constituency proposals, page 32).

Keighley Constituency Area

Role of the Area

Keighley has limited capacity for future expansion due to its topography despite major infrastructure investment in the Area's road and rail network. The emphasis on sustainable development will however remain on the main urban area of Keighley.

The Area has the following functional divisions:

_ The Aire Valley settlements of Silsden and Steeton with Eastburn, for their sizes, retain a local industrial base and, because of their good and improving road and rail links to Skipton, Bradford and Keighley, are also important commuter and service areas.

The location strategy also identifies a corridor from Ilkley via Addingham and Silsden to Steeton where improved public transport would help promote greater usage.

4.0 Urban Renaissance

Policy UR5 Safeguarded Land

The following areas of safeguarded land are identified on the Proposals Map:-

K/UR5.3 SYCAMORE GROVE, STEETON WITH EASTBURN 1.26 ha

A new greenfield site, part of which is allocated for housing in the adopted UDP, located on the edge of the settlement.

K/UR5.4 MAIN ROAD, STEETON WITH EASTBURN 6.22 ha

A new greenfield site, allocated for housing in the adopted UDP and located within the settlement. Development of the site would be dependent on a suitable access being formed and is further constrained by the setting of a listed building and the need to retain protected trees. The site is of potential ecological and archaeological value. A development brief for the site was adopted in February 1999.

K/UR5.14 WOODSIDE ROAD, SILSDEN 5.55 ha

A new greenfield site, allocated for housing in the adopted UDP and located on the edge of the settlement. Elliott Street/A6034 junction improvements are required. Development would need to include a buffer to the Leeds - Liverpool Canal SEGI and Conservation Area and incorporate positive visual elements and landscaping to the prominent southern and western boundaries.

K/UR5.15 NORTH DENE ROAD, SILSDEN 1.36 ha

A new greenfield site, allocated for housing in the adopted UDP and located

on the edge of the settlement. Development must provide open space, drainage balancing and a landscaping scheme that retains all boundary hedges.

K/UR5.37 SYKES LANE, SILSDEN

A new Greenfield site revised from that allocated for employment purposes in the adopted UDP. It lies on the south-western fringes of the settlement.

K/UR5.38 BANKLANDS AVENUE (WEST), SILSDEN. 8.51 ha

A greenfield site on the edge of the settlement. Developer contributions towards improved public transport links and recreation open space provision to redress local deficiencies would be required.

K/UR5.39 BANKLANDS AVENUE EAST, SILSDEN 20.44 ha

A greenfield site on the edge of settlement. Developer contributions towards improved public transport links and recreation open space provision to redress local deficiencies would be required.

K/UR5.40 KEIGHLEY ROAD/BELTON ROAD, SILSDEN 13.13 ha

A greenfield site beyond the edge of the settlement. Any future development would need to preserve landscape quality, bio-diversity and comply with Policy with regard to flood risk. The site may be contaminated. The site is located in the Airedale Corridor, a prime location for B1, B2 and B8 employment provision in support of the 2020 Vision, and a comprehensive development scheme for the whole of the site is sought.

K/UR5.41 LYON ROAD, STEETON WITH EASTBURN 3.26 ha

A greenfield site on the edge of the settlement. Access to the site is severely limited. The site is within high risk zone 3b of PPG25, therefore residential development would be unacceptable. Development of the site for the future expansion of the adjoining employment use would need to take account of increased precision in the determination of the boundaries of the floodplain, the availability of alternative locations and the implementation of appropriate flood mitigation measures.

5.0 The Economy, Employment and Tourism

Policy E1 Employment Sites

The following sites of over 0.4 hectares are allocated on the Proposals Map for employment use in accordance with Policy E1.

K/E1.2 OFF STEETON GROVE, STEETON WITH EASTBURN 1.19 ha

Site carried forward from the 1998 adopted UDP. A brownfield site within the settlement. The site may be contaminated and development would be required to provide wildlife habitats. Access is only available through existing works. The site is in the Airedale Corridor, a location where employment provision would support the 2020 Vision. Note from SG - K/E 1.2 This site is now under development

K/E1.3 STATION ROAD, STEETON WITH EASTBURN 0.56 ha

Site carried forward from the 1998 adopted UDP. A brownfield site on the edge of the settlement. Access is only available through the existing depot. The site is in the Airedale Corridor, a location where employment provision would support the 2020 Vision. Note from SG - K/ E 1.3 This site is being

removed from LDF

K/E1.5 BELTON ROAD, SILSDEN 4.99 ha

Site carried forward from the 1998 adopted UDP. A greenfield site within the settlement. Retention of mature trees is essential, as is the provision of a buffer zone to the residential properties to the north of the site. The site may be contaminated. The site is in an Employment Zone and the Airedale Corridor, a prime location for B1 and B8 employment provision as specified in the Hainsworth Road Development Brief (adopted in 1989) and in support of the 2020 Vision. Planning permission for a building society headquarters has been granted on part of the site since April 2000.

K/E1.6 KEIGHLEY ROAD (NORTH), SILSDEN 0.53 ha

Site carried forward from the 1998 adopted UDP. A greenfield site within the settlement. A number of mature trees and a natural stream on site must be retained. The site is in an Employment Zone and the Airedale Corridor, a location where employment provision would support the 2020 Vision.

K/E1.7 KEIGHLEY ROAD (CENTRE), SILSDEN 0.69 ha

Site carried forward from the 1998 adopted UDP. A greenfield site within the settlement. A number of mature trees and a natural stream on site must be retained. The site is in an Employment Zone and the Airedale Corridor, a location where employment provision would support the 2020 Vision.

K/E1.8 KEIGHLEY ROAD (SOUTH), SILSDEN 1.04 ha

Site carried forward from the 1998 adopted UDP. Site fully developed for employment use.

K/E1.9 SYKES LANE, SILSDEN

A Greenfield site carried forward from the 1998 adopted UDP. It lies within the Airedale Corridor and is a good location for B1 and B2 employment provision in accordance with 2020 Vision.

Policy E6 Employment Zones

The following Employment Zones are defined on the Proposals Map.

K/E6.1 KEIGHLEY ROAD, SILSDEN

Revised Zone from the adopted UDP. The area of the Employment Zone has been reduced and the boundary altered to exclude land at Belton Road and Sykes Lane previously identified in the deposit draft plan for employment.

6.0 Housing –Note H1, H2, H3 and H5 deleted.

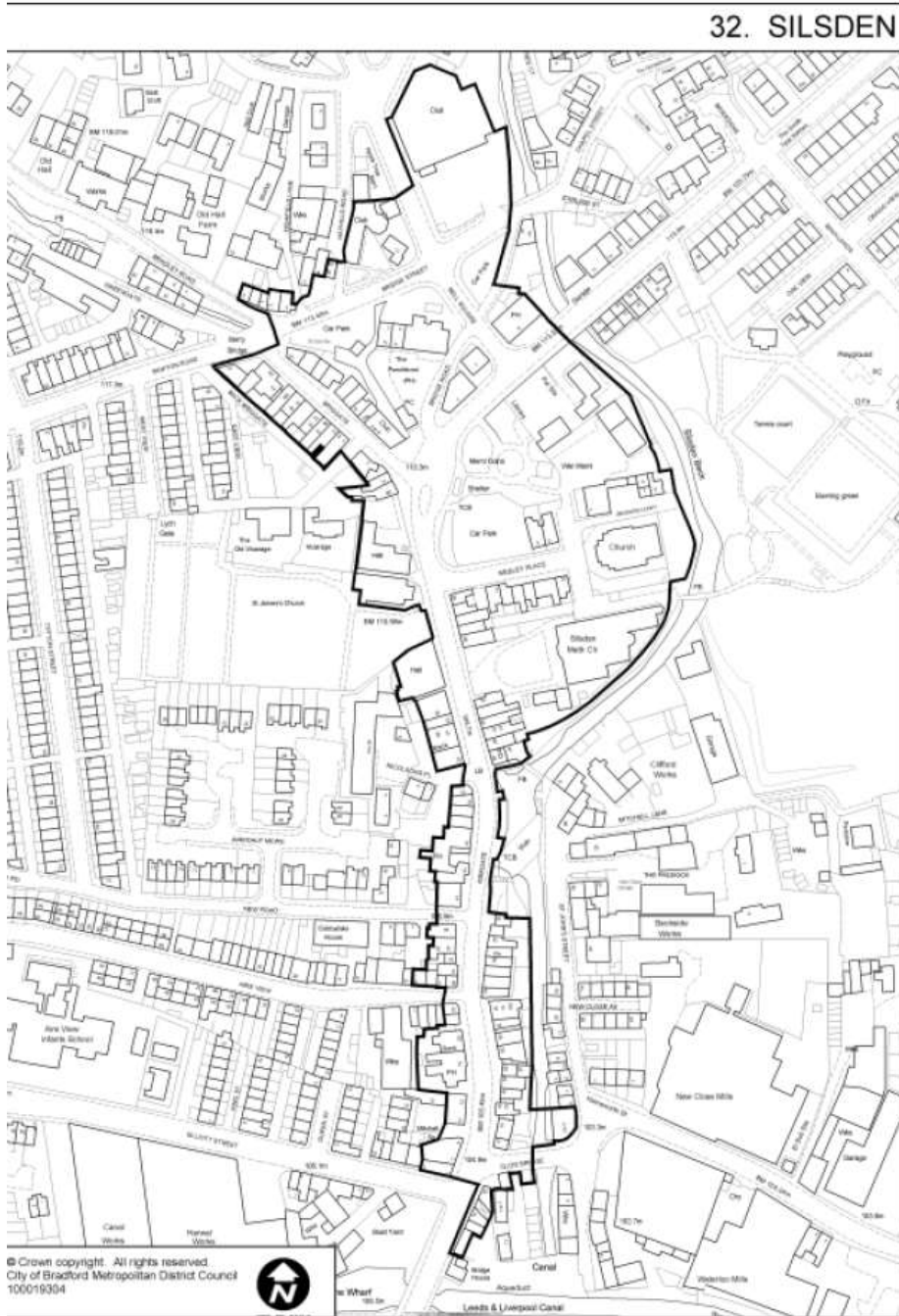
Note from SG - K/H2.1 This site is now being developed and does not count towards the 700 because it predates 31/3/13

7.0 Centres

Policy CT1 Developments to accord with the area policy statements for the city and town centres.

Policy CR1A Local Centres

The following local centres are defined on the Proposal Map by a symbol. Their detailed boundaries are shown in Appendix 1 (below).



Policy CR4A Convenience Shopping Provision

SILSDEN LOCAL CENTRE

Silsden has a small shopping centre, the largest shop being the Co-op supermarket at its northern end. **Note – SG advised in 12/14 that the largest shop will be the Aldi supermarket now completed.** As new housing is built it is likely that this will create the scope and need for further food shopping facilities, which would also benefit existing residents by providing increased choice and competition.

Any new retail development should take place in the centre. However, it may not be possible to accommodate a small supermarket because the compact nature of the centre, and the antiquated highway system, may result in sites and buildings of appropriate size not being available, suitable and viable. In these circumstances proposals that accord with policy CR4A will be permitted in the expansion area shown on the Proposal Map, notwithstanding the provisions of policies E1 and E3 which would normally safeguard these areas for employment purposes. Any development of the expansion area at Hainsworth Street will need to ensure that additional vehicular and pedestrian movements generated by the development can be accommodated safely and without detriment to the free flow of traffic at the existing unsatisfactory junction of Clog Bridge and Elliot Street with Kirkgate.

8.0 Transport and Movement

Policy TM6 Bus Priority

QUALITY BUS NETWORK

The West Yorkshire Local Transport Plan includes proposals for a comprehensive network of high quality bus routes. This is indicated on the Proposals Map. [Note – SG advised in 12/14 that there is no direct bus service between Silsden and Skipton.](#)

K/TM6.1 ILKLEY TO STEETON BUS LINK

This route has been indicated on the Proposals Map as an aspirational long term addition to the Quality Bus Network to facilitate public transport access to planned developments.

Policy TM7 Park and Ride

The following railway stations have been defined on the Proposals Map as locations where existing Park and Ride car parks will be safeguarded, and extended where possible:

K/TM7.1 STEETON & SILSDEN STATION

Several options are being considered to provide additional parking at this station.

Note from SG - K/TM 7.1 Network rail have put forward various proposals in the past; they have now drawn away from this due to cost.

[Note – SG advised 12/14 that there is no park and ride at Steeton and Silsden railway station.](#)

Policy TM20 Transport and Highway Improvements

The following schemes are defined on the Proposals Map:

K/TM20.1 SILSDEN EASTERN BYPASS, SILSDEN

Carried forward from the 1998 Adopted UDP. This scheme will improve Silsden's highway network by acting as a bypass for the town centre and providing a primary access road for new development when the safeguarded land allocations on the eastern side of the settlement be brought forward for

development. The scheme would be likely to be funded by the private sector and built only when the adjoining safeguarded land comes forward for development. It is essential that construction of the section of the by-pass to the south of the canal is co-ordinated with the development of sites K/UR5.36 and K/UR5.40, and construction of the remainder of the by-pass, to the north of the canal, is co-ordinated with the development of sites K/UR5.38 and K/UR5.39 in order to minimise impacts on the town and its facilities. The by-pass must only be opened to public traffic once it is fully completed throughout its entire length. [Note – SG comments 12/14 – No current plans for the Silsden east Bypass.](#)

K/TM20.3 ELLIOT STREET / KEIGHLEY ROAD, CLOG BRIDGE JUNCTION, SILSDEN

Land protected for a highway improvement scheme at the junction of Elliot Street,

Clog Bridge and Keighley Road. [Note – SG comments 12/14 – new puffin crossing will have an effect on this junction.](#)

Policy K/TM24 Helicopter Landing Site

The Civil Aviation Authority have requested that the Proposals Map safeguards a site for landings by helicopters dealing with accidents and emergencies. Therefore:

POLICY K/TM24

THE SITE SHOWN ON THE PROPOSALS MAP AT AIREDALE HOSPITAL, MAIN ROAD, STEETON WITH EASTBURN IS SAFEGUARDED FOR AN EMERGENCY HELICOPTER LANDING GROUND

Note from SG - K/TM24. Helipad, the existing heli8pad fell out of use due to increase in size of Helicopter, it has now been built over by the new A&E department. Nothing has been identified for its replacement.

10.0 Built Heritage and the Historic Environment

Policies BH7 - BH13 Conservation Areas

Existing conservation areas are defined on the Proposals Map and are listed below:

- Leeds and Liverpool Canal
- Steeton
- Silsden.

12.0 Open Land in Settlements

Policy OS1 Urban Green Space

The following areas are defined as Urban Green Space on the Proposals Map:-

K/OS1.4 BANKLANDS LANE, SILSDEN

Carried forward from the 1998 adopted UDP. Consisting of the park and

associated playing fields that are an important open space feature in relation to the centre of the settlement.

K/OS1.5 HOWDEN ROAD, SILSDEN

Carried forward from the 1998 adopted UDP. To the eastern end of Howden Road incorporating the cemetery and land enclosed by the edge of the settlement and the line of the proposed Silsden by-pass.

Policy OS2 Recreation Open Space

Existing recreation open spaces (0.4 hectares and above) are defined on the Proposals Map and protected under OS2, most being carried forward from the 1998 adopted UDP.

Policy OS3 Playing Fields

Existing playing fields (0.4 hectares and above) carried forward from the 1998 adopted UDP are defined on the Proposals Map and protected under OS3.

Policy OS6 Allotments

Existing allotments are identified on the Proposals Map.

Policy OS7 Village Green Space

The following areas are defined on the Proposals Map:-

K/OS7.4 MAIN ROAD AND GREEN LANE, STEETON WITH EASTBURN

Maintains the open aspect along Main Road and the setting of the listed Eastburn House.

K/OS7.5 STATION ROAD, ST. STEPHEN'S ROAD AND MILL LANE, STEETON WITH EASTBURN

Maintains and protects a large tract of green space at the heart of this part of the settlement and forming an open frontage to Station Road.

14.0 The Natural Environment and Countryside

Policy NE3 Landscape Character Areas

The following Character Areas fall within this constituency.

3. AIREDALE

General Description

Airedale is the largest and most complex character area in the district. It is a distinctive broad U-shaped valley, with dramatic contrasts between the open exposed upland pastures above 250m A.O.D. and the busy settlements and industrial areas of the valley floor. There is also a contrast between the valley sides with the south facing side containing enclosed pastures with settlements and the north facing steeper slopes dominated by woodlands.

Airedale roughly bisects the district into two halves, running from the north-west boundary to the Esholt character area just short of the south-eastern district boundary.

The Rombalds Ridge character area forms the whole of the northern boundary and dominates the skyline. To the south a number of character areas form the boundary. They are the Pennine Uplands to the west; the Worth and North Beck Valley above Keighley; the Wilsden plateau; and the urban core of Bradford adjacent to the industrial corridor forms the south-eastern boundary.

The eastern boundary is formed by the Esholt character area as the River Aire continues down the valley. The western boundary is the district boundary adjoining Craven District Council. Airedale is made up from a mixture of eight landscape types, with settlement the dominant element on the valley floor. The remainder of the valley bottom is made up of floodplain pastures and the industrial corridor. The northern valley side is dominated by enclosed pastures with upland pastures forming a band at the higher levels and wooded valleys bisecting these along the valley.

The southern valley sides are largely made up of wooded inclines. A small pocket of gritstone moorland bisects Baildon. Airedale also contains the largest concentration of settlement outside the urban core of Bradford, the main settlements being Keighley, Bingley, Shipley, Baildon and Silsden.

Key Landscape Elements

- _ Broad U-shaped valley.
- _ Well wooded throughout Airedale.
- _ Pastures.
- _ Major settlements of Keighley, Bingley, Shipley, Baildon and Silsden.
- _ Busy transport corridor in the valley floor.

Policy NE9 Sites of Ecological or Geological Importance (SEGI) and Regionally Important Geological Sites (RIGS)

K/NE9.11 DOUBLER STONES, SILSDEN 0.84 ha

Site of geological interest.

K/NE9.12 THROSTLE NEST, SILSDEN 0.42 ha

Site of geological interest.

K/NE9.13 STEETON RESERVOIR, STEETON WITH EASTBURN 1.60 ha

Note from SG - K/NE 9.13 Which one? Believe this has been replaced

K/NE9.15 RIVER WHARFE 15km

New site following 1996/7 re-survey. (within District)

Policy NE9 Sites of Local Nature Conservation Importance - Bradford Wildlife Areas (BWA)

K/NE9.20 BRACKENHILL GILL, Silsden BWA 053

Wooded valley

K/NE9.26 CURRER WOOD, Steeton BWA 010

Woodland

K/NE9.34 GREAT GILL, Silsden BWA 055

Wooded valley

K/NE9.38 HAWKCLIFFE WOOD, Steeton BWA 019
Woodland

Policy NE13 Wildlife Corridors

The Nature Conservation Strategy for Bradford, Nature and People, recognises the value of wildlife corridors to provide habitat links and migration zones. Wildlife corridors are identified on the supplementary Proposals Map. The topography of the Bradford District suggests that valleys, rivers, canal and watercourses, as well as disused railway lines, often with associated wooded margins, form the main linear wildlife habitats for foraging and migration.

Can a Neighbourhood Plan come forward before an up-to-date Local Plan is in place?

*From National Planning Practice Guidance; **Can a Neighbourhood Plan come forward before an up-to-date Local Plan is in place?***

*Neighbourhood plans, when brought into force, become part of the development plan for the neighbourhood area. They can be developed before or at the same time as the local planning authority is producing its **Local Plan**.*

*A draft neighbourhood plan or Order must be in general conformity with the strategic policies of the development plan in force if it is to meet the **basic condition**. A draft Neighbourhood Plan or Order is not tested against the policies in an emerging Local Plan although the reasoning and evidence informing the Local Plan process may be relevant to the consideration of the basic conditions against which a neighbourhood plan is tested.*

Where a neighbourhood plan is brought forward before an up-to-date Local Plan is in place the qualifying body and the local planning authority should discuss and aim to agree the relationship between policies in:

- *the emerging neighbourhood plan*
- *the emerging Local Plan*
- *the adopted development plan*

with appropriate regard to national policy and guidance.

