



Steeton with Eastburn and Silsden Neighbourhood Development Plan 2019-2030 Submission Draft

June 2019

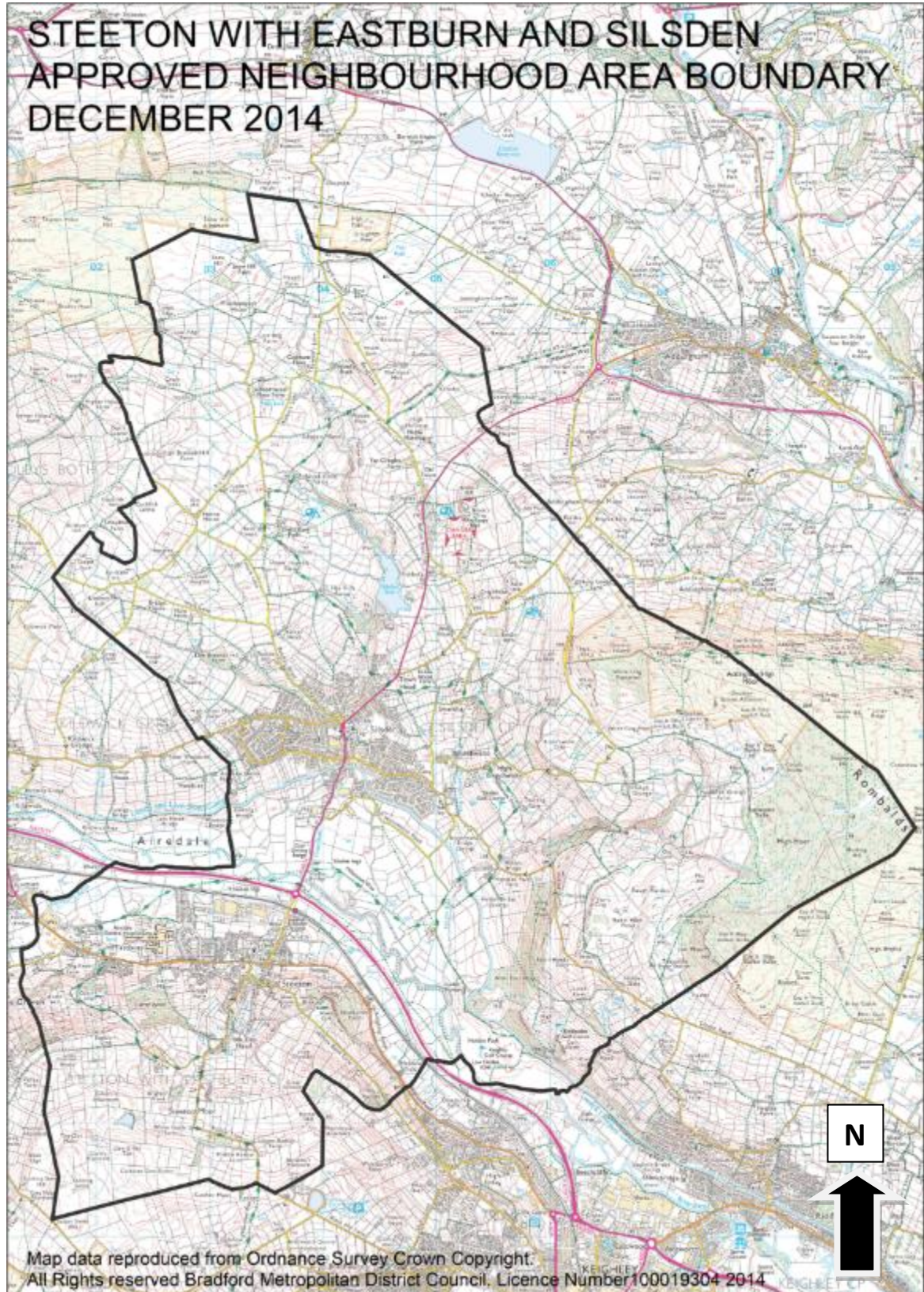
Overall Aim for the Steeton with Eastburn and Silsden NDP

"The aim for the neighbourhood development plan is to promote and protect a healthy and pleasant environment for those who live, work and play in the area, offering opportunities for employment, leisure, education, shopping and housing and improving connectivity. The plan will act as an advocate for the area and will ensure involvement in higher level decision-making processes."

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Figure 1 – Steeton with Eastburn and Silsden Neighbourhood Development Plan Area (Source: CBMDC, 2014)



1

Introduction

- 1.1 In 2014 the parishes of Steeton with Eastburn and Silsden came together to work on a Neighbourhood Development Plan (NDP). Taking advantage of the new power available to parish councils granted through the Localism Act 2011, the parishes, as qualifying bodies, applied for the area covered by the two parishes to be designated as a neighbourhood planning area (see Figure 1, page 4). Neighbourhood planning area status was approved by City of Bradford Metropolitan District Council (CBMDC) in December 2014.
- 1.2 This document is the submission draft of the NDP it replaces a previously version of the plan submitted in November 2017. CBMDC are consulting on the plan for **six weeks between Tuesday 17th September and Tuesday 29th October 2019**. When complete the plan will give local people more say in the future development of the area by setting planning policies to help guide, control and promote development.
- 1.3 **Comments should be submitted to CBMDC by 5pm on 29th October, electronically by e-mail or by post to:**

**Local Plans Team
City of Bradford Metropolitan District Council
4th Floor, Britannia House
Hall Ings
Bradford
BD1 1HX**

E-mail: planning.policy@bradford.gov.uk

- 1.4 The NDP is structured in the following way:

Chapter 2 - *Why we are preparing a Neighbourhood Development Plan for*

Steeton with Eastburn and Silsden sets out the background to the NDP and describes why the two councils think it important local people take the opportunity to use this new power.

Chapter 3 - *How long will it take to prepare the Neighbourhood Development Plan?* Sets out the NDP preparation process defined by government that we must follow to prepare a NDP; and shows the intended timetable for getting through this process.

Chapter 4 – *“Background, Overall Aim, Key Issues and Objectives”* outlines the key issues the plan will address and the Overall Aim for the area by 2030, along with the objectives that if successfully reached will help us realise the Overall Aim.

Chapter 5 - *“Strategic Planning Policy”* outlines the strategic planning policy framework within which this neighbourhood development plan has been prepared.

Chapter 6 – *Policies and Proposals* is the real “heart” of the document and sets out the draft planning policies and proposals for the area.

The NDP has two other chapters. One telling you how you can respond to this document, and, finally, a chapter setting out how we will monitor the success of the NDP, and, if necessary, how we will review the document if things become out of date, or are not working as we would like.

2

Why we are preparing a Neighbourhood Development Plan for Steeton with Eastburn and Silsden

- 2.1 Neighbourhood Development Plans (NDPs) are a relatively new part of the statutory development planning system. Just as local authorities, such as City of Bradford Metropolitan District Council (CBMDC), can produce development plans to promote, guide and control development of houses, businesses, open spaces and other uses of land so, too, now, by preparing a NDP, can parish and town councils.
- 2.2 NDPs, when complete, form part of the statutory development plan for an area, in this instance, CBMD. NDPs will be used to promote and guide what goes where; and, importantly, will be used to help determine planning applications.
- 2.3 Steeton with Eastburn and Silsden councils think this is an important right to exercise, and in early 2014, as qualifying bodies, they came together and applied for the whole area to be designated a neighbourhood planning area, see Figure 1, page 4. CBMDC approved this application on 2nd December 2014. Since designation the Parish Councils' Working Group have been preparing the NDP. This has included various consultations, these are documented in full in the accompanying Consultation Statement
- 2.4 The plan, when finalised, will give local people more say in the future development of the area. NDPs have the following benefits:

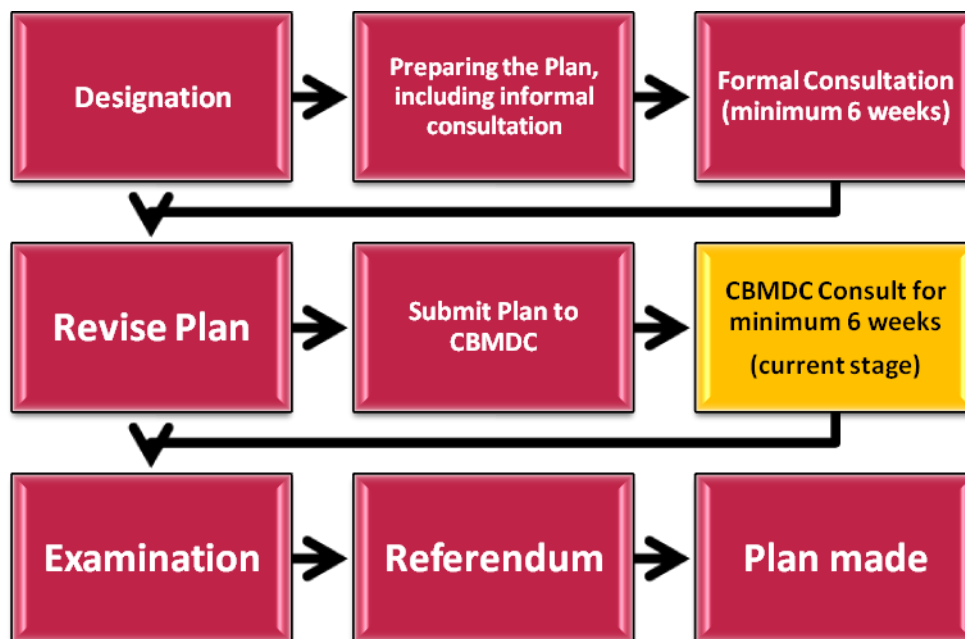
- NDPs are part of the development plan and carry what is known as “statutory weight” when planning decisions are made
- NDPs give local people the final say on the neighbourhood plan for the area through a referendum
- NDPs can bring a financial benefit to an area. CBMDC have introduced a levy on future development called the Community Infrastructure Levy (CIL). Without an NDP the parish and town council would receive 15% of any CIL collected, if we have an NDP we receive 25% of the CIL collected and this can then be spent in the neighbourhood area. With many new homes proposed in the area this could be a substantial sum.

3

How long will it take to prepare the Neighbourhood Development Plan?

3.1 Neighbourhood development plans have to be prepared following a procedure set by government (see Figure 2). At the moment, we are in the early stages of plan preparation.

Figure 2 – The Neighbourhood Development Planning Process



- 3.2 This procedure must include two minimum six-week periods of consultation on the Draft Plan, and will culminate in a referendum on whether the plan should be made part of the statutory development plan for Bradford district. All residents of Silsden, Steeton and Eastburn who are aged over 18 will be entitled to vote in the referendum. The Steeton with Eastburn and Silsden NDP Regulation 14 consultation took place from 3rd February 2017 to 17th March 2017. CBMDC are now consulting on the NDP under Regulation 16 of the Neighbourhood Planning Regulations. A previous version of the plan was submitted in late 2017, due to a number of technical issues the submission consultation did not take place. The plan has now been re-submitted for the Regulation 16 submission consultation.
- 3.3 After this submission consultation which runs from **[insert dates]** the NDP will then be subject to independent examination. Once the NDP has been examined it will have to be put to a vote, a referendum, of all those in the Parishes, as to whether it should be made part of the statutory development plan system or not.
- 3.4 We hope to reach referendum stage by late 2019.
- 3.5 It is important to bear in mind that the NDP must take account of national planning policy set by government; and strategic planning policy set by CBMDC. The latter, as we show in chapter 5, is extremely important in terms of planning the future of the area.

4

Background, Overall Aim, Key Issues, and Objectives

Introduction

- 4.1 The neighbourhood area covers two parishes – Silsden and Steeton with Eastburn. Over the last 50 years the area has seen significant changes, not least of these, considerable growth in the number of homes and changes in the local economy. Today, there are over 5,500 homes, and at the last Census in 2011, 12,643 people lived in the neighbourhood area. Broadly, the neighbourhood plan area has an older population than Bradford district, and Silsden, an older population than Steeton with Eastburn (Figure 3, page 12).