How much weight can be given to the adopted UDP and draft Core Strategy as a guide to producing the Neighbourhood Plan?

The UDP is now outdated and policies have to be read against the National Planning Policy Framework – and the NPPF takes precedence if old local

policies contradict it. So, it will make sense to use the NPF as a starting point when drafting Neighbourhood Plan policies.

However, in many ways the approach of the new Local Plan (Core Strategy) shows continuity from the UDP. This gives some life to the principles underlying the UDP and at the same time means that draft Core Strategy policies can be checked back against the adopted UDP policies for support. Many of the basics – for example, design policy, the principles of sustainable development and urban regeneration, flood protection, protection of biodiversity and the countryside – have not changed, and a careful reading of NPPF can be used to defend local policies against those who will try to argue that they are not valid. The Core Strategy, even though not much weight can be given to it at this stage, has the strength of having been drafted since the NPPF was published.

Key UDP elements that are still relevant are likely to be found on the Proposals Map, which will remain in force until all the Local Development Framework documents – especially the Site Allocation Plan – are adopted to complete the new Local Plan. These include the extent of the Green Belt, the flood plain (although Environmental Agency maps have been updated recently), and natural and built heritage designations.

4.0 Bradford Local Plan Core Strategy

The Core Strategy, as its name suggests, contains the strategic policies of the Local Plan. It is not site-specific, that is, it does not allocate sites for development.

The Core Strategy was adopted on 18th July 2017.

“Making great places”

The Neighbourhood Plan can really make its presence felt as a plan to make Silsden and Steeton with Eastburn a better place to live in, by taking this policy and giving local expression via the features of the town that make it special and which should be protected or can be taken advantage of.

Policy SC9 ‘making great places’

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

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

This clearly relates to the Government’s policy of encouraging place-specific design quality, in NPPF paragraph 58.

The key locally-relevant policies are those for the Airedale Sub Area (reproduced in full below for ease of reference).

Sub Area Policy AD1: Airedale

Sub Area Policy AD1: Airedale

A. Strategic Pattern of Development

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

Number of residential units

Keighley	4,500
Bingley	1,400
Silsden	1,200
Steeton with Eastburn	700
Baildon	350
Cottingley	200
East Morton	100

Affordable housing requirements are set out in Policy HO11.

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

Keighley will see the creation of 4,500 new homes and associated community facilities, in particular health provision, local shops and sporting facilities. The new homes will be delivered by a mix of sites including existing capacity within urban area together with a significant contribution from green belt in sustainable locations. Central Keighley will see comprehensive regeneration including housing, starter units for small and medium sized businesses, business park premises for larger digital, design and knowledge and service sectors . Keighley will see high quality mixed use development in the town centre including former Keighley College site, Market Hall, Cavendish Court and Cavendish Retail Park.

Heritage led enhancements focused on historic buildings such as Dalton Mills. Traffic management schemes will be introduced in Keighley Town Centre and Hard Ings Road Improvement will be completed.

Bingley will see the creation of 1,400 new homes through redevelopment of sites within the urban area and some local green belt changes in sustainable locations. Employment will be created in financial, professional and public services, town centre office space and retail and leisure schemes at 5 Rise shopping centre, former Bradford and Bingley HQ and Lilycroft Mill.

Silsden will see the creation of 1,200 new homes with associated community facilities and the creation of Silsden Rural Business Park. Supporting highway infrastructure will be provided together with good walking and cycling links to Silsden and Steeton railway and bus interchange station.

Steeton and Eastburn will see the creation of 700 new homes including some local green belt changes in sustainable locations and associated community facilities and high quality employment areas with good walking and cycle links to Silsden and Steeton railway and bus interchange station.

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

Cottingley and East Morton will see a smaller scale of housing development including some local green belt changes in sustainable locations.

C. Economic Development

1. Keighley and Bingley will be the principal focus for indigenous economic development including starter units for small and medium sized businesses, business park premises for larger digital, design and knowledge, financial and service sectors at Dalton Lane Business Innovation Zone and Royd Ings.

2. Support the role of Keighley and Bingley town centres as locations for a mix of retail, leisure and office developments benefiting from excellent rail and road connections to Leeds, Bradford, Craven and the Central Lancashire region.

3. The creation of employment land at Silsden Rural Business Park .

4. Support the roles of the Council, the Health Authority and the Education Authority as significant generators of direct and indirect employment in the District.

5. Help to connect disadvantaged communities to job opportunities.

6. Support initiatives for the sustainability and diversification of agricultural and rural enterprise and for the extension of high speed broadband to rural communities.

D. Environment

1. Protect and enhance landscape character and the range of habitats and diversity of species found in the wetlands, woodlands, Pennine Uplands and upland fringe areas of Airedale

2. Protect and enhance the integrity of the South Pennine Moors SPA/ SAC and identify measures to support valuable upland fringe habitats. For the protection of the South Pennine Moors SPA, avoid and/or mitigate loss or deterioration of important foraging land within the SPA's zone of influence, and mitigate the impact of increasing visitor numbers.

3. Improve green infrastructure along the Airedale river, canal and public transport corridors.

4. Protect and enhance river, beck and canal corridors, their value for biodiversity and heritage, potential for reducing flood risk and role in improving connectivity between urban and rural areas. Recognise that development could lead to opportunities for improving green infrastructure and flood storage provision, particularly in relation to the Upper Aire.

5. Woodland, groups of trees and habitats are key elements in the

landscape and efforts should be made to increase tree cover, particularly in areas where development might be located.

6. Conserve and enhance the designated and undesignated heritage assets of the Airedale Corridor in particular those within the boundary of the Keighley Townscape Heritage Initiative and elements which make a significant contribution to the distinct character of this area including: the mills, chimneys and associated housing of its textile heritage in particular Saltaire World Heritage Site, the buildings and structures associated with the Leeds and Liverpool Canal and the prehistoric landscapes.

7. Use the opportunities provided by increased development in the Principal Towns of Keighley and Bingley and the Local Growth Centres of Silsden and Steeton with Eastburn to maximise renewable energy generation and energy efficiency through CHP and hydro energy.

E. Transport

1. Ensure that strategic patterns of development maximise the opportunities to use non car modes of transport and reduce the overall need to travel through the application of accessibility standards (see Appendix 3).

2. Develop bus rail interchange facilities at Steeton and Silsden Station and Bingley station including enhanced bus network and pedestrian/cycle links to/from both stations.

3. Improve sustainable transport facilities and links within and between the towns and villages in Airedale, including cross valley links. Improve and provide new cycling and pedestrian infrastructure. Improve public rights of way and canal towpaths.

4. Develop critical road infrastructure in accordance with the Connecting Airedale Transport Improvement Project including transport improvements to Hard Ings Road and Keighley Town Centre and any significant highway infrastructure required to facilitate development to the East of Silsden.

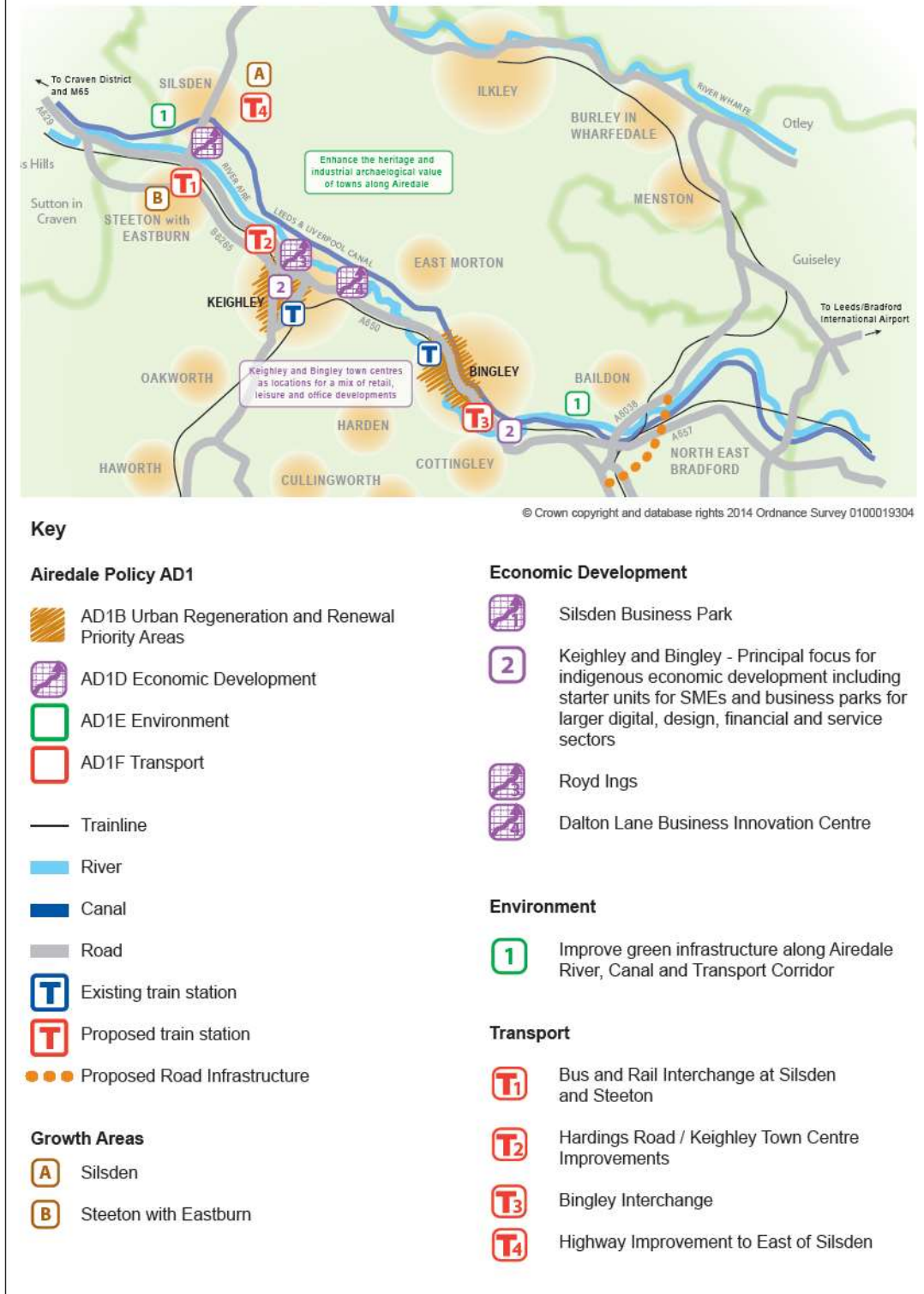
5. Improve key transport corridors where feasible, including A650 (Airedale Corridor between Keighley and Bradford), A629/A644 (Keighley to Queensbury) and A6038 (Otley Road).

6. Implement stronger demand management in Airedale as the economy recovers.

7. Improve public transport access between Airedale, Regional Cities of Bradford and Leeds, as well as Craven.

8. Improve public transport access to Leeds Bradford International Airport by encouraging more direct public transport connections from Keighley and Bingley and through the development of rail or tram train link via Shipley.

Figure AD1: Spatial Vision Diagram – Airedale by 2030



Outcomes by 2030

The following is the outcome envisaged at the end of the plan period (2030) following the implementation of policies, proposals and programmes outlined in this Core Strategy. It constitutes a high-level description of how the area will look by

2030.

4.24 Silsden has become an important small town for Airedale and adjoining lower Craven, with the creation of Silsden Rural Business Park with its good quality pedestrian and cycle routes to the Silsden and Steeton railway station, bus interchange and canal providing high quality industrial and office space for businesses wanting to relocate throughout Keighley and Craven. As well as employment opportunities, Silsden has also seen its retail and housing offer enhanced to create a desirable and much sought after location complemented by investment in local schools.

4.25 Steeton with Eastburn is a settlement full of character with Airedale Hospital providing an excellent range of employment opportunities. It has seen high quality housing and commercial led mixed use developments that have assisted in providing safe and attractive pedestrian and cycle links to Silsden and Steeton railway station with its fast and frequent train services to employment and retail centres of Keighley, Skipton and Regional Cities of Bradford and Leeds.

Sub Area Policy AD2: Investment Priorities for Airedale

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

A. To improve public transport, particularly to Keighley, Bingley, Silsden and Steeton with Eastburn, to enhance the ease of movement and improve access to jobs within the Airedale Corridor particularly for disadvantaged communities.

B. To support the regeneration of Keighley and Bingley town centres to deliver enhancements to the public realm, mixed use retail and leisure schemes on key brownfield sites and improvements to the railway stations.

F. To support the development and extension of high speed broadband especially in rural and other less accessible areas.

'G. To work with Yorkshire Water and the Environment Agency to understand fully the water and waste water infrastructure requirements needed to support growth and ensure that development proposals are aligned with investment in asset management and catchment management plans.'

Thematic policies

The Core Strategy contains policies on seven specific themes, namely

- Economy and Jobs
- Transport and Movement
- Housing
- Environment
- Minerals

- Waste
- Design

There follows a summary of elements likely to be relevant to the NDP

(Minerals and waste policies are not discussed here as they are relatively 'high level' and guided by regional or national considerations.)

Economy and jobs

The policies stress a fairly standard range of aims linked to regeneration, restructuring, modernising and diversification, with the main focus expected to be the City of Bradford and the Airedale Corridor. Broadband and communications infrastructure, along with measures to promote more diverse, competitive and successful economies, are the aims in the rural areas. in the rural areas.

The plan (Policies EC2 and EC3, pages 110-114) proposes to deliver at least 135 hectares of employment land across the district, with Airedale's share being at least 30 ha. Airedale is identified in the supporting text for EC3 as having a manufacturing, retail and wholesale base.

It might also note policy EC4 'Sustainable Economic Growth' which picks out several desirable sectors or business types for promotion that might be relevant to the neighbourhood plan area, including tourism, culture and leisure, and businesses relevant to rural diversification.

The provision of 'live-work' premises is also supported.

In support of Policy EC4 Criterion 4, a new section was recommended for insertion

"Criterion D recognises that there are key locations within the main urban areas where existing industrial and business uses predominate. It is considered that these zones provide a range of sites of varying quality and rental supply which can be of particular advantage to the development of young or lower level economic enterprises. Such concentrations of employment activity can also provide the impetus for new business innovation and growth. The traditional employment activities of these areas will continue to play an important role in providing jobs for their surrounding communities."

Policy EC6 supports the continuing prosperity of town centres; Silsden and Steeton with Eastburn are classed as 2 of 46 Local Centres. This means that it "should be the focus for appropriately sized local supermarkets and a variety of small shops of a local nature to meet people's day to day needs and minimise their need to travel."

Transport and Movement

The broad themes here are:

Travel Reduction and Modal Shift - i.e. getting people out of their cars (TR1);
Parking Policy (TR2);
Public Transport, Cycling and Walking (TR3);
Transport and Tourism (TR4);
Improving Connectivity and Accessibility (TR5)

Policies on freight, transport investment and aircraft safety are less relevant.

The Neighbourhood Plan can add value to the themes identified in the Core Strategy by looking at the detailed possibilities within the parishes for promoting them, or resisting development which might undermine them, for example by

- identifying potential development types in location locations where such development would undermine the aim (TR1) of reducing car dependency;
- taking a view on where car parking might be encouraged or reduced (TR2);
- identifying locations where development might be contrary to the aim of encouraging and protecting the possibilities for more cycling and walking, or
- possibilities for better linkages between different parts of the Parishes (TR3).

Housing

There are ten principles for achieving sustainable housing growth, including;

- supporting Bradford, Keighley, Ilkley and Bingley as the main centres;
- prioritizing use of brown field land;
- using land efficiently by setting “challenging but achievable” density targets;
- making sure house building does not run ahead of infrastructure provision;
- the mix of homes built should match the community’s needs;
- high standards of construction and design;
- making available enough affordable housing of sizes, types and tenure to meet people’s needs.

The housing section has policies on the following subjects: -

HO1 The District’s Housing Requirement

HO2 Strategic Sources of Housing Supply

HO3 Distribution of Housing Requirement

HO4 Phasing the Release of Housing Sites

HO5 Density of Housing Schemes

HO6 Maximising use of Previously Developed Land (PDL)

- HO7** Housing Site Allocation Principles
- HO8** Housing Mix
- HO9** Housing Quality
- HO10** Overcrowding and Empty Homes
- HO11** Affordable Housing
- HO12** Sites for Travellers and Travelling Showpeople

The basic numbers – policies HO1 and HO2

The first policy and its justification explain why the plan arrives at an identified need for 42,000 new homes over the plan period 2013-2030, and the second outlines the sources for this supply. It is concluded that Green Belt releases will have to be made to accommodate 11,000 homes over the plan period, concentrated in Bradford and the Principal Towns.

Local Green Belt releases where consistent with the Plan's sustainability principles and where other sources of supply have proved insufficient within the relevant settlement or strategic planning sub area.

Sharing house building across the district – HO3

Policy HO3 explains how the plan arrives at a distribution of housing between settlements.

Phasing and efficient use of land

Policies HO4-HO6 are more technical, relating to when sites might be released for development and how they might be developed.

How sites will be allocated for development

HO7 (site allocation principles) is important because it will guide the allocation of sites in the next phase of the Local Plan.

The mix of homes in developments

Policy HO8 refers to 'mix', with a stress on more family-sized homes and the need for accessible and 'special needs' housing. **Part C** advises that specific guidance on housing mix on an area or site basis will be set out as necessary in the Allocations DPD, Bradford City Centre and Shipley & Canal Road AAPs and Neighbourhood Plans. The viability of achieving a housing mix should also be considered.

Related to this is affordability (HO11). Under Part B. Subject to viability, the council will negotiate for up to the following proportions of affordable housing on residential developments: Up to 15% in inner Bradford and Keighley 'Affordable' quotas normally apply only to developments of 15 units or more. This requirement is based on evidence of need in the Strategic Housing Market Assessment.

Other housing policies

HO9 is about design; it is consistent with the NPPF and seeks to encourage high standards of sustainable design. In terms of design policy, the Neighbourhood Plan can use district policy or take it further in detail, to get developers to respond to the area's unique qualities. The minimum standard is set through Building Regulations.

Environment

EN1	Protection and improvements in provision of Open Space and Recreation Facilities
EN2	Biodiversity and Geodiversity
EN3	Historic Environment
EN4	Landscape
EN5	Trees and woodlands
EN6	Energy
EN7	Flood Risk
EN8	Environmental Protection Policy

Policy EN1 Protection and improvements in provision of Open Space and Recreation Facilities contains an important reference to Government policy (see 8. *Promoting healthy communities* in the NPPF section above), namely the idea of Local Green Space designation for land that is important to local people but does not qualify for any other official protection.

The policy in general covers standard themes; it protects open space from development, sets out the requirements for replacement facilities where open space has to be sacrificed, and lays down requirements for development to provide or contribute to public open space. Section D says

The Council will work with local communities to identify areas of Local Green Space in the local plan and neighbourhood plans. Local greenspace which is valued for amenity, recreation and wildlife or contributes towards character, distinctiveness and visual quality will be protected from development, other than in very special circumstances which are supported by the local community.

C. Residential developments which contribute to recreational pressure upon the South Pennine Moors SPA and SAC will be required to mitigate these effects through provision of new recreational natural greenspaces or improvements to existing open spaces.

The heritage policies EN2 (biodiversity) and EN3 (historic environment) are based on national policy for the protection of these assets.

Policy EN4 Landscape is more locally specific and refers to the protection of landscape character as expressed in the Supplementary Planning Document

on Landscape Character, especially Volume 1 Airedale⁸ in which the parishes lie.

Policy EN5 Trees and Woodland is also relevant to Steeton, given that there is an area of wooded incline to the south.

As well as protecting trees and natural woodland from unnecessary loss, this policy (section C) encourages tree and woodland planting and the Neighbourhood Plan could make use of this to identify priorities for tree cover enhancement which could be supported by developer contributions, in addition to denoting trees or woodland that are important in the neighbourhood plan area.