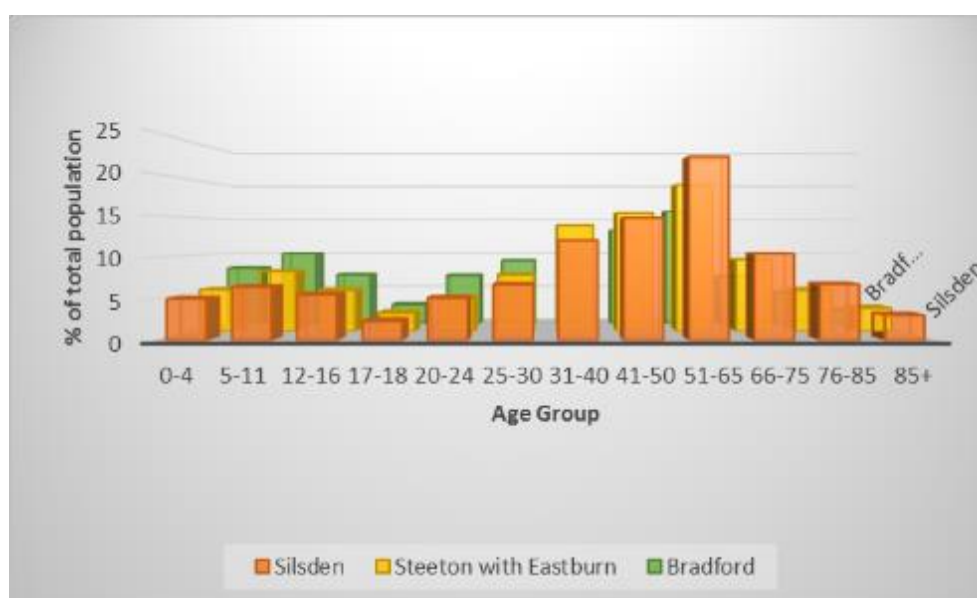
Steeton with Eastburn

- 4.2 Steeton with Eastburn had a population of 4,375 at the time of the 2011 Census. The settlements have changed from a small manufacturing settlements to more commuter-based areas. This transformation has continued, and recent changes have seen the closure of 3 working mills, one has been demolished, one has been converted into apartments and the last was converted into small employment units. These closures have resulted in the loss of many

employment opportunities in the villages.

- 4.3 There has, however, been economic expansion in other areas. The largest employers are Fives Landis and Airedale Hospital. Fives Landis is one of the world's leading manufacturers of precision high quality grinding equipment for the automotive and marine industries.

Figure 3 – Population Structure in the Parishes



- 4.4 Airedale Hospital run a placement for Nursing Students from the University of Bradford School of Nursing. They also provide work placements for many other professionals including Medical students, Radiographers, Physiotherapists, Occupational Therapists.
- 4.5 The hospital has changed dramatically over the last 50 years, going from over 600 beds in 1970 when it first opened, to approximately 300 at present. Although there are less beds now, the number of *patient experiences* have increased dramatically. The hospital has been an innovator by introducing Telemedicine, this enables patients to have consultations with the appropriate professionals without, in many instances, having to leave the comfort of their own homes. This technology has been exported to many areas of the country. The Trust also has a contract to provide this facility to some of the inmates of HM Prison service at various sites across the country.
- 4.6 Primary healthcare is provided from Steeton Health Centre, this is a satellite unit of the GP practice in Silsden and includes a pharmacy.

- 4.7 Another high-tech industry that has located in Steeton is SmartTV (formerly Echostar) at Boundary House, Millennium Way. SmartTV have a purpose-built facility where they design and develop components for satellite downlink hardware for the domestic and public sectors. The industrial complex where they are located, Millennium Business Park, was a greenfield site in the grounds of Steeton Hall. There are a number of other businesses in the Business Park. On Keighley Road are the premises of the Airedale Motor Company.



Eastburn General Store

- 4.8 Steeton with Eastburn benefits from having three churches (St Stephens, Steeton Methodist Church and Eastburn Methodist Church) all situated in the centre of the villages. Together the churches still play an important part in community life. There are two Public houses and two clubs and two hot food takeaways in the villages. Few of the small retail outlets that used to be in the villages in the early part of the last century remain, at one point there were over 150 small retailers in the two villages. There are now 10 small shops, 3 of these having come back into use in the last 2 years. There is also a small convenience supermarket that has been built in Steeton, in what was the large garden of a private dwelling. But this has not compensated for the loss of many small retail outlets that have stopped trading and in many cases, have been turned into

residential dwellings.

- 4.9 There are a number of new business start-ups. Predominantly, these are in health and beauty and hospitality. A very successful nursery and afterschool club opened in what was a butcher's shop, this is a thriving business and is looking to expand. It provides a valuable service to local people and to many who travel into the village to work. Two large former mill owners' houses have been converted into nursing/ residential homes. One nursing/residential home has also been purpose built.
- 4.10 A special purpose mental health hospital, Three Valleys Hospital, has been built and is now operated by Elysium Healthcare. As well as the main unit, they have now purchased two large houses that have been converted into patient outreach units, these are used by clients who have been institutionalised for a great number of years, and these units offer valuable supported/assisted living.
- 4.11 There are a large number of people who work from home. In Steeton and Eastburn, 207 people worked mainly from home, 9.1% of those in work (source: 2011 Census). A problem for a lot of these businesses is that there a lack of suitable accommodation for them to expand into when they grow. The few places that used to be available as starter units have either been demolished or converted into flats.



View over Steeton and Eastburn from Leeds and Liverpool Canal, Silsden

- 4.12 Agriculture has changed from many small units to the present-day two larger scale, diversified enterprises.

Silsden

- 4.13 The Silsden area includes Silsden itself and the hamlets of Brunthwaite, Swartha, Silsden Moorside and Cringles and had a population of 8,268 at the 2011 Census. In the last fifty years, Silsden has grown significantly. A substantial amount of new housing has been built in the town and each new housing development sees the continuing growth of the area.
- 4.14 Silsden town and its surrounding area has a tremendous local heritage and history. The significance of the Beck and connecting waterways have played an important part in the town's employment history. From the earliest years of agricultural farming; through to cottage industries; famous nail making and clog irons; and later, larger textile mills have all evolved around this natural water supply. The Beck and the Weir are a reminder of the town's industrial past but today are more important as attractive features in the centre of town giving it a distinctive rural feel.
- 4.15 In the 1960's Silsden was a small town of about 5,191 people (1961 Census), most of whom earned their living in the local textile mills. Silsden boasted 15 working textile mills, seven of these worked double shifts, and some ran a three-shift pattern which included a night shift. Decades later, all the working mills have been closed, some have been demolished and others have been converted into housing. These closures have resulted in a huge decline in the number of jobs available for local employment. Silsden was once regarded as being a self-sufficient town but has evolved into a town of commuters. Most of the town's population now work in the neighbouring towns and cities.



Traditional terraced housing in Silsden

- 4.16 In the town, there is a good choice of small shops and businesses which serve the Silsden area and do offer some employment but not in any great number. The retail area is largely located around Kirkgate, Briggate, the corner of Bradley Road and Bridge Street. The town is particularly well served by eight hairdressing and beauty salons and four barber's shops. There is also a Co-op supermarket off Bridge Street and a new Aldi supermarket opened on Keighley Road in March 2015 which has created 18 jobs.
- 4.17 Silsden lost its last remaining bank, the "Nat West", which closed in November 2014, although the town does still retain a branch of the Skipton Building Society. Silsden is also home to The Ecology Building Society's head office. There are a number of estate agents, insurance firms, and funeral directors. Silsden has a petrol station on the Keighley Road, a Toyota dealership and several car repair businesses.
- 4.18 The town currently has several health practices. They include a dental practice, a physiotherapist practice, an osteopath clinic, a psychotherapy/hypnotherapy clinic and a doctor's practice. The Silsden Health Centre, in particular, has grown over the last fifty years to meet the demands of its growing population. Now established in a newly built health centre on Elliot Street. Despite this move to new premises, there are still comments, including from the

consultations on this NDP, that there are difficulties in obtaining appointments. The town is also supported by three pharmacy businesses.



Silsden Medical Centre

- 4.19 Until recently, Silsden had six public houses, today only four pubs remain and there is a wine bar in the former Barclays Bank. The others have already been, or are in the midst of being, converted into housing. The Conservative Club, used for social rather than political purposes, has also recently closed. The town currently has two other social clubs. In addition, there are two cafes, three restaurants and seven fast-food takeaway outlets.
- 4.20 The town does retain some manufacturing, e.g., Snugpak which makes garments and sleeping bags which are suitable for adventure travel. Habasit has recently located to Elland reducing by 80 the number of jobs in the area. There are also a wide variety of other commercial businesses in the Belton Road area.
- 4.21 The town's police station closed in August 2005 and is currently occupied by a children's private nursery, Handprints. Nursery provision is also provided at Dradishaw Nursery and Aireview School in addition to several local at-home service providers. The Daisy Chain Centre, is currently hoping to be saved by a working group and is being supported in this by Silsden Town Council. The

Youth Centre building provides many different types of activities for people of all ages. Further organisations have shown interest in using the building and it is hoped this will make the Centre's retention more viable. There are four care homes for the elderly within the Silsden area.

- 4.22 Silsden still has its own fire station which is manned by part-time retained firefighters.
- 4.23 The refurbished Silsden Town Hall has two large function rooms, a meeting room, lounge area and kitchen. The Town Hall is an invaluable community facility and caters for social functions, dances, meetings, aerobics, private parties and wedding receptions. The town also has a library but, unfortunately, this is now half of its original size and is, now, situated within the Town Hall. The latest proposals from CBMDC are to reduce library services further and have these run by volunteers. Silsden lost its public toilets in May 2015, due to cuts made by CBMDC. Silsden Town Council considered taking over the running of these facilities but the prohibitive running costs, including the business rates, made this venture too expensive. There are public toilets in the Town Hall which are available when the library is open. A group of residents are still pursuing the possibility that the public toilets may be re-opened. The future of Silsden Town Hall is uncertain, CBMDC are examining sales of such community buildings or transfer to community trustees via Community Asset Transfer.
- 4.24 Silsden was administered by Silsden Urban District Council until 1974 when it was incorporated into the Bradford Metropolitan District. At this time, Silsden Town Council was created and the town was also one of the first to have its own Youth Council. Silsden has its own elected Mayor and Deputy Mayor.
- 4.25 Silsden benefits from having three churches of different denominations, St James's Church of England, the new Silsden Methodist Church and Our Lady of Mount Carmel Catholic Church, all situated closely together in the centre of the town. Whilst congregation numbers have declined over the last 50 years, the Churches, together, still play an important part in the community. The churches are still well used and offer many social activities, coffee mornings as well as religious worship.
- 4.26 The amount of green spaces in the area have largely remained the

same. There are relatively few green spaces within the Conservation Area itself, with the public green spaces congregating around the central, civic areas. This includes the Memorial Garden, which now includes a new bandstand which was erected in July 2011 in memory of local community stalwart Mr. Graham Inman; the now slightly reduced garden area located to the front of the new Methodist Church; and the green space behind St James' Church including the cemetery.

- 4.27 The largest green space is Silsden Park to the east of the town. Whilst regular sporting events still take place, its pavilion, café, and toilets have closed and are now boarded up. There is interest in starting a Friends of Silsden Park and it is hoped that the town's community group, the Silsden's Grand de Party, will help promote the benefits of this quality open green space.
- 4.28 Silsden has a thriving football club, Silsden Football AFC. Silsden Golf Club, situated in High Brunthwaite, started in 1911 and there is also a Silsden Golf Driving Range one of the largest in Yorkshire.
- 4.29 Education in Silsden has changed hugely over the last 50 years. Until the 1960's, the town had its own secondary school, the Silsden Secondary Modern School, this was situated in what is now the Hothfield Primary School. The town's older children in the main now travel to South Craven School in Crosshills.
- 4.30 Silsden currently retains separate infant and junior schools, with pupils usually moving from the Infant to the Junior school at age 7. As such, each school has its own admissions process. This caused significant problems for some of Silsden's families in 2015, when, for the first time, families were not offered a school place at the Aire View Infant School, due to there being insufficient places, even if the child had a sibling at Hothfield Junior School. An added benefit of the two schools coming together in September 2017 to form a single primary school will be that this problem is overcome. There are proposals to build a brand new school in Silsden to accommodate the combined schools. A plot of land on the north east of the town has been identified. The discussions regarding this proposal are currently on-going.



Aire View Infant School, Silsden

- 4.31 Parts of Silsden are prone to flooding and, often, after heavy rain, the fields around the town are flooded. Silsden Beck is subject to overflow at times, in various locations causing flooding. The major flooding of December 2015 is the worst recently recorded flooding and caused more damage than past floods. Many areas in Silsden were affected, with houses and businesses flooded. Residents have serious concerns that any further substantial house building will pose serious flood risk issues for the town.
- 4.32 The landscape around the Leeds and Liverpool Canal in Silsden has changed significantly over the last few decades. The canal no longer serves the mills and businesses that once occupied its banks. Many of these mills/industrial buildings have now disappeared or have been converted into modern canalside housing development.
- 4.33 The canal towpath is now used more for leisure by walkers and cyclists, fishermen and pleasure boaters. The Grade II canal warehouse belonging to Silsden Boats of Silsden hires out narrow boats for leisure pursuits. The rough, unmade and often muddy surface of the towpath needs to be greatly improved and be made accessible for people with disabilities, before it could be considered as a more suitable everyday transport link.
- 4.34 There is less public bus transport available now than fifty years ago,

as many people prefer the convenience of using their cars. There is no longer a direct bus service to the neighbouring town of Skipton in North Yorkshire. However, in 1990 the railway station at Steeton was reopened after having been closed under the Beeching cuts in 1965. It is used by people in Silsden, although the station is over a mile from the town centre, and it has been highlighted, in the Silsden Survey 2012, that rail transport would be used more often if there were better and safer access to the station, e.g., a footbridge over the Aire Valley dual carriage way, more parking facilities at the station, better dropping off points and improved integration of bus and train services.

- 4.35 The Aire Valley dual carriage way (A629), Keighley to Kildwick by-pass, was completed in 1988 and built to alleviate the traffic congestion in the Aire Valley at that time. However, decades later, the traffic problems remain the same due to the large volume of vehicles which travel through the area.
- 4.36 The main route, and only road, the A6034, connecting the Aire Valley to the Wharfe Valley goes straight through Silsden and is often heavily congested. Traffic flow at peak times; narrow roads; crossing and junctions; utility and road repairs; Heavy Goods Vehicles blocking the centre of town; all cause the traffic to queue back to the Silsden roundabout and then, in turn, onto the Aire Valley by-pass. This is potentially a very dangerous situation, with cars travelling on the dual carriageway up to speeds of 70 miles an hour and then coming to stationary traffic. In order for Silsden to continue to successfully thrive and expand, the much-needed by-pass on the east side of the town is desperately required before additional traffic loading from new housing development.

Overall Aim and Key Issues

- 4.37 There are several planning issues that affect the parishes. This section of the plan sets out those issues and what we intend to do about them. If successful, this will help us to achieve our overall aim for the area in 2030.

Overall Aim

"The overall aim for the neighbourhood development plan is to promote and protect a healthy and pleasant environment for those who live, work and play in the area, offering opportunities for employment, leisure, education, shopping and housing and improving connectivity. The plan will act as an advocate for the area and will ensure involvement in higher level decision-making processes."

What are the key planning issues facing the area?

4.38 The Neighbourhood Development Plan has been developed by a Working Group, in consultation with the local community (full details of consultation and engagement are provided in the Consultation Statement that accompanies this document). The key issues raised during initial consultations included the following, these are listed in no particular order and reflect local people's concerns:

- Design criteria should be set, including a maximum height (2 storey) and density (25-30 per hectare?)
- Condition of some of the housing stock
- Need to conserve local heritage including the future management of the Conservation Areas
- Impact of future retail developments on current shops
- Need to control the number of hot food takeaways, charity shops and betting shops
- No land is allocated for additional employment use in

Steeton or Eastburn

- The three primary schools in the area are in very old (Victorian) accommodation. Steeton school is multi-site.
- There is a lack of capacity in primary schools
- Silsden primary school is the only one in the Bradford area to operate a 3 tier system, i.e. separate sites for infant and junior children. From 2017 the schools will join together, Hothfield School to be incorporated within the Aire View School, for admission purposes only.
- Replacement primary schools are needed.
- Secondary schools: all are out of the local area, some are in North Yorkshire and thus in a different education authority. There is a lack of capacity and transport issues.
- Transport links to some areas poor.
- Issues related to drainage, sewerage and water supply
- Connectivity (broadband especially) is in need of improvement.
- Railway station: lack of parking space.
- Poor links between bus and rail services – most buses do not go to the station even though there is space to turn there.
- Negative impact of possible extension of the M65
- Level Crossing at Kildwick (out of area) causes traffic hold ups.
- GP surgeries and access to services: There is a new, purpose built health centre in Silsden which opened in 2014. Reports state there are still delays in trying to get an appointment. Space could be allocated for a new/expanded surgery and finance should be included in planning gain agreements.
- Increases in the elderly population will bring increasing demands for healthcare.
- Airedale Hospital is a major employer in the area.
- Lack of community hall space in Silsden.
- Poor quality of some, or lack of, play spaces and playing fields (drainage issues).
- Severe flooding is a major issue for this area - recent flooding in the area indicate that the third of sites proposed are likely to flood and the existing drainage system is inadequate. Any further development will add to the problems currently experienced by residents

in the recent Boxing Day floods of 2015.

- The electricity substation has now exceeded its capacity of only a further additional 100 dwellings. Any upgrade will require a hugely costly expense.
- A second children's play area should be included in Silsden. There are presently only children's play areas within the actual park. Silsden is a sizeable area and another play area should be considered in the South/West of the town should more housing be granted.
- Management of change in the Conservation Areas.

4.39 We then built on this early engagement by holding two drop-in events at:

- Silsden Methodist Church - Friday 26th September 2014 1 pm to 9 pm
- Steeton HUB - Saturday 27th September 2014 1pm to 9pm

4.40 A questionnaire was made available at these meetings and online in order to gauge local opinion about the positive aspects of the area as well as issues and potential improvements that could benefit the local communities. The questionnaire could be handed in at one of the consultation events or sent by post or email to the Steeton with Eastburn Parish Council clerk. In total, 44 questionnaires were returned. There was general consensus that Silsden and Steeton with Eastburn have a number of good attributes:

- Small friendly communities
- Easy access to beautiful countryside on the doorstep and further afield – the coast, Lakes, Dales
- Good rail links
- Good independent local shops
- Low levels of crime

But there are some significant issues:

Environment

- Drainage and flooding issues e.g. The Beck near St John's Street in Silsden
- Development threat to the Green Belt in the neighbourhood area and the area's surrounding countryside – brownfield sites

should be used first

- The Leeds and Liverpool Canal is an under-used and neglected asset
- Silsden Park is neglected – it needs investment and a development plan
- Litter around takeaways
- Dog Fouling

Housing

- The scale of proposed housing is too great – there is insufficient infrastructure to cope (roads, drainage, schools, medical facilities)
- BUT there is a need for affordable and sheltered housing

Employment

- Need for new employment opportunities in the area
- New start-up businesses should be encouraged

Community Facilities and Services

- No banks
- Vacant shops
- Dentist/GP surgeries are over-stretched
- Need to make better use of Silsden Town Hall
- More community buildings required in Silsden to accommodate the needs of particular groups which are aren't available elsewhere in the town.
- Silsden: improved community facilities in the park, a new pavilion, café and toilets

Traffic and Transport

- Speeding traffic – need for traffic calming and introduction of 20mph limits in built-up areas
- Access to Steeton station from Silsden is poor and dangerous, particularly for pedestrians. Crossing the bypass is a significant problem
- Poor quality of footpaths
- Parking issues, especially at Steeton station
- Volume of traffic, particularly HGVs, on the main road through Silsden. Need for a bypass

- More cycle paths are needed
- Silsden centre is not wheelchair friendly
- Canal towpath improvements are required
- Bus and rail timetables do not marry up
- Access to the station and all new footpaths to include access for people with disabilities

- 4.41 A letter inviting comment was sent to 305 local businesses in September 2015. Just 2 responses were received. The one issue identified was the potential to increase usage of the sports and leisure areas around Silsden Cricket Club.
- 4.42 During the summer of 2015 a “call for development sites” was held by the two councils. This resulted in only a handful of submissions. Most of which were already allocated sites, or sites in the Green Belt.
- 4.43 Following these early consultation exercises a draft plan was prepared in early 2016. This document was consulted on widely and a small number of responses were received. These have been analysed and taken into account in the preparation of this document.
- 4.44 The councils have also placed information on the two parish web sites, issued press releases, and used other methods of awareness raising. Overall, the two councils have sought to engage with as many groups as possible in the community and voluntary sector, the public sector, and private sector in including the Airedale Partnership.

Regulation 14 Consultation

- 4.45 Part of the NDP preparation process (Figure 2) includes a formal minimum six-week consultation: the Regulation 14 consultation. This was held 3rd February to 17th March 2017 with copies of the plan placed on the web site, drop-in sessions held and opportunities for residents, landowners, agencies and others to make formal representations on the content of the plan.
- 4.46 These representations were considered and assessed by the Neighbourhood Plan Working Group and have resulted in further changes and refinements to the NDP. These were agreed by the councils and form part of this submitted NDP. A full summary of this consultation, the responses and how they have helped shaped the NDP can be found in the Consultation Statement that

accompanies the submitted NDP.

Objectives

- 4.47 So, what do we intend to do about the key issues identified? Having considered these issues carefully and having looked at a wide range of evidence we have identified a number of objectives for our NDP. These are:

Steeton with Eastburn and Silsden NDP Objectives

OBJECTIVE 1 – To promote sustainable housing development

OBJECTIVE 2 – To conserve and enhance the area's built heritage

OBJECTIVE 3 – To conserve and enhance the area's natural environment

OBJECTIVE 4 – To protect and promote a vibrant countryside

OBJECTIVE 5 – To ensure all new development includes suitable infrastructure to address its needs and any new impact it may have on the wider community

OBJECTIVE 6 – To protect and enhance the vitality and viability of local centres and shopping areas

OBJECTIVE 7 – To support economic growth and local employment opportunities

OBJECTIVE 8 – To support improvements to the transport network that meet the needs of all users

OBJECTIVE 9 – To protect and enhance existing community and recreation facilities

OBJECTIVE 10 – To support the growth and development of tourism

5

Strategic Planning Policy

5.1 The NDP must be in general conformity with strategic planning policy for the area. This is contained in two documents prepared by CBMDC:

- ❖ The saved policies of the Bradford Replacement Unitary Development Plan; and
- ❖ The Bradford Local Plan Core Strategy (LPCS)

The development plan in Bradford will also include a number of other documents, such as the Site Allocations Development Plan Document. Full details of these can be found in the Local Development Scheme¹.

The saved policies of the Bradford Replacement Unitary Development Plan²

¹ <https://www.bradford.gov.uk/planning-and-building-control/planning-policy/local-development-scheme/>

²

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

- 5.2 The Bradford Replacement Unitary Development Plan (RUDP) was adopted in 2005. Many of the policies have been superseded by the LPCS, but some are “saved” and remain part of the development for the district until replaced by policies in this NDP or another development plan document, such as the Site Allocations Development Plan Document.
- 5.3 The policies and proposals in this NDP have been prepared so as to be in general conformity with the saved policies of the RUDP. How this has been achieved is set out in detail in the Basic Condition Statement that accompanies this NDP.

Bradford Local Plan Core Strategy

- 5.4 The most recent expression of strategic planning policy is set out in the Bradford Local Plan Core Strategy (LPCS). Adopted in July 2017, and covering the period to 2030, as does this NDP, the LPCS has superseded much of what was in the RUDP, but it does not deal with site specific issues. The NDP, where appropriate, now seeks to deal with some of these more detailed matters.
- 5.5 Under the LPCS, Steeton with Eastburn and Silsden are identified as Local Growth Centres. The key elements of the LPCS relevant to the NDP are set out in Policy Sub Area Policy AD1 – Airedale, see Figure 4. 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 30 ha. Just over 20% of the new homes have to be found in the NDP area:

- ❖ **Silsden 1,200**
- ❖ **Steeton with Eastburn 700**

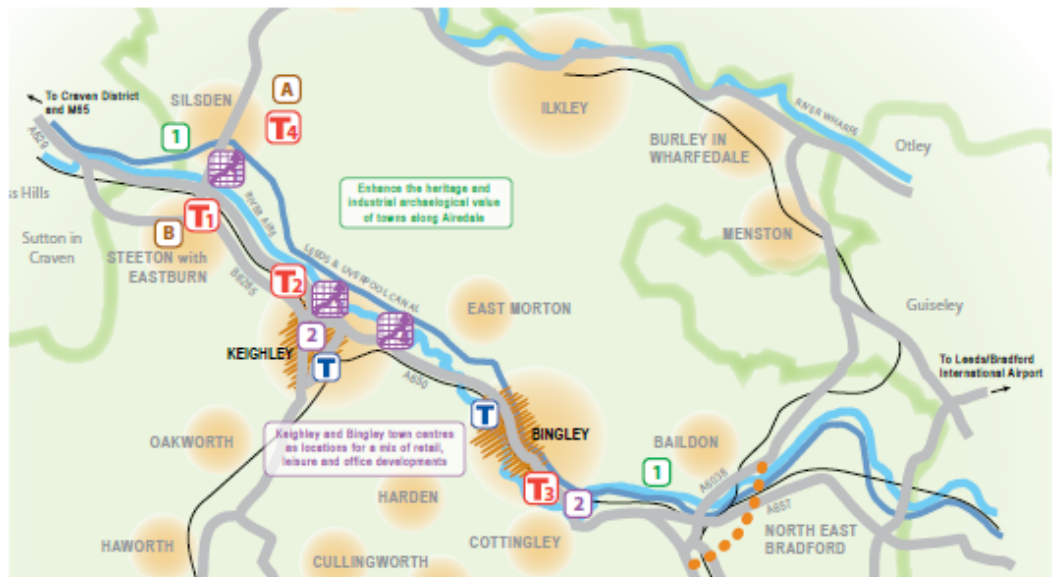
- 5.6 Silsden will see the creation of more than 1,200 new homes with associated community facilities and the creation of Silsden Rural Business Park. Supporting highway infrastructure will be provided together with good walking and cycling links to Silsden and Steeton railway and bus interchange station.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

- 5.8 CBMDC have recently commenced consultation on a partial review of the LPCS. This consultation can be found [here](#) and runs until 22nd February 2019. Given the very early stages of this review the implications for the NDP are considered to be very limited at this stage.