Policy EN6 Historic Environment protects the historic environment, including in criterion F which requires proposals to protect or enhance the heritage significance and setting of locally identified non-designated heritage assets, including buildings, archaeological sites and parks, landscapes and gardens of local interest.

Policy EN7 Flood Risk is of some significance given that the Aire flood plain lies between the two settlements of Silsden and Steeton and a section of the Leeds and Liverpool Canal lies to the south of Silsden.

The policy is designed to express national policy within the Local Plan and the key points are:

1. *Integrate sequential testing into all levels of plan-making – that is, where there are less vulnerable alternatives they should be chosen;*
2. *Require space for the storage of flood water within Zones 2 and 3a (which implies that where development does happen, densities may be reduced to allow such space);*
3. *Ensure that any new development in areas of flood risk is appropriately resilient and resistant*
4. *Safeguard potential to increase flood storage provision and improve defences within the Rivers Aire and Wharfe corridors*
5. *Manage and reduce the impacts of flooding within the beck corridors, in a manner that enhances their value for wildlife*
7. *Require that all sources of flooding are addressed, that development proposals will only be acceptable where they do not increase flood risk elsewhere and that any need for improvements in drainage infrastructure is taken into account (this is important as surface water drainage issues are not picked up on flood risk maps, and may not be apparent at this stage);*
8. *Seek to minimise run-off from new development; for Greenfield sites run off should be no greater than the existing Greenfield overall rates*
9. *Require developers to assess the feasibility of implementing and maintaining SUDS (sustainable drainage systems) in a manner that is integral to site design, achieves high water quality standards and maximises habitat*

⁸ http://www.bradford.gov.uk/NR/rdonlyres/92551478-DF69-4A93-8F4D-005A5B35787A/0/Vol1_Airedale_October2008.pdf

value

10. Use flood risk data to inform decisions made about Green Infrastructure. Only support the use of culverting for ordinary water courses, and additional flood defence works that could have adverse impacts on the environment, in exceptional circumstances.

Some of these are matters appropriately left to district-level policy, but the Neighbourhood Plan can use appropriate parts of the policy as a basis for looking in detail as possible development sites and coming up with proposals for the management and improvement of land alongside the watercourses in the Parish.

Design

The Core Strategy design policies essentially take forward a very similar approach to that in the UDP, albeit more up-to-date and more concise.

DS1	Achieving good design (which could be read with HO9 Housing Quality); an overarching policy which is more concerned with guiding procedure than detailed outcomes.
DS2	Landscape – covering the requirement for development to respect its setting, as well as landscaping within schemes.
DS3	Urban Character –referring to the need for developments to respect and be appropriate to their surroundings.
DS4	Streets and Movement – concerning making the street more ‘livable’ and a more friendly place for walkers and cyclists.
DS5	Safe and Inclusive Places – relating to accessibility for all, designing out crime, designing for waste storage and suchlike matters.

There is an opportunity here for the Neighbourhood Plan to pick up these themes and produce an approach to design that gives the plan much more local expression, building on and updating the existing Silsden Town Design Statement and the landscape and environment section of the Steeton with Eastburn Parish Plan, and using the place-based principles of paragraph 58 in the national framework (see NPPF section above).

Bradford Core Strategy Partial Review

Bradford Council has started to undertake a partial review of its adopted Core Strategy. An initial consultation was undertaken on a scoping document in January/February 2019. This document is at a very early stage of preparation and has few, if any, implications for the NDp at this time. Further details on the partial review can be found here:

<https://www.bradford.gov.uk/planning-and-building-control/planning-policy/core-strategy-dpd/>

5.0 Land Allocations Development Plan Document

This document is at an early stage of preparation.

The Allocations Development Plan Document (DPD) will allocate land for housing, employment and other uses to meet the district's needs identified in the Local Plan Core Strategy over the period to 2030.

It will also identify which greenspaces will be protected and enhanced.

The Allocations DPD will cover all parts of the District with the exception of Bradford City Centre and the Shipley and Canal Road Corridor areas which are covered by two Area Action Plans which support regeneration and growth within these two key priority areas.

How much land is needed?

The Allocations DPD will need to ensure it has identified sufficient land:

- To allow at least 35,500 new homes to be built by 2030
- For the provision of 46 pitches for travellers and 45 plots for travelling show people
- To allow businesses and industry to grow – 135ha of employment land is required
- For new community facilities and infrastructure projects

The Allocations DPD will also identify a network of greenspaces which will be protected and where appropriate enhanced to include:

- Sports pitches and playing fields
- Village greenspace
- Allotment
- Informal greenspaces

The Allocations DPD will also review the boundaries of employment zones, carry out a green belt review and define boundaries for the town centres, district and local centres identified in the Core Strategy.

Issues and Options Consultation

In May 2016 Bradford Council published documents which set out the key issues for each part of the District to be covered by the DPD. These documents contained lists of possible development sites and maps of employment areas and greenspaces currently protected from development. The purpose of the consultation was to hear public opinion on the future of these sites/areas: whether they should be developed and for what purpose, whether they should be retained in their current use and if any boundary changes were required.

The boundaries of the sites/areas were defined clearly in a set of map books and an Interactive Map was also available.

At the same time the Council was interested in hearing from anyone who wanted to suggest any other sites for future development; any additional areas of greenspace or areas which we should define for current and future employment uses. We also invited comments on how we propose to assess which sites to allocate for future development and launched a "call for evidence". We also invited comments on the scope of the plan i.e. the range of issues and topics it should cover.

The consultation closed in July 2016 and the Council have received a strong response and this is being considered by Bradford Council.

6.0 Supplementary Planning Documents

The following SPDs produced Bradford MDC are relevant to the NDP they should be referred to in developing NDP policies and can be accessed from the web links below.

Adopted SPDs

- [Hot Food Takeaway Supplementary Planning Document](#)
- [Landscape Character SPD](#)
- [Planning for Crime Prevention SPD](#)
- [Planning Obligations SPD](#)
- [Shopfront Design Guide SPD](#)
- [Sustainable Design Guide SPD](#)
- [Householder SPD](#)
- [A Shop Keepers Guide to Securing Their Premises SPD](#)

SPDs in preparation

- [Affordable Housing SPD](#)
- [Open Space and Built Recreational Facilities SPD](#)
- [Tree protection SPD](#)

7.0 The Evidence Base – key documents

The Local Infrastructure Plan⁹

This is a crucial part of the Local Plan, as its purpose is to demonstrate that the physical infrastructure is there, or can be provided, for the plan to be capable of meeting its objectives.

The Local Infrastructure Plan's assessment of Airedale can be summarized as follows:

Summary of Issues

Infrastructure that could pose significant challenge to delivering growth:

- Utilities
- Transport

Infrastructure where on-going work is required to ensure does not pose significant challenge to delivering growth:

- Flood Risk and Drainage
- Green Infrastructure, Open Space and Public Space
- Sports, Leisure and Recreation
- Education

There are no other significant infrastructure issues that will impair achieving the planned housing and employment growth in Airedale. A summary of these issues is included in Section 5.2.8. Details by each infrastructure type can be found in Appendix A / Baseline Report. A map detailing the infrastructure issues in this sub area can be found at the end of this chapter.

Transport

Specific proposed transport infrastructure schemes include:

- Bus rail interchange facilities at Steeton and Silsden Station and Bingley station;
- Critical road infrastructure in accordance with the Connecting Airedale Transport Improvement Project and highway access to developments in Silsden. Enhanced bus network to/from Steeton and Silsden bus rail interchange and a walking / cycling bridge linking Silsden to the station and Steeton
- Improving public transport access between Airedale, City of Bradford including Shipley and Lower Baildon, Craven and Leeds, as well as improving public transport within and between the towns and villages in Airedale, including rail stations, cross valley links, cycleway and public rights of way improvements.

⁹ <http://www.bradford.gov.uk/NR/rdonlyres/275675A8-1C7C-4917-AED0-A592A2A02577/0/LIP2013updated.pdf>

Utilities.

Electricity

The primary substation at Silsden is likely to need additional reinforcement.

Water Supply and Treatment

The Yorkshire Grid provides adequate water supply for Airedale. The Aire Valley Trunk Sewer is at capacity and Yorkshire Water can no longer accept any new foul or surface water flows to this sewer. The Aire Valley Trunk Sewer collects the foul drainage from the areas of Kildwick, Glusburn, Cross Hills Sutton-on-Craven, Steeton and Silsden. Yorkshire Water has commented that any increase in flows would create an unacceptable risk in pollution to the local aquatic environment. The Environment Agency has also raised this issue.

Green Infrastructure, Open Space and Public Space

There is adequate open space in Airedale, but additional play equipment is required in west Keighley to meet future growth needs and there are significant catchment gaps in Baildon and Steeton which may be covered by provision in neighbouring authorities.

Sports, Leisure and Recreation

No gaps identified.

Flood Risk and Drainage

The Environment Agency and the CBMDC Drainage Team highlighted their awareness of flooding problems at Silsden Beck. The Council will be required to meet the sequential and exceptions tests on all future site allocation. There will also need to be site by site assessment of potential mechanisms or localised solutions to reduce flood risk.

Community and cultural.

There are no sub area specific infrastructure requirements relating to libraries, museums, galleries, theatres or community centre, other than the overarching requirements set out in section 5.2.

Education.

There is a requirement for 707 primary school places and 606 secondary school places in Airedale up to 2028

Telecommunications

There are no sub area specific infrastructure requirements relating to telecommunication provision,

Health and emergency services.

Can cope with anticipated demand.

The Community Infrastructure Levy (CIL) is a levy which the Council may charge on new developments in the District.

The money raised will help the Council pay for infrastructure such as schools, transport, parks, open spaces and other community facilities required to support new housing and economic development in the District.

The Bradford District CIL is being prepared by the Council alongside the Local Plan for Bradford.

Community Infrastructure Levy

The Bradford District CIL will come into effect from 1 July 2017.

More information on the Charging Schedule and the examination can be found at <https://www.bradford.gov.uk/planning-and-building-control/planning-policy/community-infrastructure-levy/>

Housing – the SHLAA and the SHMA

These are heavily used acronyms as they stand for the cumbersomely named Strategic Housing Land Availability Assessment and Strategic Housing Market Assessment.

The SHLAA

This is a critical document as it has to demonstrate that the district can provide enough land to meet forecast demand for homes, including a five-year supply of deliverable sites.

It is doubly important for site allocation (and neighbourhood planning) as it provides a basic list of sites that have been found to be acceptable in principle for development.

So, if the Neighbourhood Plan is to take a position on which sites should be developed, it will have to take those in the SHLAA as a starting point, and assess their acceptability.

The SHMA

The Housing Market Assessment looks at need, and helps to determine what kind of homes are required to meet the various needs within the community – what type of homes, how big, how many should be ‘affordable’. This helps to lay down policy requirements as to what mix of housing should be provided on each site.

Silsden and Steeton with Eastburn in the SHLAA SHLAA Update 2013¹⁰

Note; the Bradford SHLAA evaluation is done on a ‘policy off’ basis – that is, sites are included even where planning policy suggests they would be unsuitable – because there is doubt over whether enough land can be found to meet the forecast demand. This does not mean that all sites coming forward in the parishes should be allocated, though it may mean that developers will argue that sites should be developed because they cannot find enough elsewhere.

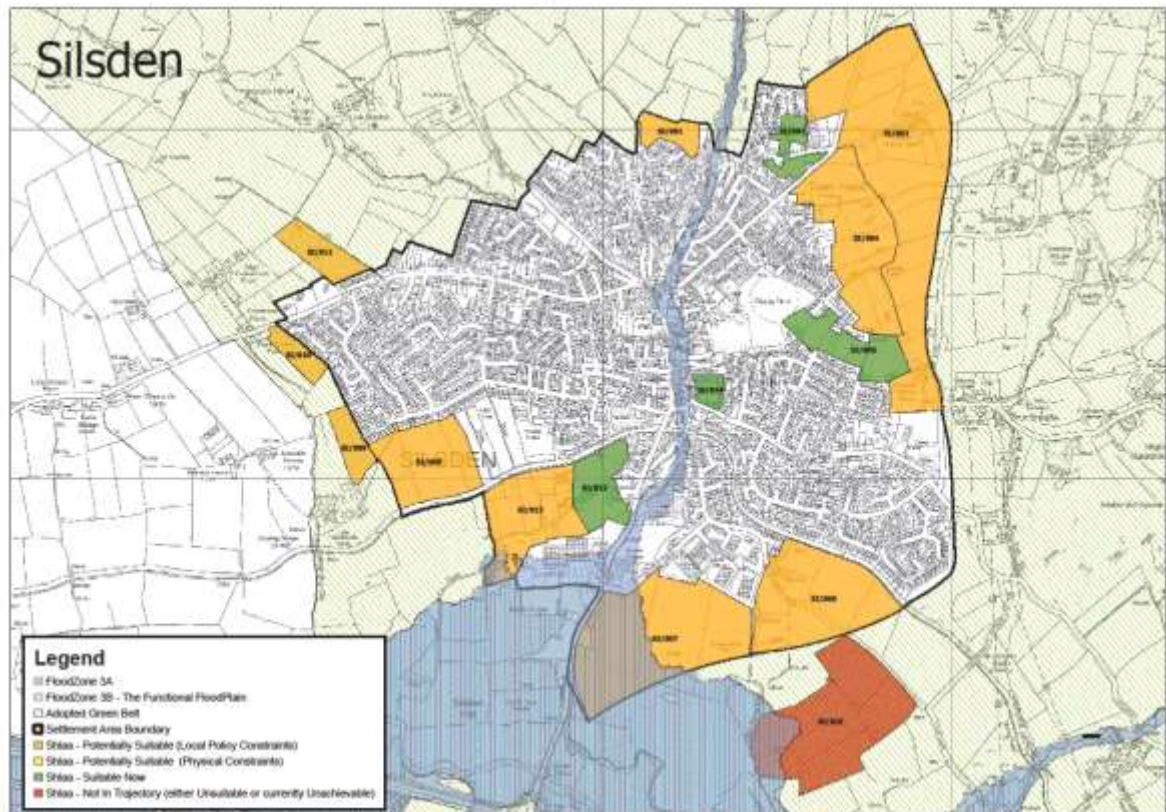
Silsden

HEADLINES / MAIN POINTS

412 potential units appeared in the residual capacity for the Silsden area in the first SHLAA in comparison to 216.5 which appear in this update. This has had the result of making a small increase in the amount of new homes that could be delivered before 2028. A small proportion of new homes could come

¹⁰ <http://www.bradford.gov.uk/NR/rdonlyres/E12BAAE6-0D51-461A-9900-4C94299CF850/0/SHLAAUpdateReport.pdf>

from sites which are considered to be suitable now but the majority are on sites currently allocated as either Safeguarded Land or green belt from the medium period. 93% of new homes on sites considered in this SHLAA would be from Greenfield sites, where other highway and constraints will involve significant improvements to be made to local infrastructure to be undertaken before and during delivery of homes in this area. There is limited potential at present from recycled land, although new sites may still come forward in time from windfall land opportunities.

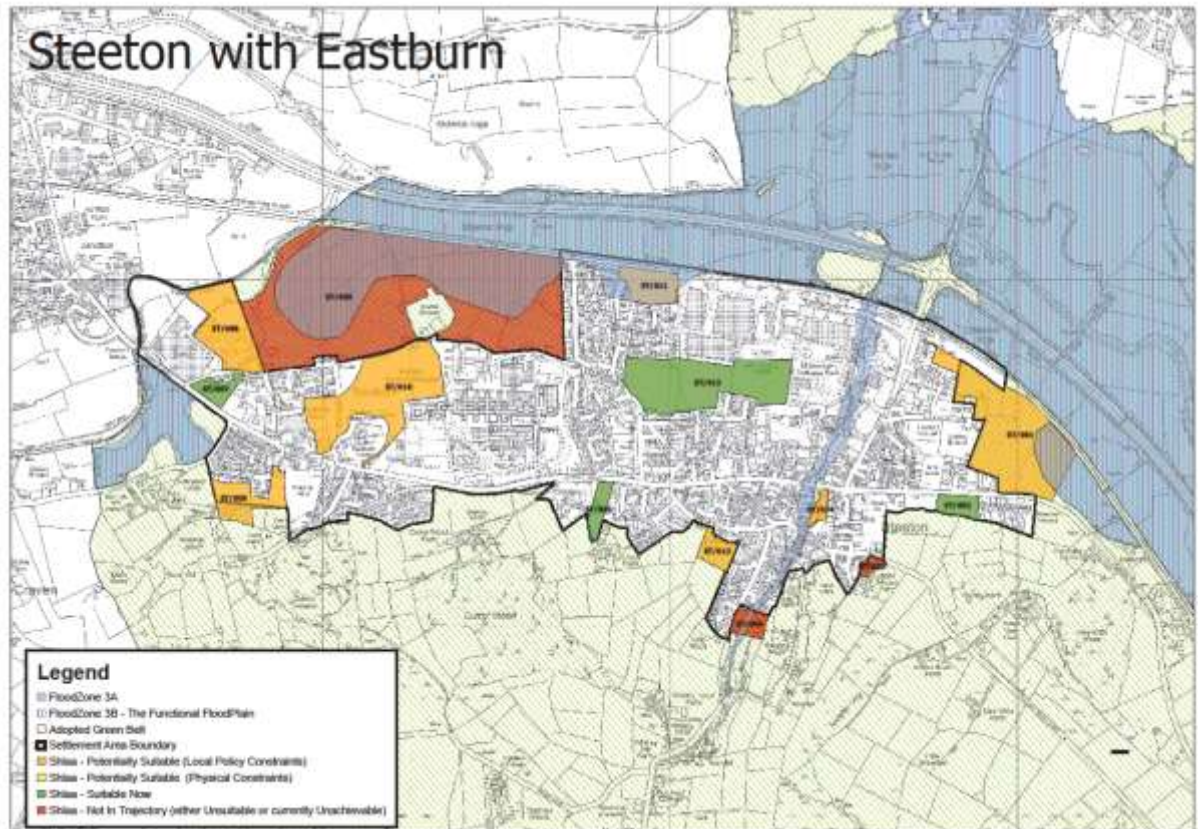


Silsden Settlement Area Map

Steeton with Eastburn

HEADLINES / MAIN POINTS

Steeton still has existing undeveloped sites including Halsteads Way which has planning permission. 2 additional small sites have increased the potential yield in the settlement since the last SHLAA and this has helped to marginally improve the brownfield contribution of new units on previously developed land to 8% from 1% meaning the significant number of new homes being on Greenfield land as there are limited opportunities in the village. The key employer in the village is the hospital and new homes to meet the needs of key workers are likely to continue to be reliant on Greenfield sites.