**Figure 4 – Airedale Spatial Vision Diagram, Bradford
Local Plan Core Strategy** (Source: Bradford CMDC Local Plan Core
Strategy (July 2017))












Figure AD1: Spatial Vision Diagram – Airedale by 2030





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Key

Airedale Policy AD1

-  AD1B Urban Regeneration and Renewal Priority Areas
-  AD1D Economic Development
-  AD1E Environment
-  AD1F Transport
-  Trainline
-  River
-  Canal
-  Road
-  Existing train station
-  Proposed train station
-  Proposed Road Infrastructure


Growth Areas

-  Silsden
-  Steeton with Eastburn

Economic Development

-  Silsden Business Park
-  Keighley and Bingley - Principal focus for indigenous economic development including starter units for SMEs and business parks for larger digital, design, financial and service sectors
-  Royd Ings
-  Dalton Lane Business Innovation Centre

Environment

-  Improve green infrastructure along Airedale River, Canal and Transport Corridor

Transport

-  Bus and Rail Interchange at Silsden and Steeton
-  Hardings Road / Keighley Town Centre Improvements
-  Bingley Interchange
-  Highway Improvement to East of Silsden

6

Policies and Proposals

- 6.1 This chapter of the NDP sets out the planning policies and proposals that will be used to help us achieve the overall aim and individual objectives. Each policy is set out under the appropriate objective with an accompanying narrative text that sets out why the policy is needed, a summary of the evidence used³ to justify inclusion of the policy and any other relevant information. The NDP is also published alongside a set of Policies Maps. The policies in the NDP and the other policies that go to make up the development plan, such as the Local Plan Core Strategy, should be read as a whole.

³ A separate Planning Policy and Evidence Base Review also accompanies the submitted plan.

OBJECTIVE 1 – To support sustainable housing development

- 6.2 The NDP will support LPCS Policy SC4 in promoting Steeton with Eastburn and Silsden as “Local Growth Centres”. This will primarily be achieved by supporting housing development on already allocated sites in the adopted Replacement Unitary Development Plan and those that come forward through CBMDC’s Site Allocations Plan.
- 6.3 The NDP does not seek to allocate land for housing. Initially, this had been one option considered when drawing up this NDP: a “call for sites” was held in summer 2015. The results of this exercise were disappointing. Only a handful of housing sites were put forward in total. These fell in to two categories: existing development plan allocations for housing; or Green Belt sites. In the case of the former, the NDP supports the continued allocation of these sites for housing – there is no need for the NDP to say anything further on these sites. On the latter, Green Belt is a strategic planning policy matter and the NDP acknowledges that this will be dealt with through the review of the LPCS and the Site Allocations Development Plan Document.
- 6.4 Given the Green Belt constraints, the NDP will support growth in Steeton with Eastburn and Silsden within the existing settlement boundary, as shown on the Policies Map, and will seek to influence the form and type of new housing development in the area up to 2030.

6.5 **POLICY SWES1 – HOUSING DEVELOPMENT WITHIN THE EXISTING URBAN AREA OF STEETON WITH EASTBURN AND SILSDEN**

Development for new housing will be supported, in principle, within the settlements of Steeton with Eastburn and Silsden when, where possible, it:

- a) **re-uses previously developed land, providing that such land is not of high environmental value; or it re-uses an existing building. Where planning permission is required buildings currently or last in use for business or industrial use (B1, B2**

- and B8 uses) and not identified under Policy SWES15 of this NDP, the applicant must be able to demonstrate that the building is no longer suitable for such a use in terms of location, accessibility, adjacent land uses, environmental impacts and lack of demand (i.e. where it can be shown that the site has been continuously marketed for employment uses at local land values for a period of at least two years);
- b) would not lead to the loss of open space or community facilities identified for protection in this plan unless the provisions in Policies SWES15, SWES16 and SWES17 can be met; and
 - c) it would not have a significant and demonstrable adverse impact on existing and planned infrastructure.

6.6 Policy SWES1 will be used to support future housing growth within the existing settlement boundary. Within the urban area the priority should be to re-use previously developed land and existing buildings. In doing this, the right balance needs to be struck to ensure that housing development does not lead to the loss of employment premises and community facilities. This is to ensure that the area develops sustainably with new housing retaining access to local employment and facilities; reducing the need to travel; and creating a healthy community. The LPCS sets a target of only 15% of new housing in the area being on previously developed land. This target acknowledges the fact that a number of existing allocations are greenfield and substantial new growth in the area is dependent on a possible change to the Green Belt boundary.

6.7 **POLICY SWES2 – DESIGN OF NEW HOUSING DEVELOPMENT WITHIN THE STEETON WITH EASTBURN AND SILSDEN NEIGHBOURHOOD PLAN AREA**

To ensure new housing development is of good quality design, such developments should be designed in such a way that they have suitable regard to the following criteria:

- a) They conserve and enhance the locally distinctive built, historic and natural environment assets, both designated and non-designated of the neighbourhood area;
- b) The design makes good use of site characteristics and surroundings, including:

- I. Layout and use and form of space within the site**
- Ii. Siting**
- Iii. Scale**
- Iv. Height**
- V. Proportions and massing**
- Vi. Orientation**
- Vii. Architectural detailing**
- Viii. Landscape, existing plants, trees and other features**
- Ix. Materials**

- c) There is no significant adverse impact on residential amenity for existing and future occupiers of the development or in the surrounding area;**
- d) The development minimises resource use and helps to meet climate change targets, including by minimising surface water run-off and use of sustainable drainage systems and green technologies;**
- e) The proposal provides easy access for all members of the community. Layouts should provide an integrated, safe, attractive environment for pedestrians and cyclists (particularly children, the elderly and those with disabilities and impaired mobility);**
- f) Proposals should provide safe environments that “design out crime”;**
- g) Any recreational open space provision required in the proposed development should preferably be in a central location within the overall development, fully integrated and suitably overlooked by adjacent housing;**
- h) Proposals should include measures for future maintenance of open spaces, hard and soft landscaping and other public areas;**
- i) Development proposed on the edge of the settlements should improve access to the countryside, enhance the local landscape and protect views in to and out of the site;**
- j) There should be suitable provision of suitable space (in terms of size and no negative impact on the public realm) for waste and recycling bins and containers; and**
- k) Proposals should include appropriate and adequate lighting, particularly in the more rural parts of the neighbourhood area.**

6.8 To ensure all new development is of good quality design proposals will be assessed against the criteria in Policy SWES2 and applicants should consult the policy when drawing up planning proposals. This is in line with national planning policy which seeks to achieve-designed places. Policy SWES2 also provides further detail to sit alongside planning policy to promote housing quality (Policy H09) in the LPCS.

6.9 In particular, Policy SWES2 seeks to ensure that new housing development has particular regard to the importance of the distinctive local built heritage, natural environment (designated and non-designated) and the local landscape. This includes the historic cores of the settlements with their robust stone buildings, including homes, shops, places of worship and work set within the wide valley landscape of smaller settlements, isolated originally farmsteads, enclosed fields, wood and moorland. New development should be designed so that it makes a positive contribution to enhancing this distinctiveness and ensuring that it would not lead to significant adverse impacts on these key assets. Policy SWES2 should, in particular, be read alongside LPCS Policy DS1 *Achieving Good Design*. Policy SWES2 provides additional local detailed policy for the neighbourhood area and, in particular, criterion B of Policy DS1 that seeks to achieve good design and high quality places by ensuring development is informed by a good understanding of site area and context.

6.10 **POLICY SWES3 – HOUSING DENSITY**

To ensure new housing development in the neighbourhood area makes the best and most effective use of land development should seek to achieve a minimum density of 30 dwellings per hectare. Higher densities should be considered in the following locations:

- a) **in areas within reasonable walking distance of the rail station and bus routes served by daily, frequent bus services;**
- b) **in the historic cores of the towns where higher densities are traditionally more common and where higher housing densities may result in development more in keeping with the character of the surrounding area; and**
- c) **on sites with good, safe access to the local primary road network and where densities higher than the minimum would not result in significant and demonstrable adverse**

road traffic impacts.

- 6.11 National planning policy seeks to promote an effective use of land. One way of doing this is by setting policy for the density of housing development – such policies should reflect local circumstances. The LPCS sets a minimum density of 30 dwellings per hectare, this is needed to meet the district’s growing population and due to the relatively constrained supply to meet that need.
- 6.12 Policy SWES3 supports LPCS Policy HO5 and also sets out specific local circumstances, as identified in LPCS Policy HO5, when housing densities could exceed the minimum and help to support strategic planning policy. In respect of this NDP, this should be the aim of development of sites in areas within reasonable walking distance (at the time of publication such assessment should be made in relation to Institution of Highways and Transportation guidelines⁴) of the rail station and main bus routes. It may also be desirable in the historic cores of the three towns where higher densities are, traditionally, more common (with terraced housing and smaller gardens) and where higher housing densities may result in development more in keeping with the character of the surrounding area, particularly if more suburban layouts and lower suburban densities are being considered. Avoiding the latter will help to ensure that new development integrates and is compatible with these higher density areas. Higher densities may also be possible on sites with good access to the local primary road network unless the transport impacts of such development would result in residual cumulative impacts that are severe.

⁴ Guidelines for Providing for Journeys on Foot, Institute of Highways and Transportation, 2000

OBJECTIVE 2 – To conserve and enhance the area’s built heritage

6.13 The policies in this section set out how we will protect non-designated heritage assets. Designated heritage assets, such as Conservation Areas and listed buildings, already have existing protections under other legislation.

6.14 POLICY SWES4 - PROTECTING LOCAL NON-DESIGNATED HERITAGE ASSETS

Development should conserve and enhance the local, non-designated heritage assets listed below and shown on Policies Maps 2 to 11 (Appendix 1):

Silsden

SWES4/1 - 27 and 27A North Street

SWES4/2 – Highfield House corner of Pickard Lane and Browfield Terrace

SWES4/3 - 15 Chapel Street (previously used as the Primitive Methodist Chapel)

SWES4/4 - 10 Briggate

SWES4/5 – 16 Briggate

SWES4/6 - 2 to 6 Briggate

SWES4/7 - 7-9 Briggate

SWES4/8 - Silsden Town Hall, Kirkgate

SWES4/9 - Airedale Shed, rear of Nicholson’s Place

SWES4/10 - Silsden New Methodist Church

SWES4/11 - Co-operative Building, 74 Keighley Road, Keighley Road

SWES4/12 - Co-op shop, 1-3 St. John’s Street

SWES4/13 - Cat Steps and fire hydrant, Back of Stirling Street

SWES4/14 - Corn Mill House, Keighley Road

SWES4/15 - Drover’s route by ford along Sykes Lane

SWES4/16 - High Bank House, next to the canal, off Sykes Lane

SWES4/17 – 1, 3, 5, 18a and 18c North Street

SWES4/18 – Former Library Building/Board School

Steeton with Eastburn

SWES4/19 - Barrows House, 16, Barrows Lane
SWES4/20 - 1, and 3 Hill Top, off High Street
SWES4/21 - The Goats Head Pub, Keighley Road
SWES4/22 - 27, Station Road
SWES4/23 - Croft House, Mill Lane
SWES4/24 - 2 Elmsley Street
SWES4/25 - Holmes House and attached barn, St. Stephen's Road
SWES4/26 - Woodlands, Summerhill Lane/Station Road, Steeton
SWES4/27 - Poplars Lodge, Summerhill Lane
SWES4/28 - Oakfield Lodge, Summerhill Lane
SWES4/29 - Bridge over Steeton Beck in Redding Wood

Stone setts, where they remain part of the streetscene should be retained. The opportunity for original stone setts to be reinstated as part of the streetscene will be encouraged.

Where renovations, or alterations, requiring planning permission of the assets listed above is proposed such changes should be designed sensitively, and with careful regard to the asset's historical and architectural value and appropriate attention to the asset's setting.

Where a proposal would result in the loss of, or substantial harm to a local non-designated heritage asset, such proposals will only be supported when the public benefit of the proposal outweighs the loss or harm to the asset and its setting. Development resulting in the loss of, or substantial harm to the asset, may be subject to a planning condition, or conditions, to ensure that development takes place after the loss or harm has occurred.

Planning proposals will also be assessed against relevant adopted CBMDC policies for their impact on non-designated heritage assets, heritage assets with or potential to have archaeological value and the wider historic landscape.

- 6.15 As well as the neighbourhood area's designated heritage assets, such as listed buildings and the Brunthwaite, Steeton, Silsden and Leeds and Liverpool Canal Conservation Areas the area also has many non-designated heritage assets that contribute to the rich and distinctive built environment. In line with national planning policy, and the

LPCS (Policy EN3 (F)), that 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.”** This NDP has taken the opportunity, using published guidance from Historic England, to identify a local list of heritage assets that should be conserved and enhanced. A number of the identified assets are also identified as key unlisted buildings in CBMDC’s Conservation Area Appraisals. Local groups, including the Civic Society have also been involved and engaged in drawing up the list of non-designated heritage assets.

- 6.16 Separately, Silsden Town Council are encouraging CBMDC to review the boundary of the Silsden Conservation Area. This would extend the Conservation Area on North Street to include the already listed Townhead buildings which would bring some of the town’s oldest buildings in to the Conservation Area. Silsden Town Council would also like to extend the Conservation Area to the south of the town to protect part of the old coach road, on Sykes Lane.
- 6.17 As well as non-designated heritage assets with historic or architectural value, the area also has several non-designated heritage assets of archaeological value and a wider, rich historic landscape. To ensure that these assets and the historic landscape is considered appropriately in planning proposals, such proposals will be assessed against policies in the LPCS.

OBJECTIVE 3 – To conserve and enhance the area’s natural environment

6.18 The neighbourhood plan area has many significant natural environmental assets. NPPF set out that the planning system should “contribute to and enhance the natural and local environment by:

- 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);
- 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;
- minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. (NPPF, para. 170).

6.19 **POLICY SWES5 - PROTECTING LOCAL NON-DESIGNATED BIODIVERSITY AND GEODIVERSITY ASSETS**

Where development proposals affect non-designated sites and features of local biodiversity and geodiversity such proposals should seek to conserve and enhance those assets. This includes woodland, moorland, wetlands, watercourses, grasslands, hedgerows and walls and former quarries.

If significant harm cannot be avoided, adequately mitigated, or compensated for within the neighbourhood plan area then planning permission will not be supported.

6.20 The neighbourhood plan area includes a number of designated sites of ecological and geological importance, including:

Site of Special Scientific Interest/Special Area of Conservation (SAC) and Special Protection Area (SPA)

South Pennine Moors

Sites of Ecological or Geological Importance (SEGI) Regionally Important Geological Site

Doubler Stones,

Sites of Geological Interest

Throstle Nest, Silsden
Steeton Reservoir, Steeton

Sites of Local Nature Conservation Importance/Bradford Wildlife Areas

Leeds Liverpool Canal
Doubler Stones, Silsden
Throstle Nest, Silsden
Steeton Reservoir, Steeton

- 6.21 These sites already have existing protections. The NDP does not seek to replace these, but, through Policy SWES5 seeks to protect so-called non-designated ecological and geological assets in the area. If significant harm cannot be avoided to sites and features covered by this policy that harm should be adequately mitigated or compensated for (offset) elsewhere within the neighbourhood plan area. If neither mitigation nor compensation is possible planning permission will be refused.
- 6.22 Natural England identifies several landscape character areas. The neighbourhood plan area falls within the South Pennines Landscape Character Area⁵. This is a “broad brush” characterisation covering a very large area but the key policy aims recommendations are relevant to the neighbourhood plan area: preserving the character of the uplands e.g. by retaining field boundaries; protecting historic and archaeological features; and developing the area’s use for recreation in a sensitive way.

⁵ <http://publications.naturalengland.org.uk/map?category=587130>



View over Steeton and Eastburn from the Leeds and Liverpool Canal

- 6.23 The Airedale area has one of the most complex landscape characters in Bradford district. The River Aire flows southwards down a broad U-shaped valley, with broad contrasts between the upper, open exposed pastures (land above 250m) and the settlements on the valley floor and lower valley slopes.
- 6.24 CBMDC's existing *Landscape Character Supplementary Planning Guidance*⁶ breaks the neighbourhood plan area in to five further distinct areas: upland pasture; enclosed pasture; floodplain pasture; wooded valley and wooded incline, see Figure 5, page 46. The enclosed pastures around Silsden and the wooded incline around Steeton have a particularly strong character. The change in landscapes across a relatively short area also forms part of the character of the area with change from the tranquil upland pastures to the busier, urban areas on the lower slopes and valley floor.
- 6.25 To ensure that new development takes appropriate account of this landscape and enhances, and does not have a significant adverse impact, development proposals will be assessed against the detailed

⁶ <https://www.bradford.gov.uk/planning-and-building-control/planning-policy/landscape-character-assessment-supplementary-planning-document/>

criteria in Policy SWES6. Policy SWES6 takes the work on landscape produced by Natural England and CBMDC and identifies key features that should be used in preparing and determining planning applications. This approach supports and provides more detailed policy guidance to help implement LPCS PolicyEN4: *Landscape* that seeks to ensure that plans, policies and proposals make a positive contribution to the conservation, management and enhancement of the diversity of landscapes in the District, including the Airedale landscape.

6.26 **POLICY SWES6 – AIREDALE’S VALUED LANDSCAPE**

New development proposals, where appropriate, will be required to incorporate the following landscape design principles in order to protect and enhance the valued landscape character of the area:

- a) **Layout and design should be appropriate to the area and should create a good quality-built environment which integrates with the distinctive local built form and landscape;**
- b) **Development proposals likely to result in significant visual impacts are required to be supported by a landscape visual impact assessment setting out how the design aims to respect and respond positively to the character of the site and its surrounding area;**
- c) **Retention and conservation of existing field boundaries, especially in areas of enclosed pasture;**
- d) **Retention of trees, areas of woodland, hedgerows and stonewalling. Any additional planting should be of suitable native species, well related to existing woodland and be concentrated in areas where it will have a suitable visual impact;**
- e) **Conservation of cultural, historic and archaeological assets;**
- f) **Protection and enhancement of important views by limiting the height or visibility of large vertical structures. In assessing impacts on such views particular regard should be had to:**
 - i. **Views of, and from, the wooded incline and tower above Steeton;**
 - ii. **Views of Rombalds Ridge;**
 - iii. **Views of Airedale from Silsden Road and Holden Lane;**

- iv. Views along the floodplain pastures in Silsden;
- v. Views along and from the Leeds and Liverpool Canal;
- vi. Views from the towns of upper valley slopes and pastures;
- g) Careful siting, design and screening of any development on upper slopes;
- h) Strict control of urban influences on upper slopes and the Aire floodplain, including infrastructure and lighting; and
- i) Conservation and retention of historic, narrow lanes.

6.27 As well as landscape, the NDP will seek to protect the area's green infrastructure (GI). GI is the whole network of grasslands, woodlands, hedges, lanes, rivers, ponds, streams and the Leeds and Liverpool Canal that together form a network across the area. The rivers, ponds, stream and canals are sometimes referred to as blue infrastructure. The network performs multiple functions, including: providing opportunities for informal recreation; a haven and routes and corridors for wildlife; a recreation area; and, overall, contributes to the two urban areas' settings; and contributes to residents' health and well-being.

6.28 **POLICY SWES7 – GREEN AND BLUE INFRASTRUCTURE**

Development proposals should conserve and enhance the neighbourhood plan area's green and blue infrastructure network. Where appropriate, development proposals should incorporate the following:

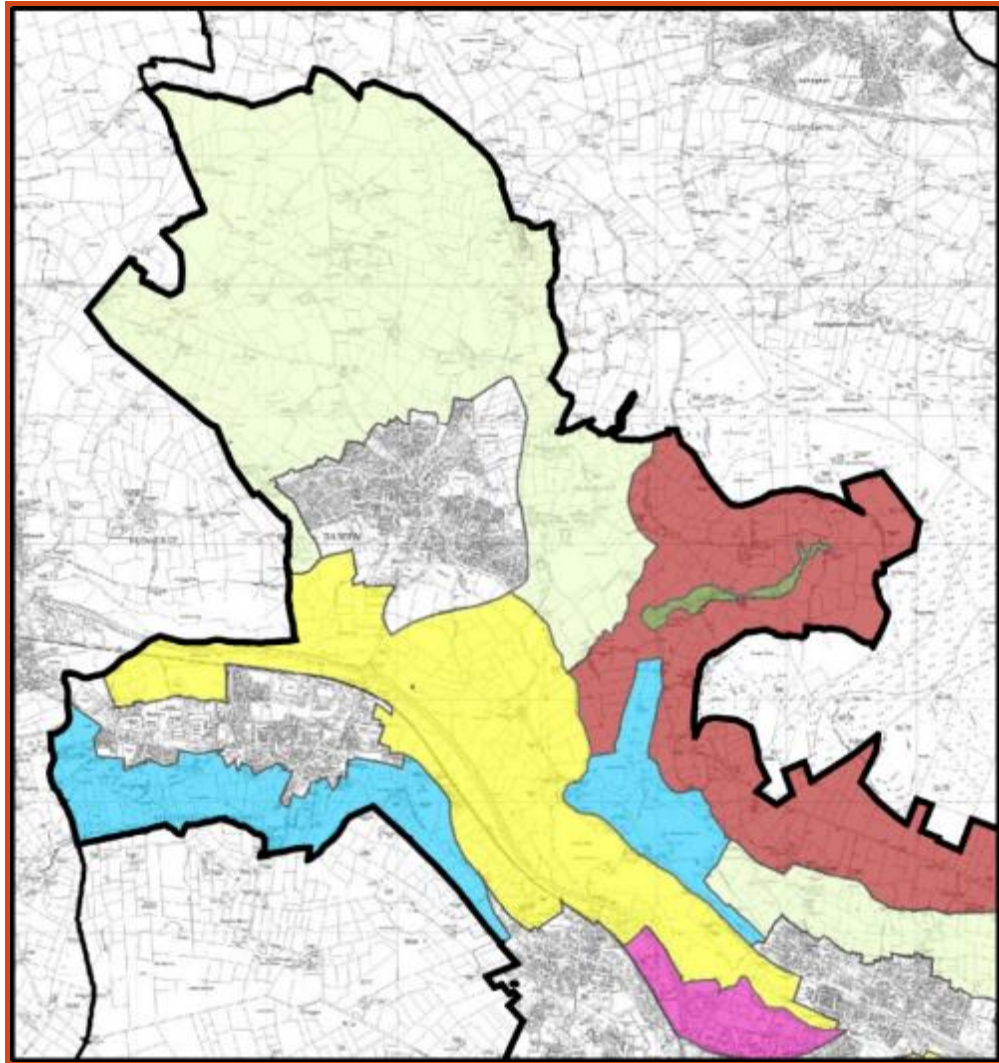
- a) Improved access to the existing network of green infrastructure, including watercourses and the Leeds and Liverpool Canal;
- b) Links to encourage walking and cycling to the Silsden Local Centre, the rail station, key local community facilities and major employment areas;
- c) Links from the urban fringe to the surrounding green infrastructure network in the more rural parts of the parishes, unless this would lead to additional pressures on the South Pennine Moors SPA/SAC;
- d) Measures to reduce habitat fragmentation and to create inter-connecting corridors; and
- e) Within the urban area, new tree planting and other planting,

of suitable native species along roads and streets.











Canal at Silsden

Figure 5 – Landscape Character (Source: CBMDC Landscape Character Supplementary Planning Guidance, 2008)



Map Key for Airedale



	Gritstone moorland
	Upland pasture
	Mixed upland pasture
	Wooded valley
	Enclosed pasture
	Industrial corridor
	Wooded incline
	Floodplain pasture
	Settlement

OBJECTIVE 4 – To protect and promote a vibrant countryside

6.29 Much of the countryside in the neighbourhood plan area is protected from inappropriate development by Green Belt policy. The fundamental aim of Green Belt policy is to keep land permanently open. But, as well as wanting to protect the open countryside we also want to ensure that it remains a vibrant countryside, with thriving agriculture, rural businesses, recreation and tourism.

6.30 National Green Belt policy encourages local planning authorities to plan positively enhance for the beneficial use of the Green Belt: by looking for opportunities to provide access and to provide opportunities for outdoor sport and recreation. In seeking to promote a vibrant countryside Policy SWES8 sets out how the NDP will encourage and manage this. In addition, a small number of routes, some of historic significance, have been identified that should be protected to maintain access to the countryside, retain the integrity of the footpath and bridleway network and retain a connection with the area's historic development.

6.31 **POLICY SWES8 – ACCESS TO THE COUNTRYSIDE, COUNTRYSIDE SPORT AND COUNTRYSIDE RECREATION**

To support access to the countryside, countryside sport and countryside recreation the following development will be supported:

- a) **Creation of new access points in to, and routes through the countryside unless this would lead to additional pressures on the South Pennine Moors SPA/SAC;**
- b) **Open land uses that would not have a detrimental impact**

due to noise, visual impact, landscape impact, or excessive traffic generation.