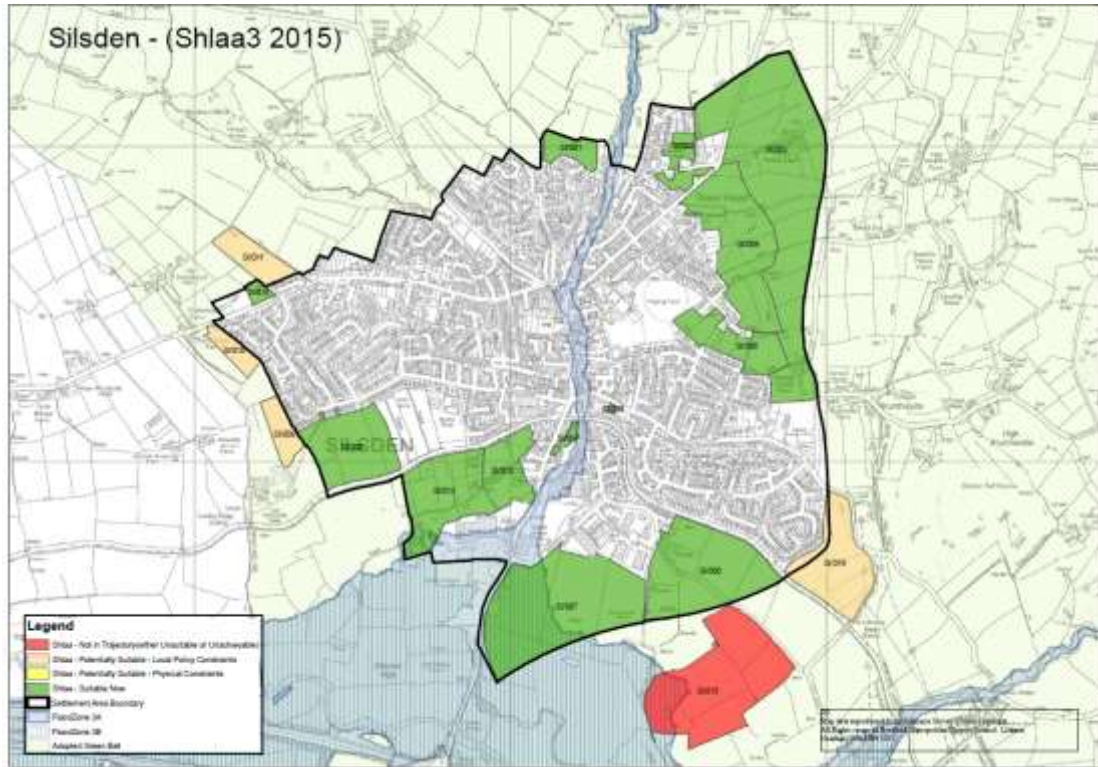
Steeton with Eastburn Settlement Area Map

In the normal course of events the Site Allocation Plan, following the Core Strategy, would make the final decision on which sites would be chosen for allocation for development. However, it is now open to the Neighbourhood Plan to evaluate and allocate sites.

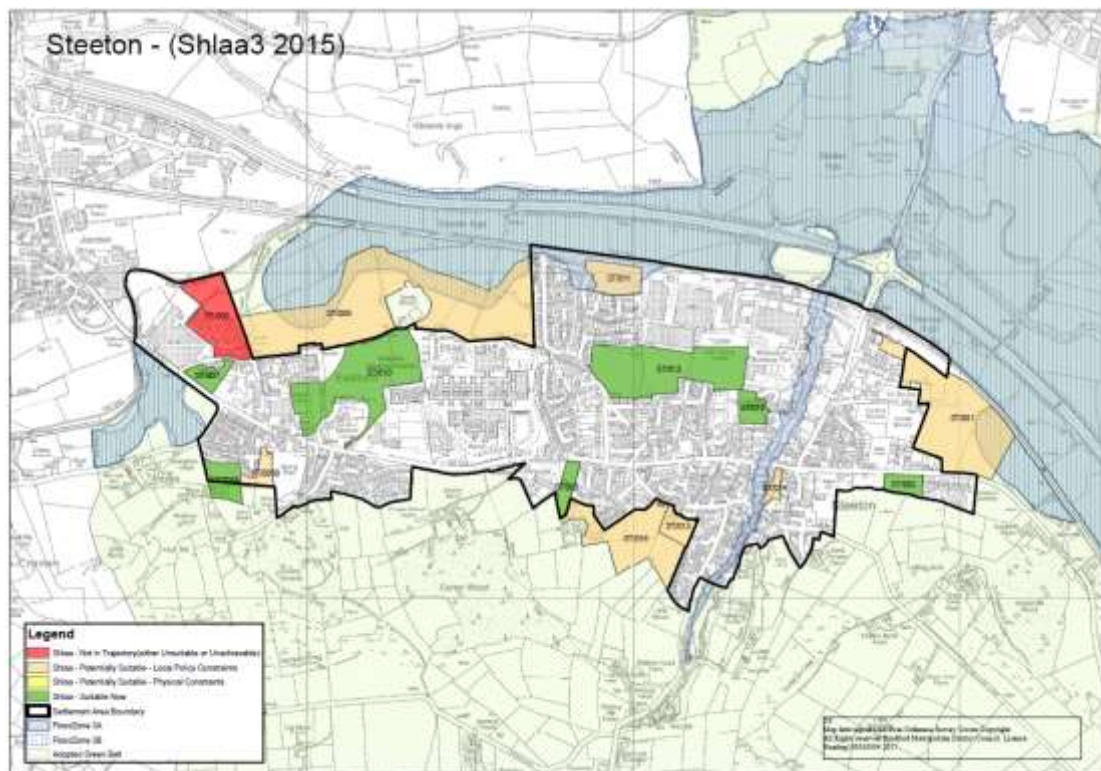
Silsden and Steeton with Eastburn in the SHLAA SHLAA Update July 2015¹¹

The most recent SHLAA update was undertaken in July 2015. The settlement maps are produced below.

¹¹ [https://www.bradford.gov.uk/planning-and-building-control/planning-policy/evidence-base/?Folder=Strategic%20Housing%20Land%20Availability%20Assessment%20\(SHLAA\)\3+Second+Update+-+July+2015+\(SHLAA+3\)#](https://www.bradford.gov.uk/planning-and-building-control/planning-policy/evidence-base/?Folder=Strategic%20Housing%20Land%20Availability%20Assessment%20(SHLAA)\3+Second+Update+-+July+2015+(SHLAA+3)#)



Silsden Settlement Area Map, SHLAA 2015



Steeton Settlement Area Map, SHLAA 2015

Silsden and Steeton with Eastburn in the SHMA¹²

The Strategic Housing Market Assessment is a district-wide exercise and naturally focuses mostly on housing issues where most people live.

The sub-area summary for Wharfedale (which is the sub area covering the two parishes) is shown below. It demonstrates that affordability is an issue relative to the more urban parts of the district, and that construction of affordable dwellings has not been keeping up with demand. This may be a factor in Wharfedale having an ageing population compared with the district as a whole.

The Local Plan will have policies promoting the inclusion of affordable units in housing development and it is something the Neighbourhood Plan can potentially address, if it chooses to allocate land for development, by stating more detailed site-based requirements.

¹²

http://www.bradford.gov.uk/bmdc/the_environment/planning_service/local_development_framework/housing_market_assessment

Wharfedale 2013

Craven, Ilkley, Wharfedale

Population 43,018

Households 18,538

Age Groups (%)	Wharfedale	Bradford
0-15	18	23
16-39	23	34
40-59	29	25
60-74	18	12
75+	12	7

Tenure (%)	Wharfedale	Bradford
Owner occupied	80	65
Private Rented	13	20
Affordable (Social Rented/ Intermediate Tenure)	6	15

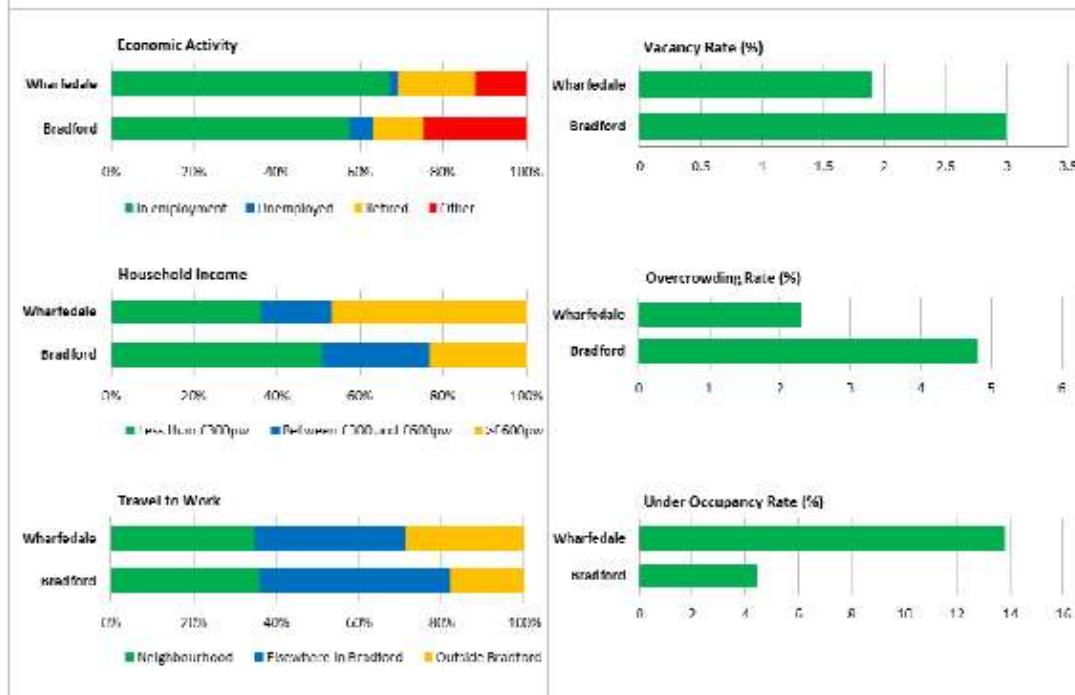
Ethnicity (%)	Wharfedale	Bradford
White; English/Welsh/Scottish/Northern Irish/British	95	64
White; Others	3	4
Mixed/Multiple Ethnic	1	4
Asian/Asian British; Pakistani	0	3
Asian/Asian British; Other	1	20
Black/Black British	0	6
Other	0	2

Property Type (%)	Wharfedale	Bradford
Detached	22	10
Semi-detached	23	29
Terraced	28	38
Bungalow	9	8
Flat	16	15
Not Known	1	1

Migration Origin (%)	Wharfedale	Bradford
Within District	64	77
Outside District	36	23

Bedrooms (%)	Wharfedale	Bradford
1 bedroom	7	11
2 bedrooms	27	27
3 bedrooms	46	52
4 bedrooms	19	8
Not known	1	1

Housing Market 2012	Wharfedale	Bradford
Median House Price	£210,000	£115,000
LQ House Price	£155,000	£80,000
Median Household Income	£29,400	£15,325
LQ Household Income	£11,700	£6,500
Median Private Rent 2012	£495	£475



Sub-area profile references

Sources:

Age Groups	Census 2011
Ethnicity	Census 2011
Migration Origin	Household Survey 2012
Economic Activity	Census 2011
Household Income	Household Survey 2012
Travel to Work	Household Survey 2012
Tenure	Census 2011
Property Type	Valuation Office Agency 2011
Bedrooms	Valuation Office Agency 2011
House Prices	Land Registry 2012
Household Incomes	Household Survey 2007/8 adjusted for wage changes
Private Rents	Vizzihomes 2012/13
Vacancy Rate	Council Tax Database 2012, Bradford MDC
Overcrowding Rate	Household Survey 2007/8
Under Occupancy Rate	Household Survey 2007/8
Housing need	Housing Register 2012
Affordability calculations	See 2012 SHMA Technical Appendix

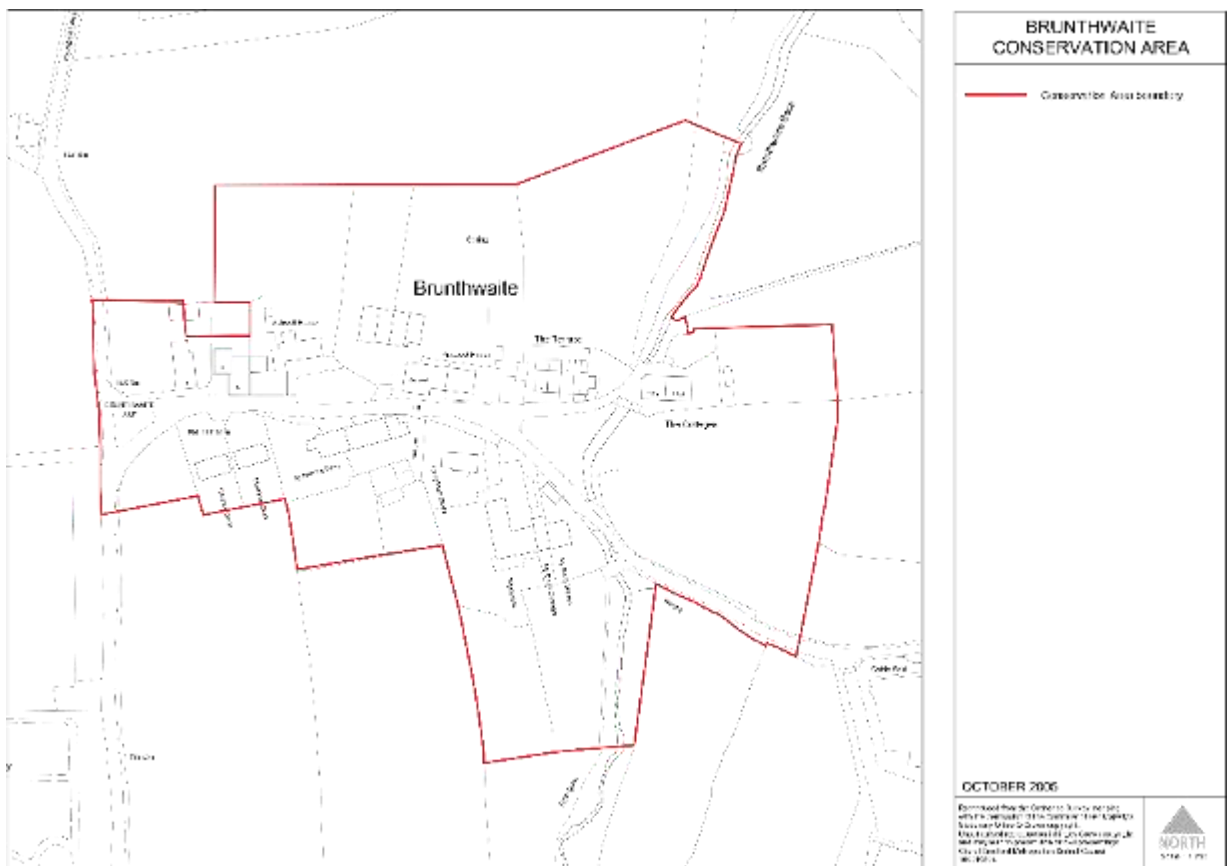
Conservation and Heritage

The Assessment and Appraisal reports of the Conservation Area are on the Environment and Planning (conservation) pages of the Council's web site. There are 4 conservation areas within the 2 parishes: Brunthwaite, Silsden, Leeds and Liverpool Canal and Steeton.

Brunthwaite Conservation Area

The Brunthwaite Conservation Area Assessment¹³ contains a detailed analysis of the character of the conservation area and describes its special character and interest. The document and the revised conservation area boundary were approved by Keighley Area Committee on 20 October 2005.

The Brunthwaite Conservation Area Appraisal¹⁴ was undertaken in June 2008. The Appraisal is a means of updating the original assessment and is carried out every five years. The appraisal considers authenticity, changes that have taken place, opportunities and threats to the Conservation Area. It also maps the key characteristics of the area and contains Management Proposals.

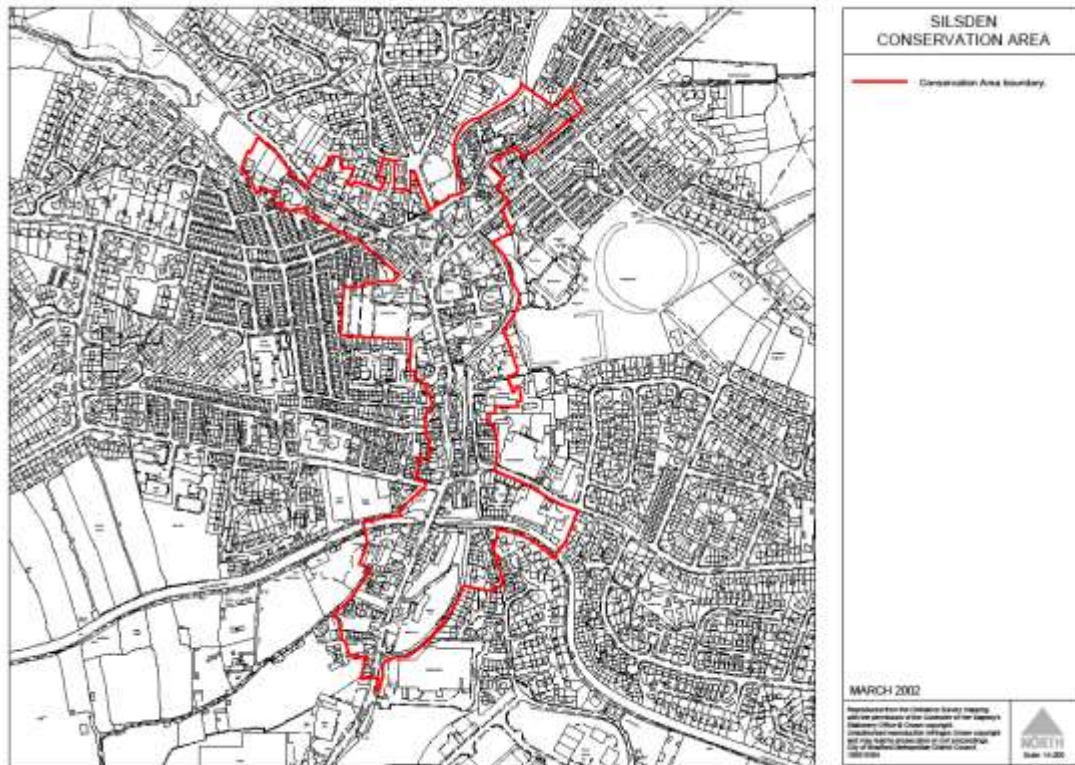


¹³ <https://www.bradford.gov.uk/media/2341/brunthwaiteconservationareaassessment.pdf>

¹⁴ <https://www.bradford.gov.uk/media/2343/brunthwaiteappraisal.pdf>

Silsden Conservation Area

The Silsden Conservation Area boundary is as shown here.



The **Conservation Area Assessment** (2002)¹⁵ is largely descriptive and historical, (and contains a list of Listed Buildings) while the **Conservation Area Appraisal** (2006)¹⁶ contains a lot of information which could be a useful input to the Neighbourhood Plan, such as on threats to its character, views, open spaces, important unlisted buildings and highway materials.

It summarises the key features that characterise the area as follows

- Natural stone – elevations and roofing materials.
- Traditional timber window frames, doors and guttering.
- Traditional shopfronts.
- Stone boundary walls and gateposts on residential properties.
- Lack of uniformity in the building pattern and variety of building types.
- Historic street pattern, particularly the width and orientation of Kirkgate (formerly Towngate).