In particular, development proposals should seek to protect the following routes (shown on Policies Map 1):

- c) Sykes Lane for its relative tranquility, green infrastructure, and hedgerows**
- d) The remaining sections of the original turnpike road, including Pot Lane, the bridleway at rear of Airedale Hospital, from Thornhill Road to Lyon Road, and the track north of the bridleway, running at the side of the Hospital sports field.**



Pot Lane. Part of the original Keighley to Kendal Turnpike Road

OBJECTIVE 5 – To ensure all new development includes suitable infrastructure to address its needs and any new impact it may have on the wider community

6.32 All development should be assessed for the impact it has on the local community and area; and all new development should provide suitable infrastructure to cater for both immediate and future needs, whether that be roads, schools, telecommunications, drainage or any other of the range of needs new development can bring.

6.33 POLICY SWES9 – INFRASTRUCTURE FOR NEW DEVELOPMENT

Any identified additional infrastructure needs arising as a result of proposed new development must be addressed before planning approval is granted. Approvals will be conditioned so that, where necessary, infrastructure is in place preferably prior to development taking place, but, at a minimum, at appropriate times in the phasing of the development.

In particular, development proposals will be assessed against the following:

- a) Site access and the need for any additional road capacity and public transport provision;**
- b) New infrastructure to ensure the development is accessible by foot and by cycle and by people with mobility impairment and that connections are made to link with existing walking and cycling routes;**
- c) Surface water drainage by using sustainable drainage systems (SUDs);**
- d) Suitable capacity in local infrastructure including flood defences, power supply, sewers, including the Aire Valley Low Level sewer; and**
- e) The need for any additional capacity in local services such as health and schools. In particular, development generating new primary school places in Steeton with Eastburn should provide for expansion of primary school places at Eastburn Primary School (currently having 205 places) and Steeton**

Primary School (having 315 places, both schools are at capacity. In Silsden, any development generating the need for new primary school provision should provide for additional primary school places in Silsden, ideally at a new school.

6.34 The Community Infrastructure Levy (CIL) is a new levy that will be raised on certain new forms of development, particularly housing. CIL will be charged based on the Charging Schedule adopted by CBMDC. The neighbourhood plan area could see significant new development in the future. This could, potentially, generate significant CIL receipts. A set proportion of these receipts will be passed by CBMDC to the parish councils – 15 % if we do not have a NDP; 25% if this plan is approved. The parish councils, therefore, think it important that the NDP sets out some of the specific proposals CIL, and, if necessary, other funding, could be used for in the neighbourhood plan area. Policy SWES10 sets out those areas the two councils will consider for spending of CIL monies they are in receipt of. This list has been prepared during consultation and in the light of CBMDC's Regulation 123 List. The list does not identify priorities for spending.

6.35 **POLICY SWES10 - COMMUNITY INFRASTRUCTURE LEVY (CIL)**

Where consistent with the CIL Regulations the local priorities for spending the CIL monies made available to the Parish and Town Council are:

- Bus service improvements, including improved bus services between Skipton and Silsden**
- Green infrastructure and public green spaces**
- Improvements at the rail station, including additional car parking**
- Pedestrian and cycling links to the station including a route suitable for people with disabilities**
- Bridge over the A629**
- Re-opening of Silsden's public toilets**
- Enhancement and maintenance of community and sport facilities**

OBJECTIVE 6 – To protect and enhance the vitality and viability of local centres and shopping areas

- 6.36 This section of the plan sets out how the vitality and viability of Silsden Local Centre will be protected and enhanced. It also sets out how smaller village centres and local shops will be protected.



Silsden Local Centre

6.37 POLICY SWES11 – SILSDEN LOCAL CENTRE

Within Silsden Local Centre (see the Policies Map) development requiring planning permission for the following uses will be supported:

- a) Retail (A1) for small shops and small supermarkets serving a local need;**
- b) Financial and professional services (A2);**
- c) Restaurants and cafes (A3);**
- d) Drinking establishments (A4); and**
- e) Community uses.**

Offices and residential uses will be supported on upper floors. At

ground floor level, such uses will only be supported when they would not have a significant adverse impact on the retail function of the Local Centre by way of reducing the number, location and quality of shop units in the centre. Residential development proposals should also show how adequate off-street car parking can be provided.

Proposals for hot food takeaways (Use Class A5) within Silsden Local Centre will only be supported when they would not lead to an over concentration of such uses to the detriment of the vitality and viability of the centre. In assessing such proposals regard will be made to the following:

- f) The number of existing hot food takeaway establishments in the immediate area and their proximity to each other;
- g) The proximity and potential impact on other uses, such as housing, shops, public houses and schools;
- h) The importance of the proposed location for local shopping, and the number, function and location of shops that would remain after the development to serve the local community;
- i) The potential benefits of the proposal for the wider community; and
- j) Any amenity, traffic or safety issues arising from the development.

Where any proposal would require a new shopfront, these will be encouraged to be of good design and enhance the character of the area, particularly in the Conservation Areas. Particular attention should be given to retaining and reinstating traditional shop frontages; avoiding shutters and using more open `security grilles; lighting; and retention of any heritage features, such as date stones, name plates and decorative stonework.

In Silsden Local Centre the following proposals will be supported:

- Junction improvements at Bell Square and Clog Bridge Junctions
- Re-opening of the public toilets
- Enhancements to the environment of, and access to, Silsden Beck

6.38 Policy SWES11 carries forward for Silsden, unaltered, the defined

Local Centre boundary. Within this boundary new A1, A2, A3 and A4 uses, along with community uses will be supported. In supporting such uses, the neighbourhood plan recognises that the role of local centres is changing, within a broader pattern of changes to how consumers shop and access services. The approach in Policy SWES11 is flexible approach that will allow owners and developers to grow and pursue new business ventures in way that is sympathetic to the contemporary role and historic context of Silsden.

6.39 In the case of hot food takeaways Policy SWES11 adopts a stricter approach, but, nevertheless one that still allows such development providing it does not lead to an over-concentration of such uses and does not lead to any adverse impacts on other users, and uses in the local centre.

6.40 **POLICY SWES12 –STEETON WITH EASTBURN LOCAL CENTRE AND LOCAL SHOPS**

Within Steeton with Eastburn Local Centre development requiring planning permission for retail shops serving a purely local need and food and drink uses (Use Classes A3 and A4) will be supported.

Elsewhere within the neighbourhood area, development that would lead to the loss of retail and food and drink uses (Use Classes A3 and A4) will only be supported when it can be demonstrated by the applicant that such development would not have a detrimental impact on the vitality and viability of these areas by way of:

- a) Loss of retail floorspace at ground floor level;**
- b) Loss of a key non-residential building;**
- c) Loss of off-street car parking; and**
- d) Interruption of a non-residential frontage.**

Outside of the defined Local Centres development to enhance existing small shop uses will be supported when it would not have an adverse impact on residential amenity or traffic congestion.

6.41 The smaller Local Centre of Steeton with Eastburn, as defined under Policy EC5 of the LPCS, serves more local shopping and service needs than Silsden. To reflect this, Policy SWES12 will support retail,

and food and drink uses (Use Classes A3 and A4) that serve such local need. In preparing the NDP consideration was given to defining a boundary for Steeton with Eastburn Local Centre, given the dispersed and fragmented nature of the centre this was considered impractical.

- 6.42 Outside of the Local Centres there are a small number of individual local shops. Development proposals to enhance and improve such premises to support their continued retail use will be supported.

OBJECTIVE 7 – To support economic growth and local employment opportunities

6.43 This section of the NDP sets out how we will support the growth and development of local business and the growth and diversification of local employment by:

- Protecting existing employment areas and sites; and
- By encouraging certain forms of economic development.

6.44 The neighbourhood plan area has seen economic development over many years, and has a rich industrial past. As a result, there are many buildings providing local employment, both old and new, that will continue to provide the basis for continued economic growth. Further economic development will be supported in these areas, however, such areas come under pressure for other land uses, such as housing and retail, to ensure the stock of employment premises is maintained and to provide a degree of certainty as to the future of these areas they will be protected by policy SWES13. Policy SWES13 identifies those sites that will be protected and assessed using Policy EC4: *Sustainable Economic Growth* of the LPCS should alternative uses be proposed on the sites.



Eastburn Works, Skipton Road, Eastburn

6.45 **POLICY SWES13 - PROTECTING LOCAL EMPLOYMENT SITES**

To maintain a full range of employment opportunities in the neighbourhood area the following sites also shown on Policies Map 1 will be protected for employment use:

Silsden

- SWES13/1 - Airedale Factors, Silsden**
- SWES13/2 - Briggs Printers Site, Silsden**
- SWES13/3 - Habasit Site, Silsden**
- SWES13/4 - Howden Road, Silsden**
- SWES13/5 - Naylor Myers Site, Silsden**
- SWES13/6 - Silsden Rural Business Park, Silsden**

Steeton with Eastburn

- SWES13/7 - Airedale Hospital, Steeton**
- SWES13/8 - Eastburn Works, Skipton Road, Eastburn**
- SWES13/9 - Eastburn Mills, Main Road, Eastburn**
- SWES13/10 - Kadugli House, Steeton**
- SWES13/11 - Millennium Business Park/Steeton Grove, Steeton**
- SWES13/12 - Old Goods Yard, Old Station Road, Steeton**

Development for business (B1), general industrial (B2) and warehousing uses (B8) will be encouraged in these areas.

Planning approval for uses outside of the above will only be supported when it meets the criteria in Policy EC4 of the Local Plan Core Strategy.

- 6.45 There is also a need to support the development of smaller businesses (defined by the government and European Commission as micro-businesses and employing fewer than 10 people) in the neighbourhood area. These could be small start-up businesses that involve homeworking or larger micro-businesses that require their own premises. Many of these businesses can be carried out across the urban parts of the neighbourhood areas, including residential areas, and providing they do not lead to any significant adverse impacts on

existing and future residential occupiers or the local road network. Policy SWES14 seeks to support the approach set out in LPCS Policy EC4: *Sustainable Economic Growth* that seeks to support development in priority business sectors and clusters and supports the provision of live-work premises.

6.46 **POLICY SWES14 – MICRO-BUSINESSES**

Proposals requiring planning permission for micro-business development (less than 10 employees) within the existing urban area will be supported when they do not have any significant adverse impact on the amenity of existing and future residential occupiers; provide adequate car parking; and do not lead to residual cumulative impacts on the local road network.

OBJECTIVE 8 – To support improvements to the transport network that meet the needs of all users

- 6.47 The NDP consultation process highlighted several concerns in relation to local transport issues. Many of these concerns are in relation to the frequency and quality of services, traffic congestion, road safety and bad driving. Often these are not planning matters that can be addressed in the NDP. Rather than ignore these important concerns, the councils have decided that they should be highlighted in the NDP as supporting actions that the councils will raise and work with others to deal with though related non-planning activity.
- 6.48 In particular, the councils will support the following local transport improvements over the lifetime of the plan:

Transport – Non-NDP Supporting Actions

- Improve bus services between Silsden and Skipton
- Elliot Street/Keighley Road, Silsden junction improvements
- Junction improvements in Silsden Local Centre, see SWES11 above
- Sykes Lane, Silsden to be designated and protected as a “quiet lane” due to its heritage/green route qualities
- Improved walking, cycling and road access to Silsden and Steeton Station
- Improved pick-up and drop-off points and car parking at the Silsden and Steeton Station and bus interchange
- Better integration of bus and rail service timetables
- Pedestrian/cyclist bridge over A629
- Reinstated direct bus service between Silsden and Skipton



Steeton and Silsden Station

OBJECTIVE 9 – To protect and enhance existing community and recreation facilities

6.49 This section of the NDP sets out the policies that will be used to protect and enhance community facilities.

6.50 **POLICY SWES15 - PROTECTION OF LOCAL COMMUNITY SITES AND BUILDINGS**

The following community sites and buildings shown on Policies Maps 12 to 14 (Appendix 2) will be protected:

Silsden

- SWES15/1 - Silsden Town Hall**
- SWES15/2 - Silsden Methodist Church**
- SWES15/3 - Silsden Post Office**
- SWES15/4 - Red Lion**
- SWES15/5 - Fire Station**
- SWES15/6 - Daisy Chain Children's Centre**
- SWES15/7 - Gloucester Road Community Centre**
- SWES15/8 - Our Lady of Mount Carmel Church**
- SWES15/9 - Silsden Health Centre premises**
- SWES15/10 - The Robin Hood Pub**
- SWES15/11 - St James Church**
- SWES15/12 - King's Arms Pub**
- SWES15/13 - The Punch Bowl Inn**
- SWES15/14 - Silsden Youth Centre**

Steeton with Eastburn:

- SWES15/15 - The HUB**
- SWES15/16 - Eastburn Post Office**
- SWES15/17 - Steeton Post Office**
- SWES15/18 - Eastburn Methodist Church**
- SWES15/19 - St Stephens Church Hall**
- SWES15/20 - The Nightingale Pub**
- SWES15/21 - Steeton Methodist Church**
- SWES15/22 - St Stephens's Church, Steeton**
- SWES15/23 - The Goat's Head Pub**

SWES15/24 - Steeton Health Centre and Pharmacy

SWES15/25 - Cemetery

The change of use or loss of the community sites and buildings listed above to non-community uses will not be supported unless the following can be demonstrated:

- a. **The proposal includes alternative provision, on a site within the area, of equivalent or enhanced facilities. Such sites should be accessible by public transport, walking and cycling and have adequate car parking; or**
- b. **It can be clearly demonstrated that the building or site is no longer viable or suitable for continued community use.**

6.51 The community sites and buildings listed in Policy SWES15 are the essential glue that helps bind the local communities. They provide homes for essential public services and spaces for social interaction and community and recreation and leisure pursuits. All of the listed sites and buildings will be protected unless a suitable alternative can be provided or it can be demonstrated that the site or building is no longer needed.

6.52 National planning policy also allows local communities, through neighbourhood development plans, to identify "Local Green Spaces" of "particular importance to them". Once designated as such, local green spaces are offered very strong protection through the planning system: protection consistent with Green Belt protection. This is contained in paragraphs 99 and 100⁷ of the National Planning Policy Framework. A number of green spaces were considered for designation as part of the NDP process. Those selected are set out on Policy SWSE16. A separate report setting out how the sites meet the Local Green Space designation criteria is submitted in support of this NDP.

⁷ N.B The Local Green Space Assessment was undertaken prior to the publication of the revised NPPF in February 2019.

6.54 **POLICY SWES16 – LOCAL GREEN SPACES**

The following sites also shown on Policies Map 1 are designated as Local Green Spaces. Development of these areas will only be permitted when consistent with national planning policy for Green Belt.

Silsden

- SWES16/1 - Memorial Gardens**
- SWES16/2 – Bolton Road Allotments**
- SWES16/3 - Silsden Park**

Steeton with Eastburn

- SWES16/4- Memorial Gardens and Wood**
- SWES16/5 - Corn Mill Green**
- SWES16/6 - Eastburn Playing Fields**

6.55 In addition, as well as having a number of important local green spaces the neighbourhood area also has a number of sport and recreation facilities that provide a vital component to the life and well-being of the area. The NDP identifies these areas and seeks to encourage proposals to improve and enhance these facilities.

6.56 **POLICY SWES17 – PROTECTING AND ENHANCING SPORT AND RECREATION PROVISION**

The sport and recreation facilities listed below and shown on Policies Map 1 will be protected for sport and recreation uses:

Silsden

- SWES17/1 - Silsden Golf Course**
- SWES17/2 - Silsden Youth Centre, including MUGA and playing fields**
- SWES17/3 - Silsden Football Club**
- SWES17/4 - Silsden Cricket Club**
- SWES17/5 - Jackson's Field**
- SWES17/6 - Woodside Road Allotments (public and private)**

Steeton with Eastburn

SWES17/7 - Airedale Hospital Sports Ground

SWES17/8 - Airedale Mews Garden

SWES17/9 - Steeton Cricket Ground

SWES17/10 - Steeton Football Ground

SWES17/11 – Bowling Green and The Hub play area

SWES17/12 – The Paddock

SWES17/13 - Keighley Road Recreation Ground

SWES17/14 - Eastburn Rose Garden

SWES17/15 - Chapel Road Recreation Area

Development leading to the loss of these resources will only be supported if suitable alternative provision is made available elsewhere, to an equivalent or better standard, and within reasonable distance of the community it serves.

OBJECTIVE 10 – To support the growth and development of tourism

- 6.57 This section of the plan contains policy that seek to support the growth of local tourism.
- 6.58 Tourism in the neighbourhood plan area is a relatively underdeveloped resource given the area’s geographical location, assets and physical attributes. To try to address this the NDP will seek to support proposals for new tourist related development, including access to the wider countryside, where it would not lead to significant adverse impacts on existing natural resources.

POLICY SWES18 – TOURISM DEVELOPMENT

New tourism development will be supported when it meets the following:

- a) When in the Green Belt, it is compatible with Green Belt policy as set out in national planning policy;**
- b) When in other rural areas outside the Green Belt it would not have an adverse impact on the local landscape, the countryside, natural or built heritage;**
- c) When in the defined or named local centres it would complement and enhance the wider centre; and**

- d) When elsewhere in the urban area enhancement and expansion of existing tourist related facilities where they do not have a significant adverse impact on residential amenity or the natural or historic environment; and**
- e) proposals that re-use, conserve and enhance assets of heritage value.**

In particular, the following will be supported:

- Further hotel (Use Class C1) development**
- Bed and breakfast accommodation and tourist related diversification of existing rural enterprises**
- Development of the canal area in Silsden to encourage and support growth in tourism**
- Promotion of walking and cycling by improvements to footpaths and rights of way**
- Creation of new links to tourism assets in the wider area**

7

How to comment on this document

- 7.1 The Regulation 16 Submission Draft of the Steeton with Eastburn and Silsden Neighbourhood Development Plan is being published for formal consultation between **Tuesday 17th September and Tuesday 29th October 2019**
- 7.2 Copies of the plan and response forms can be accessed from the following web site:
- <https://www.bradford.gov.uk/planning-and-building-control/planning-policy/neighbourhood-areas/?Folder=Steeton-with-Eastburn+and+Silsden>
- 7.3 Comments on the plan must be made in writing, preferably using one of the response forms, by **5pm on 29th October 2019** and returned to:

**Local Plans Team
City of Bradford Metropolitan District Council
4th Floor, Britannia House
Hall Ings
Bradford
BD1 1HX**

E-mail: planning.policy@bradford.gov.uk

8

Monitoring and Review

- 8.1 Neighbourhood development plans are only valuable when kept up to date. The parish councils will monitor the policies and proposals in the NDP on an annual basis.
- 8.2 Where the need for change is identified the parish councils will work with CBMDC to produce updates and amendments where necessary.
- 8.3 Should significant sections of the NDP become out of date the parish councils will look to review the whole document by producing a revised NDP following the neighbourhood development planning procedure.

Appendix 1

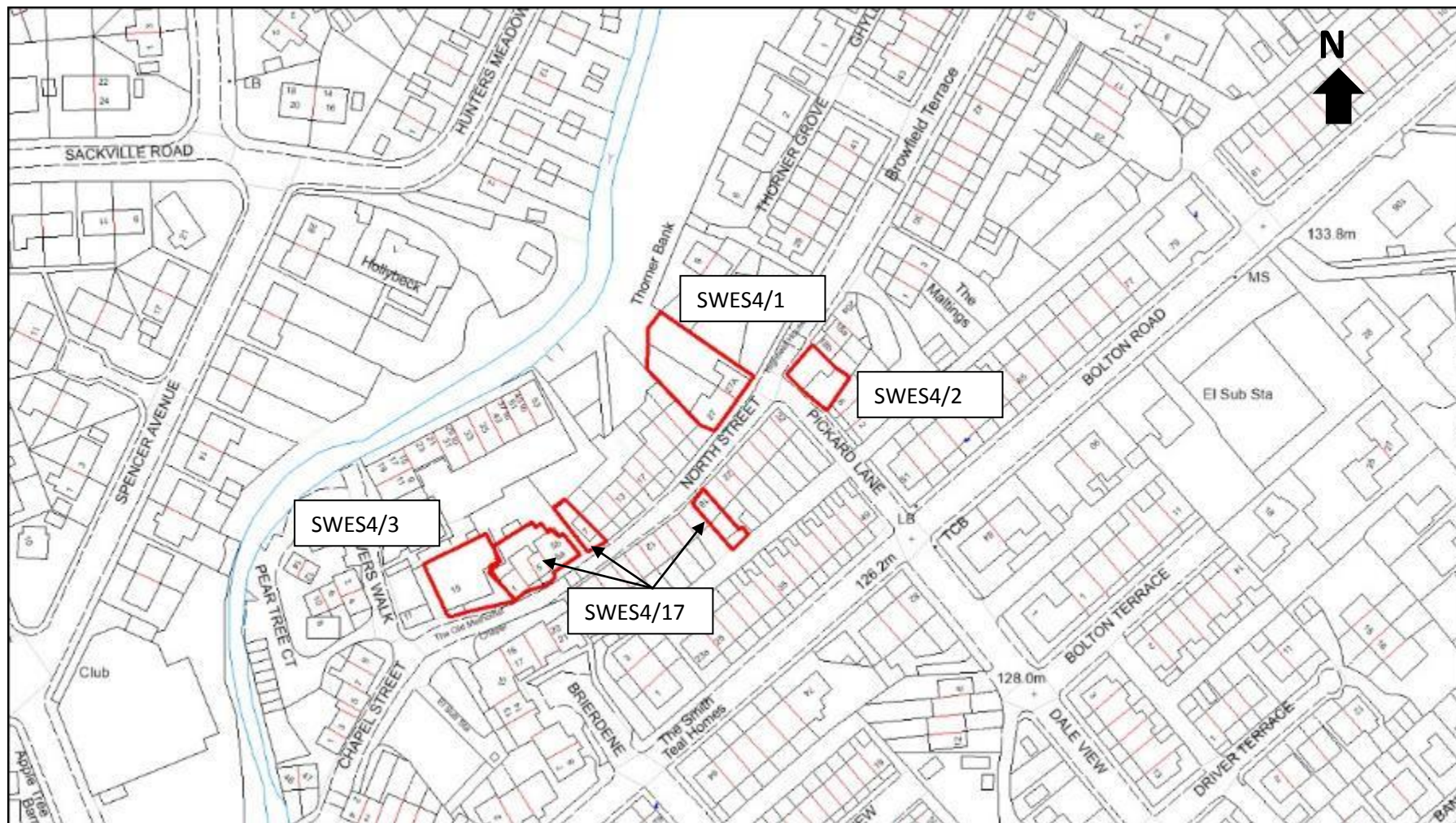
Policies Maps 2 to 11

Non-designated heritage assets

All denoted with red edge

All maps: © Crown copyright and database rights [2019] Ordnance Survey
100055940 Steeton with Eastburn Parish Council (Licensee) Licence number
100051992

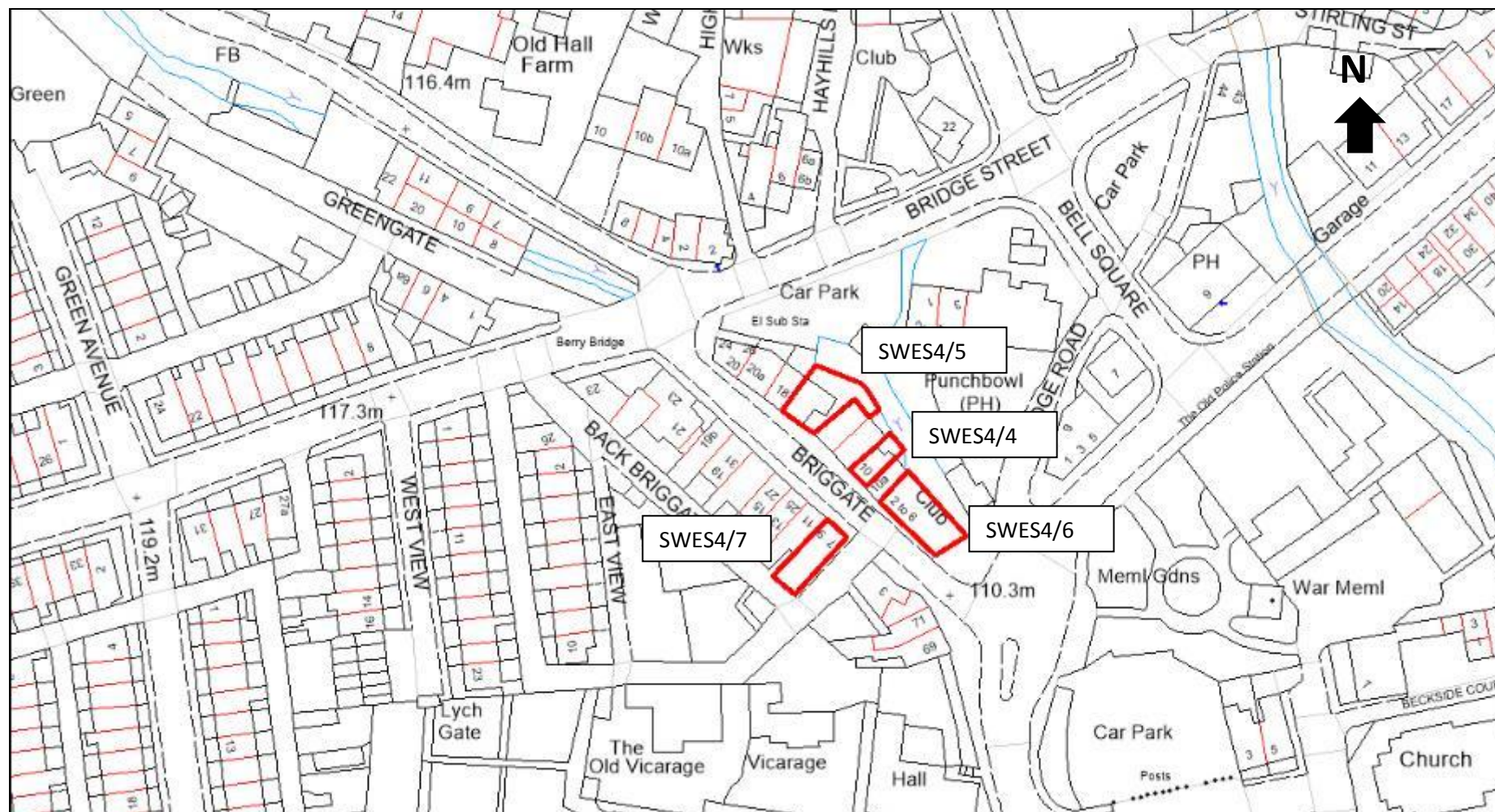
Policies Map 2. Non-designated heritage assets, Silsden (not to scale)