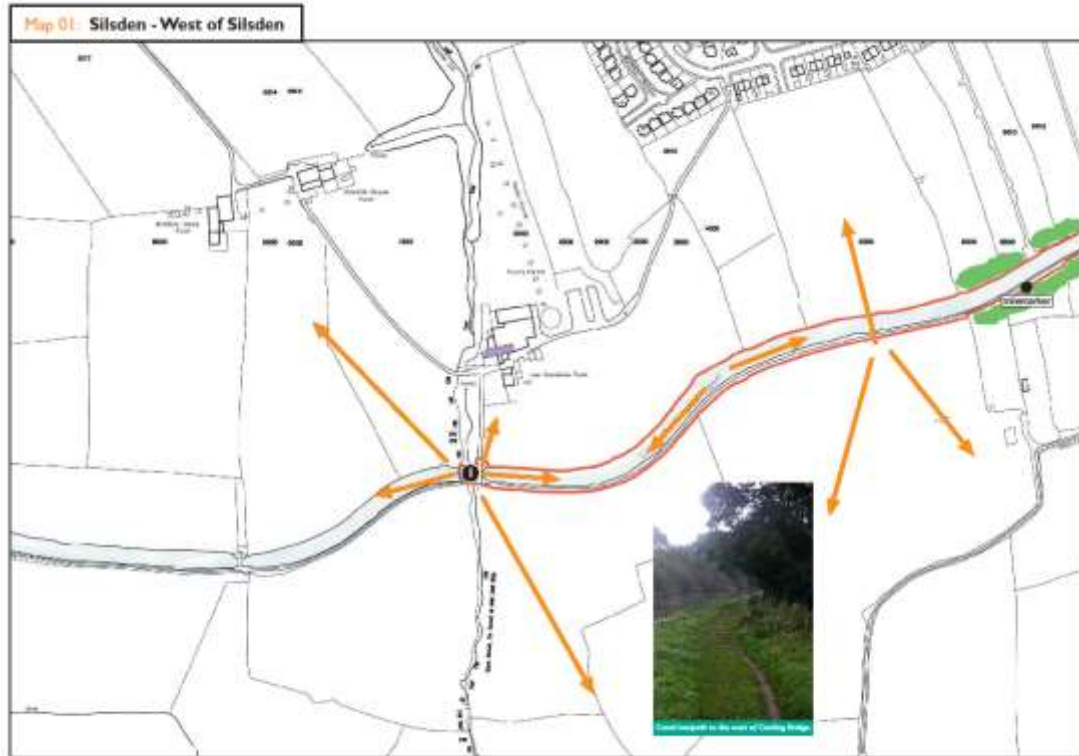
¹⁵ <http://www.bradford.gov.uk/NR/rdonlyres/889AC9B7-E6C1-4DA8-9859-CBDCD3A83372/0/SilsdenConservationAreaAppraisal.pdf>

¹⁶ <http://www.bradford.gov.uk/NR/rdonlyres/D5A72151-1B70-4779-BB4C-4D76ACACC0FE/0/SilsdenAppraisal.pdf>

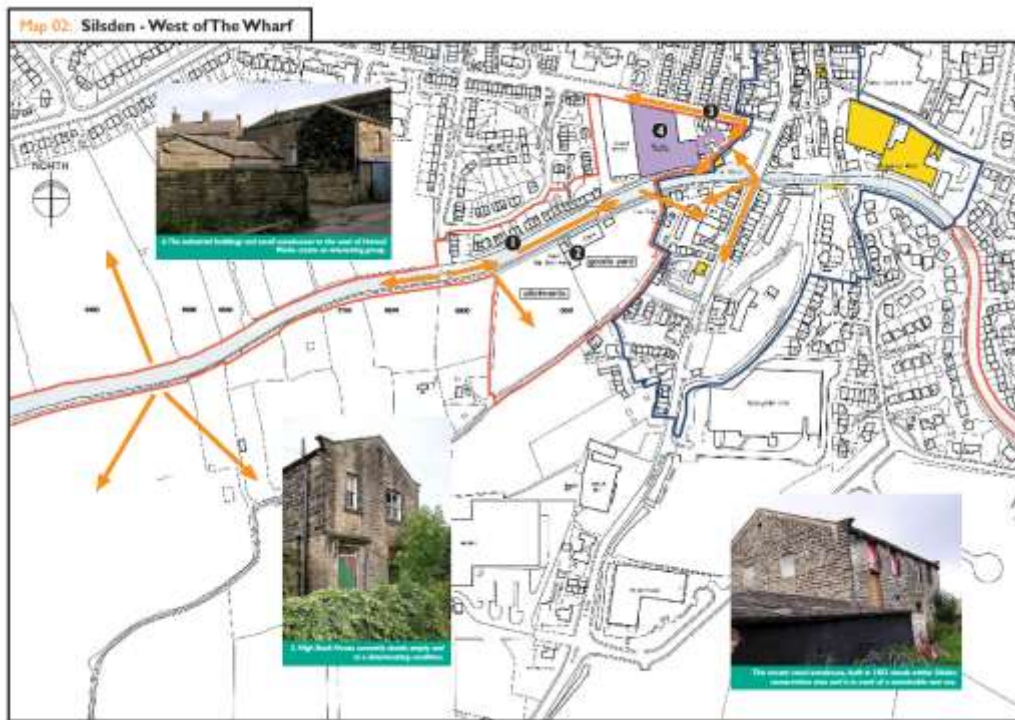
Leeds and Liverpool Canal Conservation Area

The Leeds and Liverpool Canal Conservation Area falls partly within Silsden, and this area is identified in Maps 1, 2 and 3.

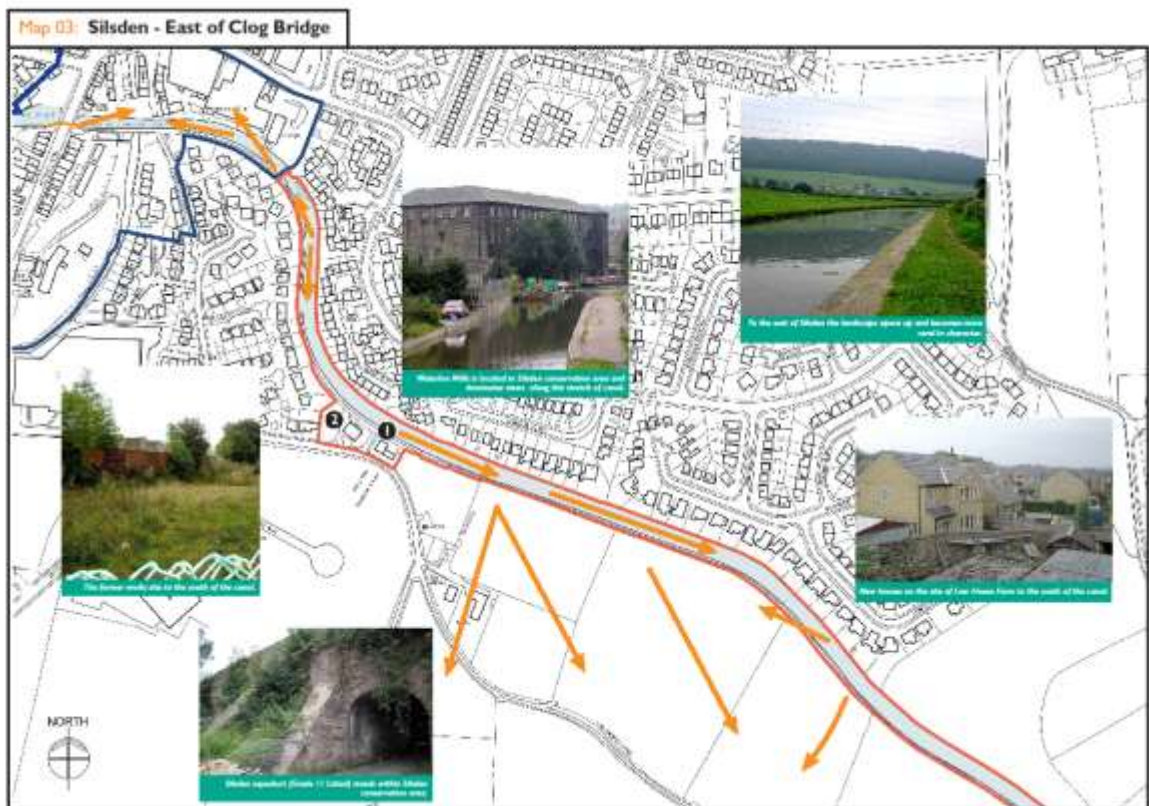
Map 1



Map2



Map 3



Leeds and Liverpool Canal Conservation Area Assessment 2006¹⁷

Chapter 4 Preservation and Enhancement Principles provides some useful pointers for policies around design, for instance:

Towpath - Traditional towpath 'furniture' such as moorings, railings and more recent interventions such as barriers along the towpath need to be made of materials and finishes which are appropriate to this historic area. The quality of design should be high and the positioning of furniture should ensure the safe and easy passage of prams, wheelchairs and cycles.

Boundary Walls - The stone boundary walls to properties need to be reinstated and out of character alterations removed. In the least planning controls should be used to prevent or undo unpermitted demolition of, alteration to and replacement of traditional boundary features in the case of non-domestic buildings. The character and appearance of the boundary features of Listed Buildings are protected through Listed Building legislation.

Design Guidance for New Development

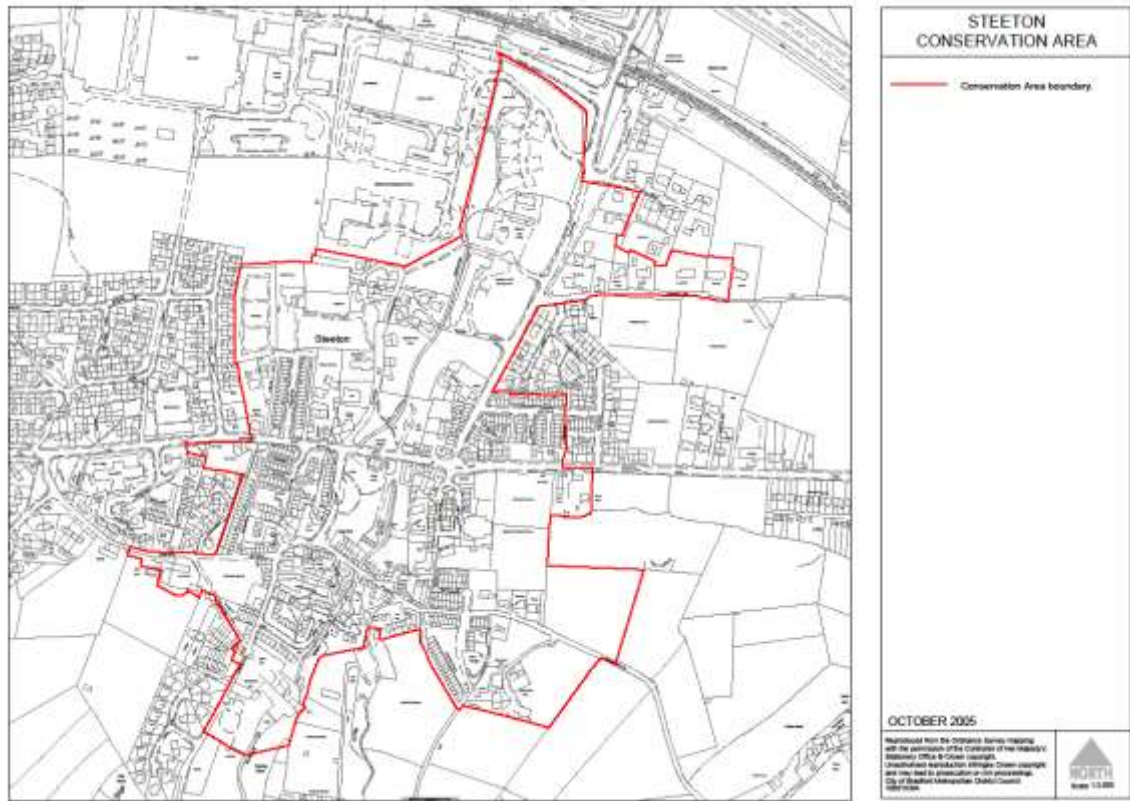
Design guidance for new buildings, conversions or extensions to existing buildings and development within the curtilage of buildings within the conservation area or affecting the setting of the canal would help ensure that new development would be sympathetic to its surrounds.

Lighting

The introduction of sensitively designed lighting in certain locations along the canal would make the area more safe to pass through and would encourage more people to pass through the area outside of daylight hours. It is not necessary or desirable to light the entire length of the canal as it passes through the Bradford District or to clutter the towpath area with lampposts or other intrusive lighting installations. Lighting would be limited to urban areas, particularly where boats are moored. Lighting should be limited to the towpath area and could be motion sensitive so that no areas are lit unnecessarily.

¹⁷ http://www.bradford.gov.uk/bmdc/the_environment/conservation_and_design/leeds_liverpool_canal

Steeton Conservation Area



Steeton Conservation Area Appraisal 2008¹⁸

Summary of Important Features and Details

Features and details contribute to the essential character of the conservation area:

- Original / traditional architectural detailing reflecting past architectural styles, particularly the local vernacular.
- Streets closely lined by buildings and boundary walls.
- Stone street surfaces (where these remain in situ).
- Formal building and boundary frontages on primary elevations.
- Survival of key open spaces such as fields.
- Steeton Beck running through.
- Development stepping down hillside and responding to the topography.
- Terrace and clusters of buildings of high group value.
- Mixture of organic and planned streets.
- Enclosed intimate street spaces in the older parts of the village.
- Mature trees and large gardens along Station Road.
- Area of distinctive character relating to different functions and eras

¹⁸ http://www.bradford.gov.uk/bmdc/the_environment/conservation_and_design/steeton

of development.

- Evidence of past social hierarchies expressed in built form

National Heritage List for England

Silsden (November 2016)

The list includes the following:

BEE-BOLES 15 METRES SOUTH WEST OF COWBURN BECK FARMHOUSE

Heritage Category: Listing

Grade: II

Location:

- BEE-BOLES 15 METRES SOUTH WEST OF COWBURN BECK FARMHOUSE, WALKERS LANE, Silsden, Bradford

MILESTONE OPPOSITE NUMBER 79

Heritage Category: Listing

Grade: II

Location:

- MILESTONE OPPOSITE NUMBER 79, BOLTON ROAD, Silsden, Bradford

CRINGLES HOUSE FARMHOUSE

Heritage Category: Listing

Grade: II

Location:

- CRINGLES HOUSE FARMHOUSE, BOLTON ROAD, CRINGLES, Silsden, Bradford

OLD HALL FARMHOUSE INCLUDING RAILED FORECOURT WITH COLUMNS

Heritage Category: Listing

Grade: II

Location:

- OLD HALL FARMHOUSE INCLUDING RAILED FORECOURT WITH COLUMNS, BRADLEY ROAD, Silsden, Bradford

18-26, BRADLEY ROAD

Heritage Category: Listing

Grade: II*

Location:

- 18-26, BRADLEY ROAD, Silsden, Bradford

RAIKES HEAD FARMHOUSE

Heritage Category: Listing

Grade: II

Location:

- RAIKES HEAD FARMHOUSE, BRADLEY ROAD, Silsden, Bradford

ASHWELL HOUSE AND ATTACHED BARN AND STABLES

Heritage Category: Listing

Grade: II

Location:

- ASHWELL HOUSE AND ATTACHED BARN AND STABLES, BRUNTHWAITE LANE, Silsden, Bradford

NORTH END FARMHOUSE AND ATTACHED BARN

Heritage Category: Listing

Grade: II

Location:

- NORTH END FARMHOUSE AND ATTACHED BARN, BRUNTHWAITE LANE, Silsden, Bradford

HOWDEN HOUSE COTTAGE

Heritage Category: Listing

Grade: II

Location:

- HOWDEN HOUSE COTTAGE, HAINSWORTH ROAD, Silsden, Bradford

ROUGH HOLDEN FARMHOUSE AND ATTACHED BARN

Heritage Category: Listing

Grade: II

Location:

- ROUGH HOLDEN FARMHOUSE AND ATTACHED BARN, HOLDEN LANE, Silsden, Bradford

FOOTBRIDGE 100 METRES NORTH OF SILSDEN BRIDGE

Heritage Category: Listing

Grade: II

Location:

- FOOTBRIDGE 100 METRES NORTH OF SILSDEN BRIDGE, KEIGHLEY ROAD, Silsden, Bradford

33, KEIGHLEY ROAD, 33, KEIGHLEY ROAD

Heritage Category: Listing

Grade: II

Location:

- 33, KEIGHLEY ROAD,
- 33, KEIGHLEY ROAD, Silsden, Bradford

GATES AND GATE PIERS TO FRONT OF CHURCH OF ST JAMES THE GREAT

Heritage Category: Listing

Grade: II

Location:

- GATES AND GATE PIERS TO FRONT OF CHURCH OF ST JAMES THE GREAT, KIRKGATE, Silsden, Bradford

LEEDS AND LIVERPOOL CANAL, CANAL WAREHOUSE BELONGING TO PENNINE BOATS OF SILSDEN

Heritage Category: Listing

Grade: II

Location:

- LEEDS AND LIVERPOOL CANAL, CANAL WAREHOUSE BELONGING TO PENNINE BOATS OF SILSDEN, LEEDS AND LIVERPOOL CANAL, Silsden, Bradford

DOUBLER STONES HOUSE AND ATTACHED BARN

Heritage Category: Listing

Grade: II

Location:

- DOUBLER STONES HOUSE AND ATTACHED BARN, LIGHTBANK LANE, Silsden, Bradford

1, 2 AND 3, NICOLSONS PLACE

Heritage Category: Listing

Grade: II

Location:

- 1, 2 AND 3, NICOLSON'S PLACE, Silsden, Bradford

NUMBERS 3 AND 5 TOWN HEAD

Heritage Category: Listing

Grade: II

Location:

- NUMBERS 3 AND 5 TOWN HEAD, NORTH STREET, Silsden, Bradford

GREENGATE

Heritage Category: Listing

Grade: II

Location:

- GREENGATE, 4 AND 6, SKIPTON ROAD, Silsden, Bradford

JACKSONS OF SILSDEN LIMITED

Heritage Category: Listing

Grade: II

Location:

- JACKSONS OF SILSDEN LIMITED, 55, ST JOHN'S STREET, Silsden, Bradford

CANAL WAREHOUSE, T.W. SHUTTLEWORTH AND SON, JOINER'S WORKSHOP

Heritage Category: Listing

Grade: II

Location:

- CANAL WAREHOUSE, T.W. SHUTTLEWORTH AND SON, JOINER'S WORKSHOP, SYKES LANE, Silsden, Bradford

CATHOLIC CHURCH OF OUR LADY OF MOUNT CARMEL

Heritage Category: Listing

Grade: II

Location:

- CATHOLIC CHURCH OF OUR LADY OF MOUNT CARMEL, WESLEY PLACE, Silsden, Bradford

MANOR HOUSE AND ATTACHED BARN

Heritage Category: Listing

Grade: II

Location:

- MANOR HOUSE AND ATTACHED BARN, BOLTON ROAD, CRINGLES, Silsden, Bradford

OLD TOWER

Heritage Category: Listing

Grade: II

Location:

- OLD TOWER, BOLTON ROAD, CRINGLES, Silsden, Bradford

CROFT HOUSE

Heritage Category: Listing

Grade: II

Location:

- CROFT HOUSE, 10, BRADLEY ROAD, Silsden, Bradford

BARN 12 METRES TO NORTH WEST OF OLD HALL FARMHOUSE

Heritage Category: Listing

Grade: II

Location:

- BARN 12 METRES TO NORTH WEST OF OLD HALL FARMHOUSE, BRADLEY ROAD, Silsden, Bradford

BARN 10 METRES SOUTH EAST OF NUMBER 20

Heritage Category: Listing

Grade: II

Location:

- BARN 10 METRES SOUTH EAST OF NUMBER 20, BRADLEY ROAD, Silsden, Bradford

SYCAMORE HOUSE AND ATTACHED BARN

Heritage Category: Listing

Grade: II

Location:

- SYCAMORE HOUSE AND ATTACHED BARN, BRUNTHWAITE LANE, Silsden, Bradford

THE GRANGE

Heritage Category: Listing

Grade: II

Location:

- THE GRANGE, BRUNTHWAITE LANE, Silsden, Bradford

7 AND 9, CHAPEL STREET

Heritage Category: Listing

Grade: II

Location:

- 7 AND 9, CHAPEL STREET, Silsden, Bradford

WALTON HOLE FARMHOUSE AND ATTACHED BARN

Heritage Category: Listing

Grade: II

Location:

- WALTON HOLE FARMHOUSE AND ATTACHED BARN, CRINGLES LANE, Silsden, Bradford

FAR STAKE HILL BARN

Heritage Category: Listing

Grade: II

Location:

- FAR STAKE HILL BARN, HEIGHTS LANE, Silsden, Bradford

HOLDEN GATE FARMHOUSE

Heritage Category: Listing

Grade: II

Location:

- HOLDEN GATE FARMHOUSE, HOLDEN LANE, Silsden, Bradford

BARN 100 METRES EAST OF LOW HOLDEN, KEIGHLEY GOLF CLUB HOUSE

Heritage Category: Listing

Grade: II

Location:

- BARN 100 METRES EAST OF LOW HOLDEN, KEIGHLEY GOLF CLUB HOUSE, HOLDEN PARK, HOLDEN PARK, Silsden, Bradford

MILESTONE 200 METRES NORTH OF SILSDEN BRIDGE

Heritage Category: Listing

Grade: II

Location:

- MILESTONE 200 METRES NORTH OF SILSDEN BRIDGE, KEIGHLEY ROAD, Silsden, Bradford

CHURCH OF ST JAMES THE GREAT

Heritage Category: Listing

Grade: II

Location:

- CHURCH OF ST JAMES THE GREAT, KIRKGATE, Silsden, Bradford

LANE HOUSE AND ATTACHED BARN

Heritage Category: Listing

Grade: II

Location:

- LANE HOUSE AND ATTACHED BARN, KIT LANE, Silsden, Bradford

LEEDS AND LIVERPOOL CANAL AQUEDUCT OVER HAINSWORTH ROAD AND SILSDEN BECK

Heritage Category: Listing

Grade: II

Location:

- LEEDS AND LIVERPOOL CANAL AQUEDUCT OVER HAINSWORTH ROAD AND SILSDEN BECK, LEEDS AND LIVERPOOL CANAL, Silsden, Bradford

FOSTER CLIFF NORTH

Heritage Category: Listing

Grade: II

Location:

- FOSTER CLIFF NORTH, LOW LANE, Silsden, Bradford

NUMBER 2 TOWN HEAD

Heritage Category: Listing

Grade: II

Location:

- NUMBER 2 TOWN HEAD, NORTH STREET, Silsden, Bradford

TOWNHEAD FARMHOUSE

Heritage Category: Listing

Grade: II

Location:

- TOWNHEAD FARMHOUSE, NORHT STREET, Silsden, Bradford

NAIL-MAKER'S WORKSHOP 5 METRES SOUTH OF HIGH CROSS MOOR FARMHOUSE

Heritage Category: Listing

Grade: II

Location:

- NAIL-MAKER'S WORKSHOP 5 METRES SOUTH OF HIGH CROSS MOOR FARMHOUSE, STIRLING STREET, Silsden, Bradford

BARN, 50 METRES SOUTH OF TOMLING COTE FARMHOUSE

Heritage Category: Listing

Grade: II

Location:

- BARN, 50 METRES SOUTH OF TOMLING COTE FARMHOUSE, TOMLING COTE LANE, Silsden, Bradford

BARDEN AQUEDUCT

Heritage Category: Listing

Grade: II

Location:

- BARDEN AQUEDUCT, SWARTHA WOOD, Silsden, Bradford

9, 11, 13 AND 15, ST JOHNS STREET

Heritage Category: Listing

Grade: II

Location:

- 9, 11, 13 AND 15, ST JOHN'S STREET, Silsden, Bradford

CROSSMOOR FARMHOUSE

Heritage Category: Listing

Grade: II

Location:

- CROSSMOOR FARMHOUSE, SKIPTON ROAD, Silsden, Bradford

WATERLOO MILL AND ATTACHED ENGINE HOUSE

Heritage Category: Listing

Grade: II*

Location:

- WATERLOO MILL AND ATTACHED ENGINE HOUSE, HOWDEN ROAD, Silsden, Bradford

HIGH BRACKEN HILL FARMHOUSE

Heritage Category: Listing

Grade: II

Location:

- HIGH BRACKEN HILL FARMHOUSE, GREEN LANE, Silsden, Bradford

PEAR TREE COTTAGE

Heritage Category: Listing

Grade: II

Location:

- PEAR TREE COTTAGE, 22, BRIDGE STREET, Silsden, Bradford

JACKSONS OF SILSDEN LIMITED

Heritage Category: Listing

Grade: II

Location:

- JACKSONS OF SILSDEN LIMITED, 52, 53 AND 54, ST JOHN'S STREET, Silsden, Bradford

COWBURN BECK FARMHOUSE

Heritage Category: Listing

Grade: II

Location:

- COWBURN BECK FARMHOUSE, WALKERS LANE, Silsden, Bradford

CROW TREES FARMHOUSE

Heritage Category: Listing

Grade: II

Location:

- CROW TREES FARMHOUSE, GREEN LANE, Silsden, Bradford

BARN, 15 METRES SOUTH OF HOLDEN GATE FARMHOUSE

Heritage Category: Listing

Grade: II*

Location:

- BARN, 15 METRES SOUTH OF HOLDEN GATE FARMHOUSE, HOLDEN LANE, Silsden, Bradford

BARN 15 METRES SOUTH WEST OF HOLE FARMHOUSE

Heritage Category: Listing

Grade: II

Location:

- BARN 15 METRES SOUTH WEST OF HOLE FARMHOUSE, HOLE LANE, Silsden, Bradford

UPPER HAYHILLS FARMHOUSE AND ATTACHED BARN

Heritage Category: Listing

Grade: II

Location:

- UPPER HAYHILLS FARMHOUSE AND ATTACHED BARN, HORN LANE, Silsden, Bradford

43, KIRKGATE

Heritage Category: Listing

Grade: II

Location:

- 43, KIRKGATE, Silsden, Bradford

LOW EDGE FARMHOUSE AND ATTACHED BARN

Heritage Category: Listing

Grade: II

Location:

- LOW EDGE FARMHOUSE AND ATTACHED BARN, RIDGE LANE, Silsden, Bradford

COTTAGE ATTACHED TO WEST END OF HIGH CROSS MOOR FARMHOUSE

Heritage Category: Listing

Grade: II

Location:

- COTTAGE ATTACHED TO WEST END OF HIGH CROSS MOOR FARMHOUSE, SKIPTON ROAD, Silsden, Bradford

3 AND 4, STIRLING STREET

Heritage Category: Listing

Grade: II

Location:

- 3 AND 4, STIRLING STREET, Silsden, Bradford

LOW BRACKEN HILL

Heritage Category: Listing

Grade: II

Location:

- LOW BRACKEN HILL, BRADLEY ROAD, Silsden, Bradford

KILN HILL COTTAGE

Heritage Category: Listing

Grade: II

Location:

- KILN HILL COTTAGE, BRUNTHWAITE LANE, Silsden, Bradford

OUTBUILDING 15 METRES SOUTH WEST OF FAR GILL GRANGE FARMHOUSE

Heritage Category: Listing

Grade: II

Location:

- OUTBUILDING 15 METRES SOUTH WEST OF FAR GILL GRANGE FARMHOUSE, BRUNTHWAITE LANE, Silsden, Bradford

PAIR OF COTTAGES 10 METRES NORTH WEST OF NUMBER 9 AND ATTACHED TO DRIVERS BROTHERS, NORTH STREET MILLS

Heritage Category: Listing

Grade: II

Location:

- PAIR OF COTTAGES 10 METRES NORTH WEST OF NUMBER 9 AND ATTACHED TO DRIVERS BROTHERS, NORTH STREET MILLS, CHAPEL STREET, Silsden, Bradford

MILESTONE 150 METRES SOUTH OF ENTRANCE TO MANOR HOUSE FARM

Heritage Category: Listing

Grade: II

Location:

- MILESTONE 150 METRES SOUTH OF ENTRANCE TO MANOR HOUSE FARM, BOLTON ROAD, Silsden, Bradford

Round barrow 500ft (150m) NNW of Marchup Plantation in Parson's Lane

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Large carved rock in the wall between grouse moor and forestry plantation on Rivock

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Cup marked rock 47m south east of Rivock Edge triangulation pillar

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Cup and ring marked rock 42m east of Rivock Edge triangulation pillar

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Cup marked rock near wall below Rivock Edge

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Cup marked rock 1m from wall on unforested plateau at Rivock

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Cup marked rock 14m from the wall on the unforested plateau at Rivock

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Five carved rocks near the edge of Rivock outcrop

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Cup marked rock just within afforested area north east of wall on Rivock

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Cup marked rock in forestry furrow on Rivoock

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Large cup and ring marked rock in forestry furrows on Rivoock

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Low rock with one cup on unforested plateau at Rivoock

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Cup marked rock 19m above forestry track in Rivoock conifer plantation

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Two cup and ring marked rocks in conifer plantation on Rivock

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Rock with single cup mark in forestry SSE of Black Pots

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Cup marked rock in enclosed pasture NNE of Black Pots

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Cup and ring marked rock 12.5m from drainage cut NNE of Black Pots

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Cup and ring marked rock next to wall NNW of Black Pots

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Cup and ring marked rock on moor east of Gawk Stones

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Two prominent cup marked rock outcrops known as Doubler Stones

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Cup marked rock between Doubler Stones and Gawk Stones

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Cup and ring marked rock below Brunthwaite Crag

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

Six carved rocks in field west of Riddlesden Golf Course

Heritage Category: Scheduling

Grade:

Location:

- Silsden, Bradford

[Late prehistoric enclosed settlement with an outlying bank and ditch on Counter Hill, 220m north east of Moorcock Hall](#)

Heritage Category: Scheduling

Grade:

Location:

- Addingham, Bradford

Steeton with Eastburn

[WALLS AND 2 ENTRANCE GATE PIERS INCLUDING GATES AND RAILINGS TO SOUTH EAST OF THE HALL](#)

Heritage Category: Listing

Grade: II

Location:

- WALLS AND 2 ENTRANCE GATE PIERS INCLUDING GATES AND RAILINGS TO SOUTH EAST OF THE HALL, ST STEPHEN'S ROAD, STEETON, Steeton with Eastburn, Bradford

[1 AND 2, ST STEPHENS ROAD, STEETON](#)

Heritage Category: Listing

Grade: II

Location:

- 1 AND 2, ST STEPHEN'S ROAD, STEETON, Steeton with Eastburn, Bradford

**[EMSLEY HOUSE
THE HIGH HALL
UPPER HALL](#)**

Heritage Category: Listing

Grade: II

Location:

- THE HIGH HALL, ST STEPHEN'S ROAD,
- EMSLEY HOUSE, ST STEPHEN'S ROAD,

- UPPER HALL, ST STEPHEN'S ROAD, STEETON, Steeton with Eastburn, Bradford

MILESTONE TO FRONT OF NUMBER 52

Heritage Category: Listing

Grade: II

Location:

- MILESTONE TO FRONT OF NUMBER 52, SKIPTON ROAD, EASTBURN, Steeton with Eastburn, Bradford

MILESTONE 200 METRES NORTH WEST OF MEADOW FIELD

Heritage Category: Listing

Grade: II

Location:

- MILESTONE 200 METRES NORTH WEST OF MEADOW FIELD, KEIGHLEY ROAD, Steeton with Eastburn, Bradford

14, 16, 18 AND 20, HIGH STREET, STEETON

Heritage Category: Listing

Grade: II

Location:

- 14, 16, 18 AND 20, HIGH STREET, STEETON, Steeton with Eastburn, Bradford

BARN 15 METRES NORTH EAST OF EASTBURN HOUSE

Heritage Category: Listing

Grade: II

Location:

- BARN 15 METRES NORTH EAST OF EASTBURN HOUSE, GREEN LANE, EASTBURN, Steeton with Eastburn, Bradford

THE HOB HILL

Heritage Category: Listing

Grade: II

Location:

- THE HOB HILL, CHAPEL ROAD, Steeton with Eastburn, Bradford

EASTBURN HOUSE

Heritage Category: Listing

Grade: II

Location:

- EASTBURN HOUSE, GREEN LANE, EASTBURN, Steeton with Eastburn, Bradford

STEETON TOWER AND ADJOINING WALL
VICTORIA TOWER AND ADJOINING WALL

Heritage Category: Listing

Grade: II

Location:

- VICTORIA TOWER AND ADJOINING WALL, HOLLINGS BANK LANE,
- STEETON TOWER AND ADJOINING WALL, HOLLINGS BANK LANE, Steeton with Eastburn, Bradford

GATE PIERS AND GATES TO HAWCLIFFE ROCK

Heritage Category: Listing

Grade: II

Location:

- GATE PIERS AND GATES TO HAWCLIFFE ROCK, KEIGHLEY ROAD, Steeton with Eastburn, Bradford

23, LYON ROAD, EASTBURN

Heritage Category: Listing

Grade: II

Location:

- 23, LYON ROAD, EASTBURN, Steeton with Eastburn, Bradford

STEETON MANOR INCLUDING BALUSTRADE AND STEPS

Heritage Category: Listing

Grade: II

Location:

- STEETON MANOR INCLUDING BALUSTRADE AND STEPS, SKIPTON ROAD, Steeton with Eastburn, Bradford

STEETON HALL
THE LOW HALL

Heritage Category: Listing

Grade: II

Location:

- STEETON HALL, STATION ROAD,
- THE LOW HALL, STATION ROAD, Steeton with Eastburn, Bradford

CHURCH OF ST STEPHEN AND ATTACHED WALL AND ENTRANCE GATE PIER AND GATE

Heritage Category: Listing

Grade: II

Location:

- CHURCH OF ST STEPHEN AND ATTACHED WALL AND ENTRANCE GATE PIER AND GATE, ST STEPHEN'S ROAD, STEETON, Steeton with Eastburn, Bradford

ST STEPHEN'S SUNDAY SCHOOL

Heritage Category: Listing

Grade: II

Location:

- ST STEPHEN'S SUNDAY SCHOOL, ST STEPHEN'S ROAD, STEETON, Steeton with Eastburn, Bradford

SILSDEN BRIDGE

Heritage Category: Listing

Grade: II

Location:

- SILSDEN BRIDGE, KEIGHLEY ROAD, Steeton with Eastburn, Bradford

MILESTONE TO FRONT OF NUMBER 10

Heritage Category: Listing

Grade: II

Location:

- MILESTONE TO FRONT OF NUMBER 10, KEIGHLEY ROAD, STEETON, Steeton with Eastburn, Bradford

CURREGATE NURSING HOME

Heritage Category: Listing

Grade: II

Location:

- CURREGATE NURSING HOME, SKIPTON ROAD, STEETON, Steeton with Eastburn, Bradford

STEETON HALL FARM

Heritage Category: Listing

Grade: II

Location:

- STEETON HALL FARM, ST STEPHEN'S ROAD, STEETON, Steeton with Eastburn,

Bradford

BARN 12 METRES NORTH EAST OF THE HIGH HALL

Heritage Category: Listing

Grade: II

Location:

- BARN 12 METRES NORTH EAST OF THE HIGH HALL, ST STEPHEN'S ROAD, STEETON, Steeton with Eastburn, Bradford

WOODLANDS MILL

Heritage Category: Listing

Grade: II

Location:

- WOODLANDS MILL, BARROW'S LANE, Steeton with Eastburn, Bradford

IVY HOUSE

Heritage Category: Listing

Grade: II

Location:

- IVY HOUSE, 27 AND 29, LYON ROAD, EASTBURN, Steeton with Eastburn, Bradford

INGLE NOOK

Heritage Category: Listing

Grade: II

Location:

- INGLE NOOK, 44 AND 46, SCHOOL STREET, STEETON, Steeton with Eastburn, Bradford

WW2 PILLBOX AND 2 FIRE POSTS SOUTH OF FORMER ROYAL ORDNANCE FACTORY

Heritage Category: Listing

Grade: II

Location:

- WW2 PILLBOX AND 2 FIRE POSTS SOUTH OF FORMER ROYAL ORDNANCE FACTORY, PARKWAY, STEETON, Steeton with Eastburn, Bradford

Natural environment

There are data and maps available about protected areas, including the South Pennines Special Protection Area which comes close to the parish (on Rombalds Ridge), but there does not appear to be an evidence base report on the subject. The principles underlying planning policy for nature conservation are clearly set out in the NPPF, from which the Local Plan takes its cue, and which the Neighbourhood Plan can add local detail, to make sure local concerns are taken fully into account in planning decision making.

Protected urban green space within Silsden (from the Unitary Development Plan): -

- Banklands Lane, Silsden
- Howden Road, Silsden

Village Green Space

- Main Road And Green Lane, Steeton With Eastburn
- Station Road, St. Stephen's Road And Mill Lane, Steeton With Eastburn

Natural Environment and Countryside

(p39 Proposals for Keighley Constituency, UDP)

General Description

Airedale is the largest and most complex character area in the district. It is a distinctive broad U-shaped valley, with dramatic contrasts between the open exposed upland pastures above 250m A.O.D. and the busy settlements and industrial areas of the valley floor. There is also a contrast between the valley sides with the south facing side containing enclosed pastures with settlements and the north facing steeper slopes dominated by woodlands.

Airedale roughly bisects the district into two halves, running from the north-west boundary to the Esholt character area just short of the south-eastern district boundary. The Rombalds Ridge character area forms the whole of the northern boundary and dominates the skyline. To the south a number of character areas form the boundary. They are the Pennine Uplands to the west; the Worth and North Beck Valley above Keighley; the Wilsden plateau; and the urban core of Bradford adjacent to the industrial corridor forms the south-eastern boundary.

The eastern boundary is formed by the Esholt character area as the River Aire continues down the valley. The western boundary is the district boundary adjoining Craven District Council.

Airedale is made up from a mixture of eight landscape types, with settlement the dominant element on the valley floor. The remainder of the valley bottom is made up of floodplain pastures and the industrial corridor. The northern

valley side is dominated by enclosed pastures with upland pastures forming a band at the higher levels and wooded valleys bisecting these along the valley. The southern valley sides are largely made up of wooded inclines. A small pocket of gritstone moorland bisects Baildon. Airedale also contains the largest concentration of settlement outside the urban core of Bradford, the main settlements being Keighley, Bingley, Shipley, Baildon and Silsden. core of Bradford, the main settlements being Keighley, Bingley, Shipley, Baildon and Silsden.

Key Landscape Elements

- _ Broad U-shaped valley.
- _ Well wooded throughout Airedale.
- _ Pastures.
- _ Major settlements of Keighley, Bingley, Shipley, Baildon and Silsden.
- _ Busy transport corridor in the valley floor.

SSSIs –

South Pennine Moors (Area In Bradford District)

Sites of Ecological or Geological Importance (SEGI) And Regionally Important Geological Sites (RIGS)

Doubler Stones, Silsden

Site of Geological Interest

Throstle Nest, Silsden

Steeton Reservoir, Steeton With Eastburn

Sites of Local Nature Conservation Importance - Bradford Wildlife Areas (BWA)

Leeds Liverpool Canal

Doubler Stones, Silsden

Throstle Nest, Silsden

Steeton Reservoir, Steeton With Eastburn

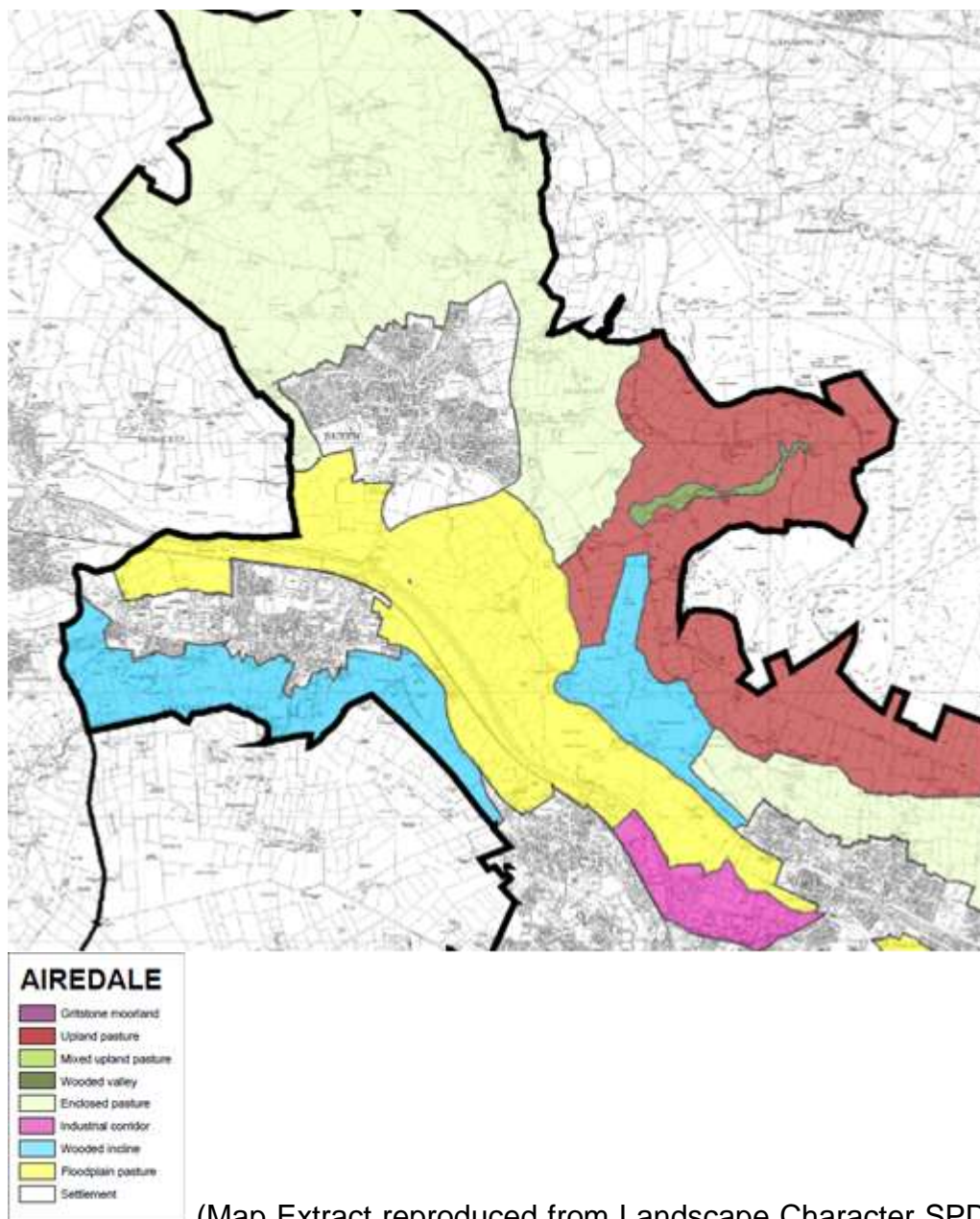
Landscape Character

Silsden and Steeton with Eastburn are in the Southern Pennines Landscape Character Area as defined by Natural England.¹⁹ This is a 'broad brush'

¹⁹ <http://publications.naturalengland.org.uk/publication/511867?category=587130>

characterisation covering a very large area, and its policy recommendations focus on preserving the character of the uplands, for example by retaining field boundaries and reducing overgrazing, protecting historic and archaeological features, and developing their recreational use in a sensitive way.

The key local resource here is the **Landscape Character Supplementary Planning Guidance** Volume 1 Airedale.²⁰



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http://www.bradford.gov.uk/bmdc/the_environment/planning_service/local_development_framework/landscape_character_assessment_SPD

Key Landscape Elements

- Broad U shaped valley.
- Well wooded throughout Airedale.
- Pastures.
- Major settlements of Keighley, Bingley, Shipley, Baildon and Silsden.
- Busy transport corridor in the valley floor.

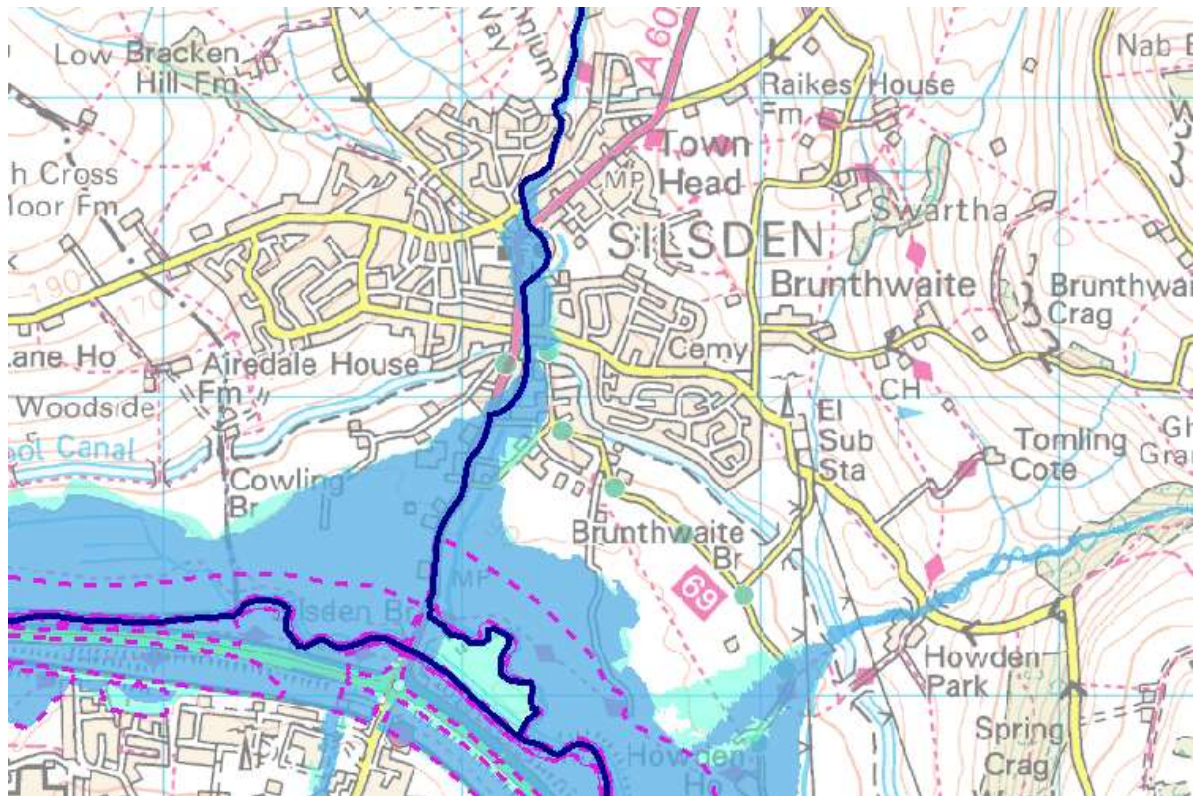
Flood Risk

The Local Plan evidence base includes a Strategic Flood Risk Assessment. This is a 'stage 1' exercise, meaning that a further stage of assessment would be made on a site-specific basis at an appropriate time.

The Environment Agency map is shown below. Another clear indication of Zone 3a (where 'vulnerable' uses such as housing should not normally be permitted) is on the SHLAA settlement map.

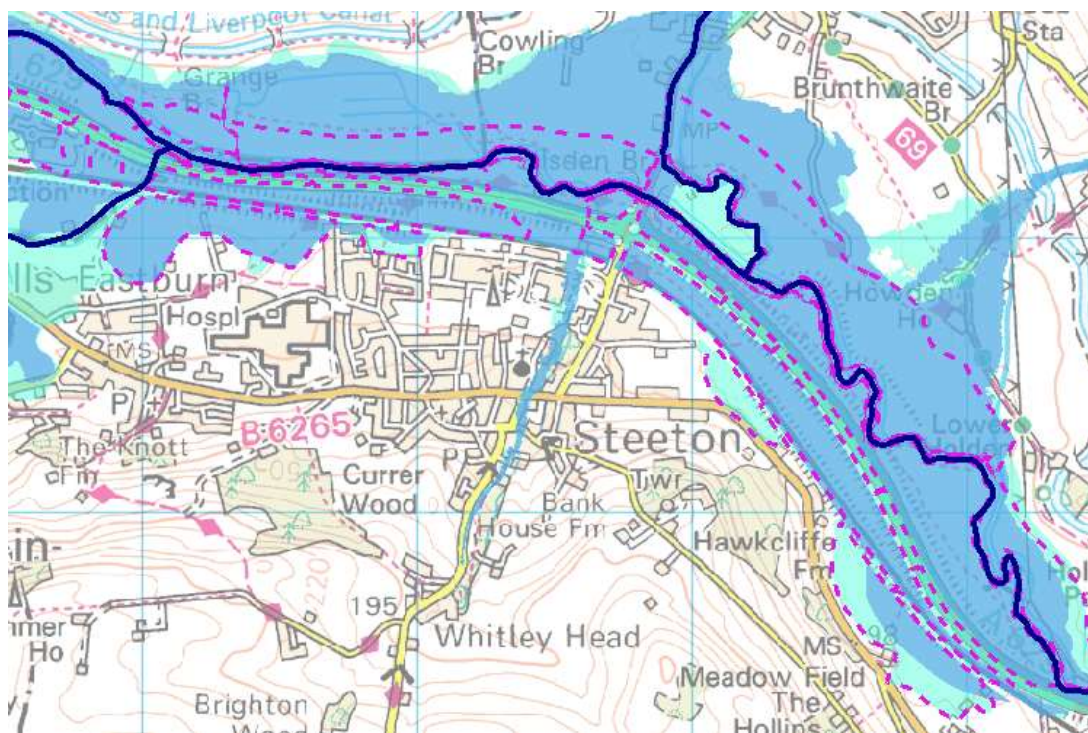
Environment Agency Flood Maps for Planning ²¹

Silsden



²¹ <http://apps.environment-agency.gov.uk/wiyby/37837.aspx>

Steeton



Zone 3A – deep blue – is where there is a 1 in 100 risk of flooding in any year.
Zone 2- paler blue – is where the risk of flood is between 1 in 100 and 1 in 1000.

The Government has a clear policy on building in areas vulnerable to flooding (a technical supplement to the National Planning Policy Framework), and there is further guidance for neighbourhood planning bodies in Planning Practice Guidance, as follows.

The overall approach in paragraph 100 of the National Planning Policy Framework applies to neighbourhood planning.

In summary, the qualifying bodies involved in neighbourhood planning should:

- seek to ensure neighbourhood plans and neighbourhood development/community right to build orders are informed by an appropriate assessment of flood risk;*
- ensure policies steer development to areas of lower flood risk as far as possible;*
- ensure that any development in an area at risk of flooding would be safe, for its lifetime taking account of climate change impacts;*
- be able to demonstrate how flood risk to and from the plan area/ development site(s) will be managed, so that flood risk will not be increased overall, and that opportunities to reduce flood risk, for example, through the use of sustainable drainage systems, are included in the plan/order.*

Local planning authorities should have in mind these aims in providing advice or assistance to qualifying bodies involved in neighbourhood planning. Further information on what information and advice should be made available is [here](#).

What should be considered if there is a risk of flooding in the neighbourhood plan area?

Where the Strategic Flood Risk Assessment, or other available flood risk maps or information, indicates that part or parts of a neighbourhood plan area may be at risk of flooding, the qualifying body will need to have regard to the National Planning Policy Framework's policies on flood risk. Where they are considering proposing development, they should show that this would be consistent with the local planning authority's application of the *Sequential Test* and if necessary, the *Exception Test* for the Local Plan.

Where areas under consideration for development are not consistent, or the relevant Local Plan is inconclusive, it is likely that the qualifying body will need to provide further information to demonstrate that any development proposed by the neighbourhood plan passes the *Sequential Test*, and if necessary the *Exception Test*.

Local planning authorities should provide advice to qualifying bodies on where and how they should demonstrate that policies and any site allocations in neighbourhood plans and Orders would satisfy the *Sequential Test* and, if necessary, the *Exception Test*, including the appropriate area to apply the *Sequential Test*. This will depend on a number of factors, including;

- the size of the neighbourhood planning area;
- the flood risks in the area and/or in its vicinity;
- the nature of the neighbourhood plan policies or Order proposals;
- the degree of conformity with strategic policies of the Local Plan, including site allocations, and whether these have been subject to the *Sequential Test*.

In providing advice, local planning authorities should have regard to flood risk across the whole of their areas. In particular, there may be places outside the neighbourhood planning area at lower flood risk which are suitable and reasonably available for the development proposed.

APPENDIX 1

SETTLEMENT PROFILES

From the ‘Settlement Study Update’ in the Local Plan Evidence Base

This profile is appended as a potentially useful ‘baseline’ summary of the evidence base as applied to Silsden and Steeton with Eastburn.

5.14 SILSDEN



Location

- 5.14.1 The town of Silsden lies on the northern slope of the Aire river valley between Keighley and Skipton. It is about 0.6 miles (1 km) from the river and the Leeds and Liverpool Canal passes through along the southern edge of the town.
- 5.14.2 Silsden falls within Craven Ward along with the settlements of Addingham and Steeton-with-Eastburn.

Historical Development

- 5.14.3 The Silsden Conservation Area Assessment²⁴⁵ summarises the history of Silsden, explaining that the settlement predates the Domesday Survey of 1086 and is likely to have existed as a Saxon settlement. Development began in the 17th century with many early vernacular buildings including farmhouses, barns and workers cottages being built. By the 18th century the economic base of Silsden gradually evolved from agricultural to industrial as a result of the construction of the Leeds and Liverpool Canal in 1772. Silsden became a major producer of flax, nails and clogs. By the late 19th century small scale manufacture had given way to large scale production of textiles with Waterloo Mill being built in the 1870s. The arrival

²⁴⁵ CBMDC (2006) Silsden Conservation Area Assessment - History

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of large numbers of workers necessitated the construction of terraces of workers housing and civic buildings within the settlement. From the mid 20th century Silsden experienced dramatic housing growth which significantly altered the nature and appearance and form of the town on the valley side.

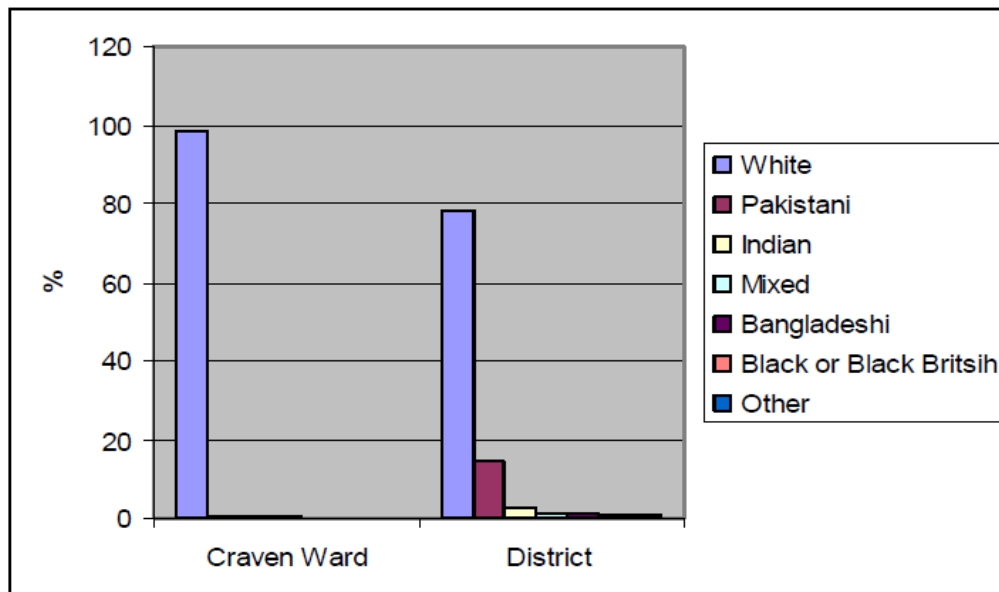
Role of the Settlement

5.14.4 Silsden is primarily residential settlement with a local industrial base. It has excellent rail connection to Bradford and Leeds to which it serves as a commuter settlement.

Population and Social Structure

5.14.5 The 2001 Census of Population recorded a population of 8,022 within the town, of which 18.7% of people were over the age of 65 and 18.2% under the age of 16²⁴⁶. The Craven Ward profile, which includes Silsden, highlights that an overwhelming majority of residents were of white origin, account for 98.3%, with few ethnic minority groups residing in the settlement²⁴⁷.

Figure 30: Ethnic Groups in Craven Ward compared to the Bradford District



²⁴⁶ ONS Census 2001 population data; taken from CBMDC (June 2004) Bradford District Ward Profiles (Craven Ward)

²⁴⁷ ONS Census 2001 ethnic group data; taken from CBMDC (June 2004) Bradford District Ward Profiles (Craven Ward)

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Housing

5.14.6 There were a total of 3,420 households within the Silsden Ward at the time of the 2001 census. Data obtained from Ward profile regarding dwelling types showed that 33.9% of the housing stock comprised of terraced dwellings, with 31.8% of semi-detached dwellings, with 24.6% of detached, leaving 9.8% of homes consisting of flats and conversions. Furthermore, 84.3% of houses were in private ownership, 5.8% were rented from the council or housing association and 9.9% were rented privately²⁴⁸.

5.14.7 The village has over 60 hectares of Safeguarded Land which presents future opportunities for housing and or employment uses on these sites.

Employment

5.14.8 Silsden remains as a small industrial town today with some businesses operating in old mill buildings and some in a new industrial estate between the town and the river. There are several businesses in Silsden, the largest being Habasit Rossi Ltd that employs 170 people.

Retail

5.14.9 The Retail and Leisure Study, produced by White Young Green on behalf of the Council in 2008, assessed the condition and viability of the District and Local centres within the District. Table 92 below provides a summary of Silsden's Local Centre:

Table 115: Retail Provision in Silsden

SILSDEN LOCAL CENTRE ²⁴⁹	
Location	The centre is located on the A6034 road which links the A629 to the A65.
Outlets	The centre is extensive and incorporates retail outlets along Kirkgate, Briggate, Bradley Road, Bridge Street, Bolton Road, Keighley Road and Bridge Road. Convenience, retail, comparison, leisure and financial and business services are all well represented. The largest trader is a Co-op supermarket on Bridge Street; further outlets include banks, a Post Office, and several pharmacies.
Condition	The environmental quality of the centre is good with well maintained

²⁴⁸ ONS Census 2001 Household characteristics and Tenure; taken from CBMDC (June 2004) Bradford District Ward Profiles (Craven)

²⁴⁹ White Young Green (2008) Retail & Leisure Study (commissioned on behalf of CBMDC); Appendix 8

Note from SG – 12/14 – 5.14.0 – Outlets – the largest trader will soon no longer be the Co-op but the Aldi store.
 Accessibility – the statement, “Pedestrian movement around the centre is

unproblematic” is inaccurate as there have been many incidents where pedestrians have been knocked over in the town centre – cars failing to stop when pedestrians are using the crossings hence the need for the new puffin crossing.

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	outlets in an attractive setting.
Vacancies	There were 4 vacant outlets at the time of the survey accounting for 5% of outlets and 5% of retail floorspace.
Accessibility	Pedestrian movement around the centre is unproblematic with a number of crossings provided at convenient locations. There’s free on street parking and off-street parking is also provided.
Health	The study concludes that and that the centre is performing effectively as a local centre providing a choice of goods and service to its catchments population.
Recommendations	No changes recommended to the boundary of the centre.

Community Facilities

5.14.10 The village has a good level of facilities which includes two primary schools and a GP surgery, dental practice and pharmacy. Further facilities include a Town Hall, a number of places of worship, public toilets, a post office, library and a small supermarket catering for local needs. Further facilities are listed in the tables below:

Education

5.14.11 Silsden has 2 primary schools within the village which serve the local population. Secondary education is provided at Greenhead, Oakbank and Holy Family; there is also South Craven School which falls within the Craven District.

Table 116: Educational Facilities within Silsden

PRIMARY SCHOOLS	TOTAL OF 2
o Aire View Infant	
o Hothfield Junior	
SECONDARY SCHOOLS	TOTAL OF 0
o None	
Source: Education Bradford (2009) School Contact Details (www.educationbradford.com)	

SG Note 12/14 – 5.14.10 There are now 3 pharmacies. Public toilets for now but they may be closed in the near future. The small supermarket will soon be superseded by a larger Aldi.

5.14.11 Silsden does not have 2 primary schools. It has 1 infant school and 1 junior school. Secondary education for the Silsden children is provided by right and choice at the South Craven School.

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Healthcare

5.14.12 Table 98 below lists the NHS registered healthcare facilities which are available to the local population of Silsden,

Table 117: Healthcare Facilities within Silsden

GP SURGERIES	TOTAL OF 1
Silsden Health Centre – BD20 0DG	
DENTISTS	TOTAL OF 1
Harker and Associates – BD20 0PP	
OPTICIANS	TOTAL OF 0
NONE	
PHARMACIES	TOTAL OF 1
Rowlands Pharmacy – BD20 0AQ	
Rowlands Pharmacy – BD20 0PA	
Source: Bradford & Airedale Teaching PCT (2010)	
http://www.nhs.uk/service directories/pages/trust.aspx?id=5ny&v=0&pid=5ny	

Other Community Facilities

5.14.13 Community Post Offices, libraries, halls and centres and other facilities are often vital services that serve a local population and enhance people's lives. Table 59 below outlines the additional facilities within Silsden. Please note that this list is not exhaustive and will be updated in light of any new facilities.

Table 118: Other Community Facilities in Silsden

POST OFFICES	TOTAL OF 1
Silsden – BD20 0PA	
LIBRARIES	TOTAL OF 1
Silsden Library – BD20 0PH	
COMMUNITY CENTRES & HALLS	TOTAL OF 1
Silsden Town Hall – BD20 0AJ	
Sources: Post Office Branch Finder: http://www.postoffice.co.uk/portal/po	
Libraries: http://www.bradford.gov.uk/bmdc/leisure_and_culture/library_and_information_services/	
Community Halls: www.locallife.co.uk/bradford	

5.14.12 – SG comments 12/14 - Silsden now has an opticians Silsden Opticians BD209JS and an additional pharmacy HBS Pharmacy BD20 0DG.

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Open Space

5.14.14 The Open Space and Recreation Assessment (2007) identifies the following open spaces and recreational facilities within this area:

Table 119: Open Space and Recreational Facilities in Silsden

FACILITIES	PROVISION
Parks & Gardens	<ul style="list-style-type: none"> Silsden Park serves the settlement. No gap in provision has been identified.
Amenity Green Space	Figures for the Keighley constituency indicated that there are 69 sites, totally over 39ha, along with a further 22 green corridor sites. The study identifies a gap in provision to the west of Silsden.
Play areas	Within the Keighley constituency area there are 54 play areas, 8 of which were of high quality and 6 were deemed to be below average. There are no gaps in provision in Silsden.
Allotments	There are 27 allotment spaces within the Keighley constituency. There are no gaps in provision within Silsden.
Civic spaces	There are no civic spaces (hard surfaced areas designed for pedestrians) within the Keighley constituency.
Playing Pitches	The study identifies minor shortfalls across the district for football, cricket, rugby league and union pitches.
Cemeteries	<ul style="list-style-type: none"> Silsden Cemetery serves this settlement. There is no gap in provision within Silsden.

Source: KKP (2007) Open Space & Sport and Recreation Study

5.14.15 The following emergency services are located in this area:

- The nearest main police station is located in Keighley.
- A fire station is located on Main Street in Silsden
- The nearest hospitals are Airedale in Steeton which provides emergency and non-emergency care.

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Transport

- 5.14.16 The A6034 Keighley Road travels northwards through Silsden which is access from the A629 from Keighley through to Skipton. To the very north the A6034 meets the A65 Addingham Wharfedale Road which connects it to Addingham and the main town of Ilkley.
- 5.14.17 Silsden has adequate transport links; it has a high frequency bus route and the village shares its railway station with Steeton, which lies some 1.6km away across the main A650. The route to the station in Steeton is a long, unattractive and somewhat unsafe walk from the centre of Silsden, and is over the 800 metre threshold of the village. Fifty-eight percent of the residents travel over 5km for employment²⁵⁰.

Natural Environment

- 5.14.18 Silsden is surrounded by green belt land which is also part of the Airedale Landscape Character Area. The Landscape Character Assessment of this area identifies the northern parts which surround Silsden as Enclosed Pasture and the southern parts as Floodplain Pasture. This landscape is considered to be of high sensitivity²⁵¹.

Nature Conservation

- 5.14.19 The length of the Leeds and Liverpool Canal is designated as a SEGI. Further designations lay outside of the built-up area to the north, these are two Bradford Wildlife Areas; Silsden reservoir and Beck Wood to the far north and Bracken Hill Gill to the north-west. There is also a RIGS site to the north east of Silsden, to the south of Bradley Road.

Land Conditions

- 5.14.20 Large swathes of land to the south of Silsden around the River Aire are highlighted as areas of flood risk. This extends as far north as the Cricket Ground in Silsden.

Local Heritage

- 5.14.21 There are three Conservation Areas within the vicinity of Silsden, these are:

²⁵⁰ ONS Census 2001 Travel to Work data; taken from CBMDC (June 2004) Bradford District Ward Profiles (Craven Ward)

²⁵¹ CBMDC (2008) Landscape Character SPD; Volume 1: Airedale

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- The historic core of *Silsden* roughly following the line of Kirkgate, which runs through the centre of the settlement from north to south.
- The *Leeds-Liverpool Canal* which extends through land to the south of Silsden;
- *Brunthwaite*, which lies directly east of Silsden off Hawber Lane.

Key planning based issues within Silsden

5.14.22 The following key issues have been identified for Silsden, these are listed below:

- The distance from the railway station at Steeton poses a number of safety issues for residents of Silsden. A more accessible and safe route would be beneficial for locals.

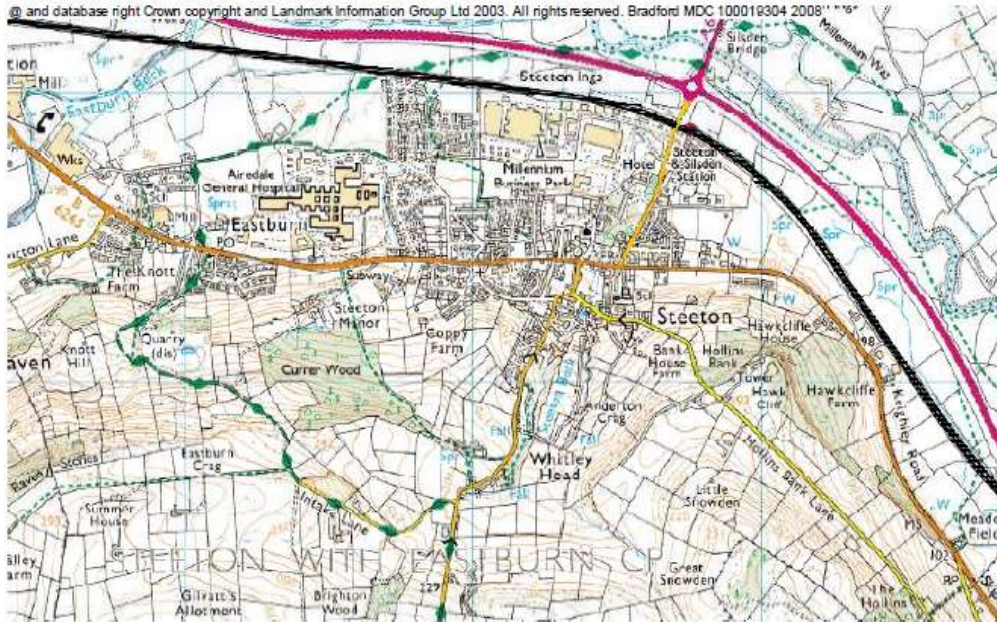
Key opportunities within Silsden

5.14.23 The following key opportunities have been identified for the North West of Bradford, these are listed below:

- There is over 60 hectares of Safeguarded Land which presents future opportunities for housing and or employment uses on these sites.

Local Development Framework for Bradford

5.15 STEETON WITH EASTBURN



Location

5.15.1 Steeton with Eastburn is situated approximately 3 miles northwest of Keighley and 6 miles south of Skipton. The River Aire flows through the valley bottom to the north and east of the village and creates a natural division between Steeton and Silsden, approximately 2 miles to the north.

Historical Development

5.15.2 Steeton Conservation Area Appraisal²⁵² summarises the history of the settlement, explaining that it was first recorded in the Domesday survey of 1086, indicating the existence of an Anglo-Saxon settlement. Steeton Beck is thought to have been the historic boundary between Steeton and Eastburn; however by the late 13th century they had been amalgamated to form the combined township of Steeton with Eastburn. The settlement largely functioned as an agricultural hamlet of two or three farms. However by the 18th century many buildings had been built which were clustered along Hollins Bank Road. Between 1752-3, the Keighley and Kendal Turnpike road originally followed this route, with the Toll Bar situated at the bottom of Steeton Bank and an Inn named The Pack Horse, known to be in existence in 1799, located nearby.

²⁵² CBMDC (2008) Steeton Conservation Area Appraisal
LDF Evidence Base

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5.15.3 During the 19th century there were numerous improvements undertaken within the village. These included a new route from the village to the river crossing and a new bridge. The development of the village in the 19th century was probably influenced by this development. The growth in population encouraged the building of the numerous churches such as St Stephen's Parish Church, which was built in 1880.

5.15.4 By the 20th century Steeton has undergone much alteration. The growth of the textile industry saw the construction of Woodlands Mill and Bobbin Mill and terraces of workers houses. A great loss within the village was the old Bobbin Mill, which demolished in 1985 to make way for a modest housing development, Bobbin Mill Court.

Role of the Settlement

5.15.5 Steeton is primarily residential settlement with a local industrial base which includes a major hospital – Airedale general. It has excellent rail connections to Bradford and Leeds to which it serves as a commuter settlement.

Population and Social Structure

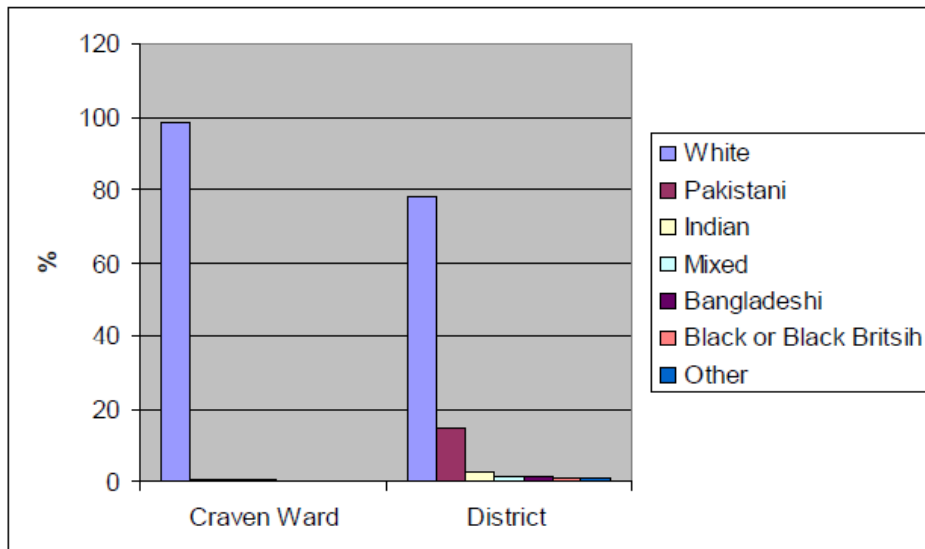
5.15.6 Steeton with Eastburn was home to 4,264 people at the time of the 2001 Census, of which 16.77% of people were over the age of 65 and 19.4% under the age of 16²⁵³. The Craven Ward profile, which includes Silsden, highlights that an overwhelming majority of residents were of white origin, account for 98.3%²⁵⁴.

²⁵³ ONS Census 2001 population data; taken from CBMDC (June 2004) Bradford District Ward Profiles (Craven Ward)

²⁵⁴ ONS Census 2001 ethnic group data; taken from CBMDC (June 2004) Bradford District Ward Profiles (Craven Ward)

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Figure 31: Ethnic Groups in Craven Ward compared to the Bradford District



Housing

5.15.7 There were a total of 3,420 households within Silsden at the time of the 2001 census. Data obtained from Ward profile regarding dwelling types showed that 33.9% of the housing stock comprised of terraced dwellings, with 31.8% of semi-detached dwellings, with 24.6% of detached, leaving 9.8% of homes consisting of flats and conversions. Furthermore, 84.3% of houses were in private ownership, 5.8% were rented from the council or housing association and 9.9% were rented privately²⁵⁵.

5.15.8 There are over 16 hectares of Phase 2 Housing Sites and Safeguarded Land within the area therefore providing future opportunities for housing and/or employment developments.

Employment

5.15.9 There are six businesses in Steeton with Eastburn, the largest being CineticLandis Grinding Ltd that employs 254 people. Airedale Hospital is also a major employer within the area which may account for over half the residents commute less than 5km to employment.

²⁵⁵ ONS Census 2001 Household characteristics and Tenure; taken from CBMDC (June 2004) Bradford District Ward Profiles (Craven)

Local Development Framework for Bradford

Retail

- 5.15.10 Steeton-with-Eastburn has a select number of local services and facilities which serve the local population; facilities include a newsagent, a Post Office, and a pharmacy; it lacks a foodstore/superstore.
- 5.15.11 The settlements retail area has been recommended through the White Young Green Retail and Leisure Study (2008) to be considered for designation as a Local Centre²⁵⁶.

Community Facilities

- 5.15.12 Steeton-with-Eastburn has an adequate level of facilities which include a doctor's and dental surgery, two primary schools and a post office. Airedale Hospital, located on the B6265, provides emergency and non emergency care to the northern parts of the District and beyond into Craven.

Education

- 5.15.13 Steeton has two primary schools which serve the settlement. Secondary education is provided at Greenhead, Oakbank and Holy Family; there is also South Craven School which falls within the Craven District.

Table 120: Educational Facilities within Steeton

PRIMARY SCHOOLS	TOTAL OF 2
<ul style="list-style-type: none"> o Eastburn Junior & Infant o Steeton Primary 	
SECONDARY SCHOOLS	TOTAL OF 0
<ul style="list-style-type: none"> o None 	
Source: Education Bradford (2009) School Contact Details (www.educationbradford.com)	

²⁵⁶ White Young Green (2008) Retail & Leisure Study (commissioned on behalf of CBMDC); Para 14.04; Page 186

Note from SG - 5.15.10 now has a small supermarket
5.15.13 South Craven is the natural progression school for Steeton and always has been

Local Development Framework for Bradford

Healthcare

5.15.14 Table 122 below lists the healthcare facilities which are available to the local population of Steeton.

Table 121: Healthcare Facilities within Steeton

GP SURGERIES	TOTAL OF 1
Steeton Health Centre – BD20 6NU	
DENTISTS	TOTAL OF 0
NONE	
OPTICIANS	TOTAL OF 0
NONE	
PHARMACIES	TOTAL OF 1
Steeton Pharmacy – BD20 6NU	
Source: Bradford & Airedale Teaching PCT (2010) http://www.nhs.uk/service directories/pages/trust.aspx?id=5ny&v=0&pid=5ny	

Other Community Facilities

5.15.15 Community Post Offices, libraries, halls and centres and other facilities are often vital services that serve a local population and enhance people's lives. Table 122 below outlines the additional facilities within Steeton. Please note that this list is not exhaustive and will be updated in light of any new facilities.

Table 122: Other Community Facilities in Steeton

POST OFFICES	TOTAL OF 2
Eastburn – BD20 8UA	Steeton – BD20 6SE
LIBRARIES	TOTAL OF 0
None	
COMMUNITY CENTRES & HALLS	TOTAL OF 0
None	
Sources: Post Office Branch Finder: http://www.postoffice.co.uk/portal/po Libraries: http://www.bradford.gov.uk/bmdc/leisure_and_culture/library_and_information_services/ Community Halls: www.locallife.co.uk/bradford	

Note from SG - PG79 the demographic data shown here is for Silsden and should in fact be Steeton 5.15.12 we don't have dentist provision and very limited doctor provision 5.15.15 We now have a community hall

Local Development Framework for Bradford

Open Space

5.15.16 The Open Space and Recreation Assessment (2007) identifies the following open spaces and recreational facilities within this area:

Table 123: Open Space and Recreational Facilities in Steeton

FACILITIES	PROVISION
Parks & Gardens	The study identifies a significant gap within this settlement.
Amenity Green Space	figures for the Keighley constituency indicated that there are 69 sites, totally over 39ha, along with a further 22 green corridor sites. There are no gaps in provision in Steeton.
Play areas	Within the Keighley constituency area there are 54 play areas, 8 of which were of high quality and 6 were deemed to be below average. The study identifies gaps in provision in Steeton.
Allotments	There are 27 allotment spaces within the Keighley constituency. There is a minor gap in provision to the west of Steeton.
Civic spaces	There are no civic spaces (hard surfaced areas designed for pedestrians) within the Keighley constituency.
Playing Pitches	The study identifies minor shortfalls across the district for football, cricket, rugby league and union pitches.
Cemeteries	<ul style="list-style-type: none"> • Steeton Cemetery serves this settlement. • There is a gap in provision within Steeton.
Source: KKP (2007) Open Space & Sport and Recreation Study	

5.15.17 The following emergency services are located in this area:

- The nearest main police station is located in Keighley.
- A fire station is located on Main Street in Silsden
- The nearest hospitals are Airedale in Steeton which provides emergency and non-emergency care.

Local Development Framework for Bradford

Transport

- 5.15.18 Steeton-with-Eastburn straddles the B6265 Skipton/Keighley Road and has good access to the A629 which provides the road link though Airedale. It has good public transport links with a railway station on Station Road to the north of the settlement which provides links to Keighley, Bingley, Shipley, Bradford and Leeds. The village also benefits from a high frequency bus route which provides access to the neighbouring towns.

Natural Environment

- 5.15.19 Steeton-with-Eastburn is surrounded by Green Belt and the landscape forms part of the Airedale Landscape Character Area. The north of the settlement is identified as floodplain pasture and to the south is a wooded incline²⁵⁷.

Nature Conservation

- 5.15.20 There are two Bradford Wildlife Areas to the south of Steeton, the first covers Currer Woods with the second covering Hawkcliffe Woods to the south-east of the settlement.

Land Conditions

- 5.15.21 Large areas of land to the north of Steeton and to the south of Silsden lie within a flood risk zone thus acting as constraints to any potential development in this area.

Local Heritage

- 5.15.22 The historic core of Steeton-with-Eastburn which centres on Skipton Road, Keighley Road and Station Road to the north and Barrows Lane to the south is designated as a Conservation Area.

Key planning issues within Steeton-with-Eastburn

- 5.15.23 The following key issues have been identified for Steeton-with-Eastburn, these are listed below:

- No planning issues identified at present.

²⁵⁷ CBMDC (2008) Landscape Character SPD; Volume 1: Airedale
LDF Evidence Base

Note from SG - 5.15.18 The transport links to the station are extremely poor

Local Development Framework for Bradford

Key opportunities within Steeton-with-Eastburn

5.15.24 The following key opportunities have been identified for Steeton-with-Eastburn, these are listed below:

- There are over 16 hectares of Phase 2 Housing Sites and Safeguarded Land within the area therefore providing future opportunities for housing and/or employment developments.
- The retail core has been recommended for designation as a Local Centre within the District's retail hierarchy.

APPENDIX 2

Reference Sources

Unitary Development Plan

http://www.bradford.gov.uk/bmdc/the_environment/planning_service/unitary_development_plan/access_the_replacement_UDP

Core Strategy

<https://www.bradford.gov.uk/planning-and-building-control/planning-policy/core-strategy-dpd/>

Local Plan Evidence Base

This is on the Council web site at

http://www.bradford.gov.uk/bmdc/the_environment/planning_service/local_development_framework/evidence_base_introduction

It contains the following (most have been referred to above, but some are less detailed and refer only in passing, if at all, to Silsden and Steeton with Eastburn)

- [Affordable Housing Economic Viability Assessment](#)
- [Bradford District Employment Land Review Study](#)
- [Bradford District Housing Requirement Study](#)
- [Bradford District Retail Study](#)
- [Bradford Growth Assessment](#)
- [Conservation Area Assessments & Management Plans](#)
- [Core Strategy Baseline Analysis Study](#)
- [District Wide Transport Study](#)
- [Draft Settlement Study](#)
- [Gypsy and Travellers Accommodation Assessment](#)
- [Local Economic Assessment \(LEA\)](#)
- [Local Infrastructure Plan](#)
- [Open Space Assessment](#)
- [Strategic Flood Risk Assessment \(SFRA\)](#)
- [Strategic Housing Land Availability Assessment](#)
- [Strategic Housing Market Assessment \(SHMA\)](#)
- [Local Plan Viability assessment](#)

The **Landscape Character Supplementary Planning Document** is at

http://www.bradford.gov.uk/bmdc/the_environment/planning_service/local_development_framework/landscape_character_assessment_SPD

National Planning framework and guidance are at

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

<http://planningguidance.planningportal.gov.uk/blog/guidance/>