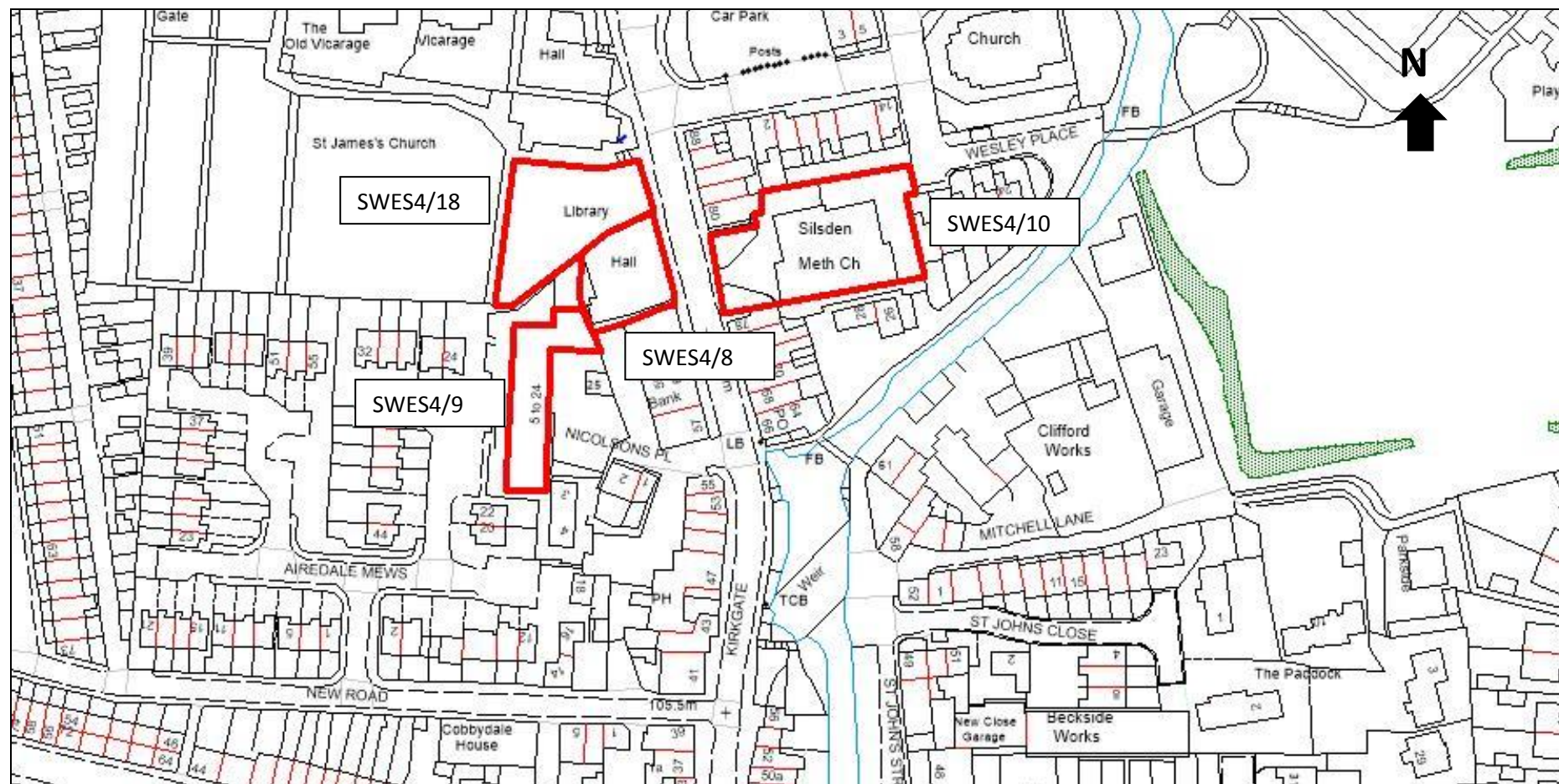
Policies Map 3. Non-designated heritage assets, Silsden (not to scale)



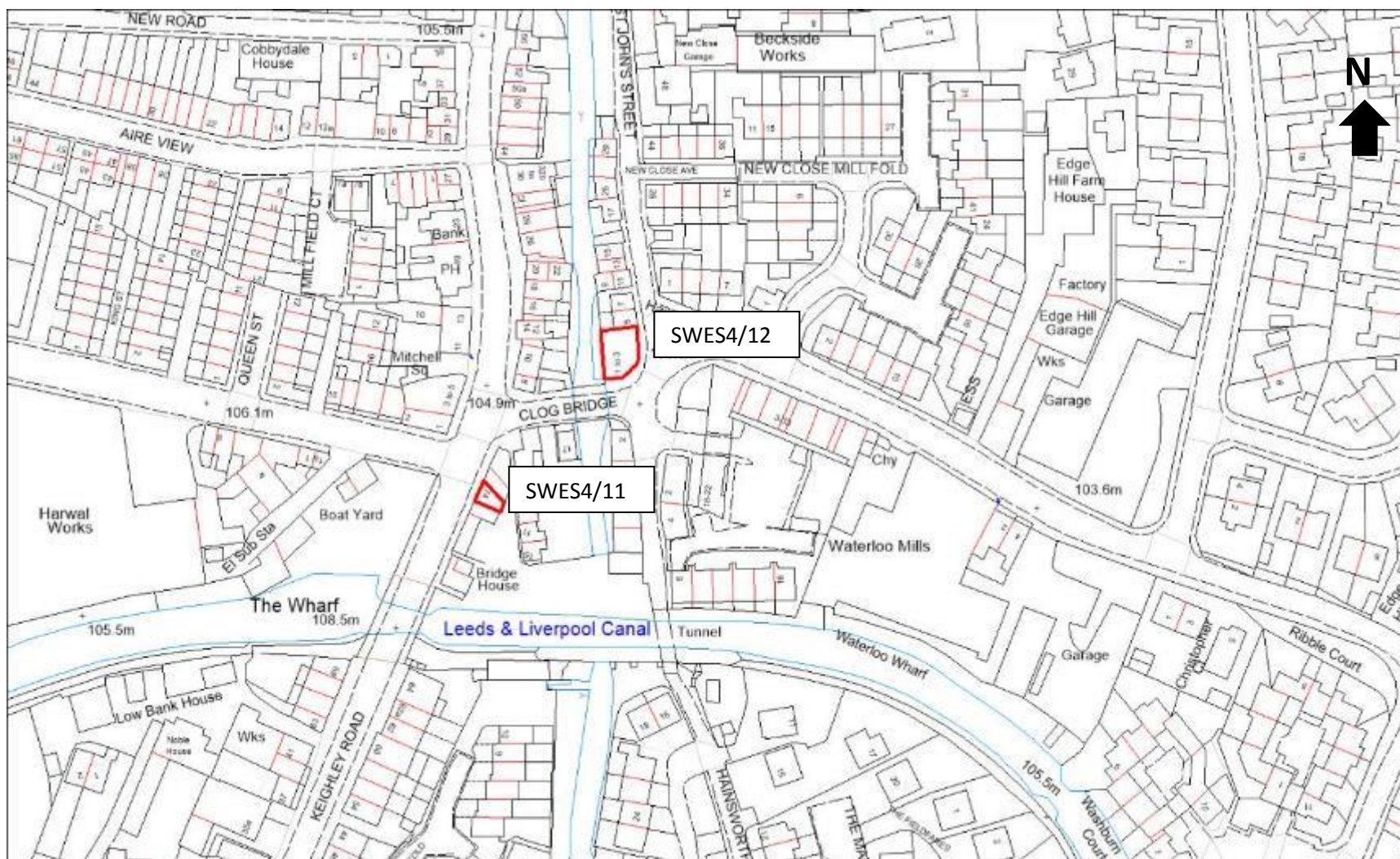
Policies Map 4. Non-designated heritage assets, Silsden (not to scale)



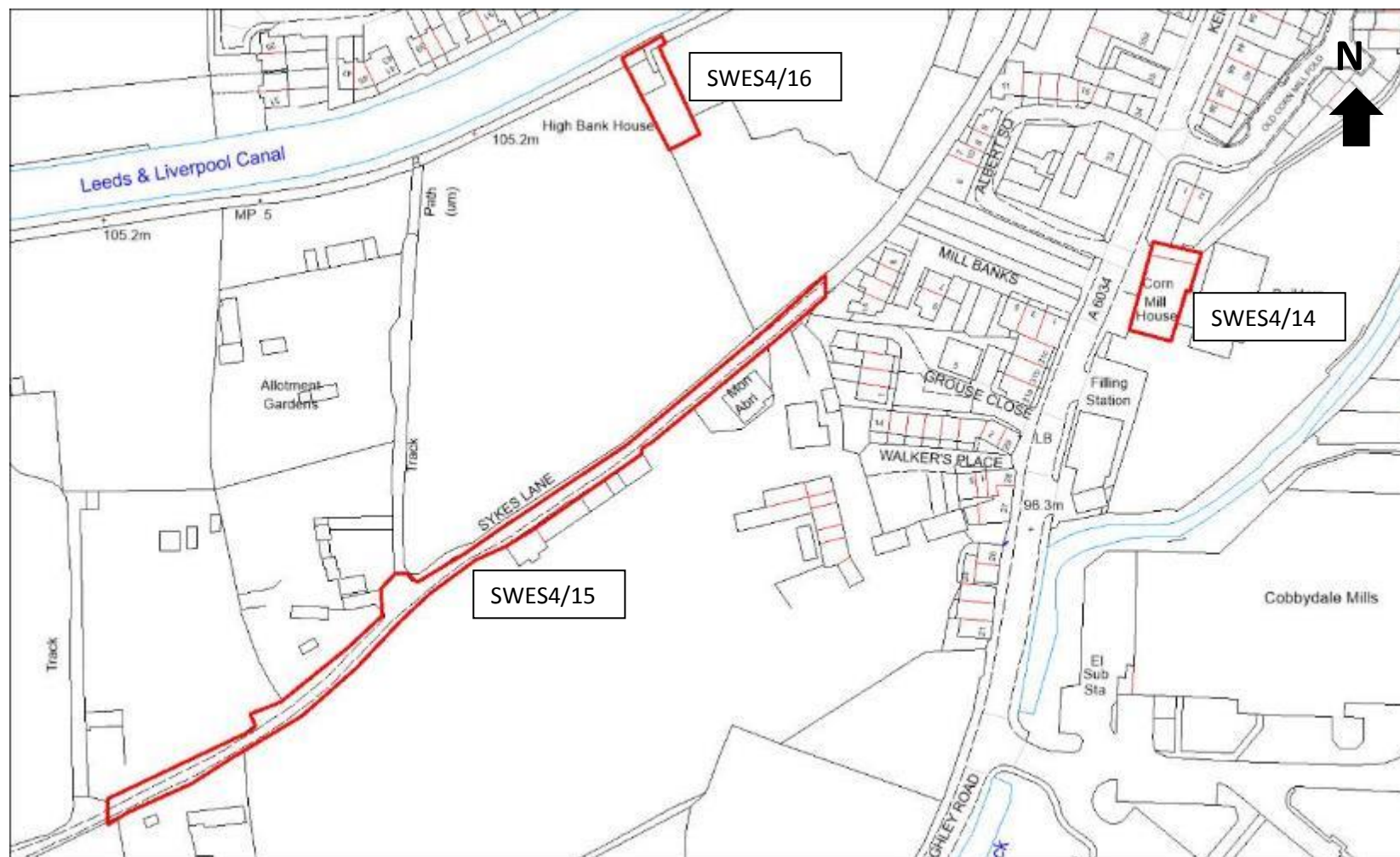
Policies Map 5. Non-designated heritage assets, Silsden (not to scale)



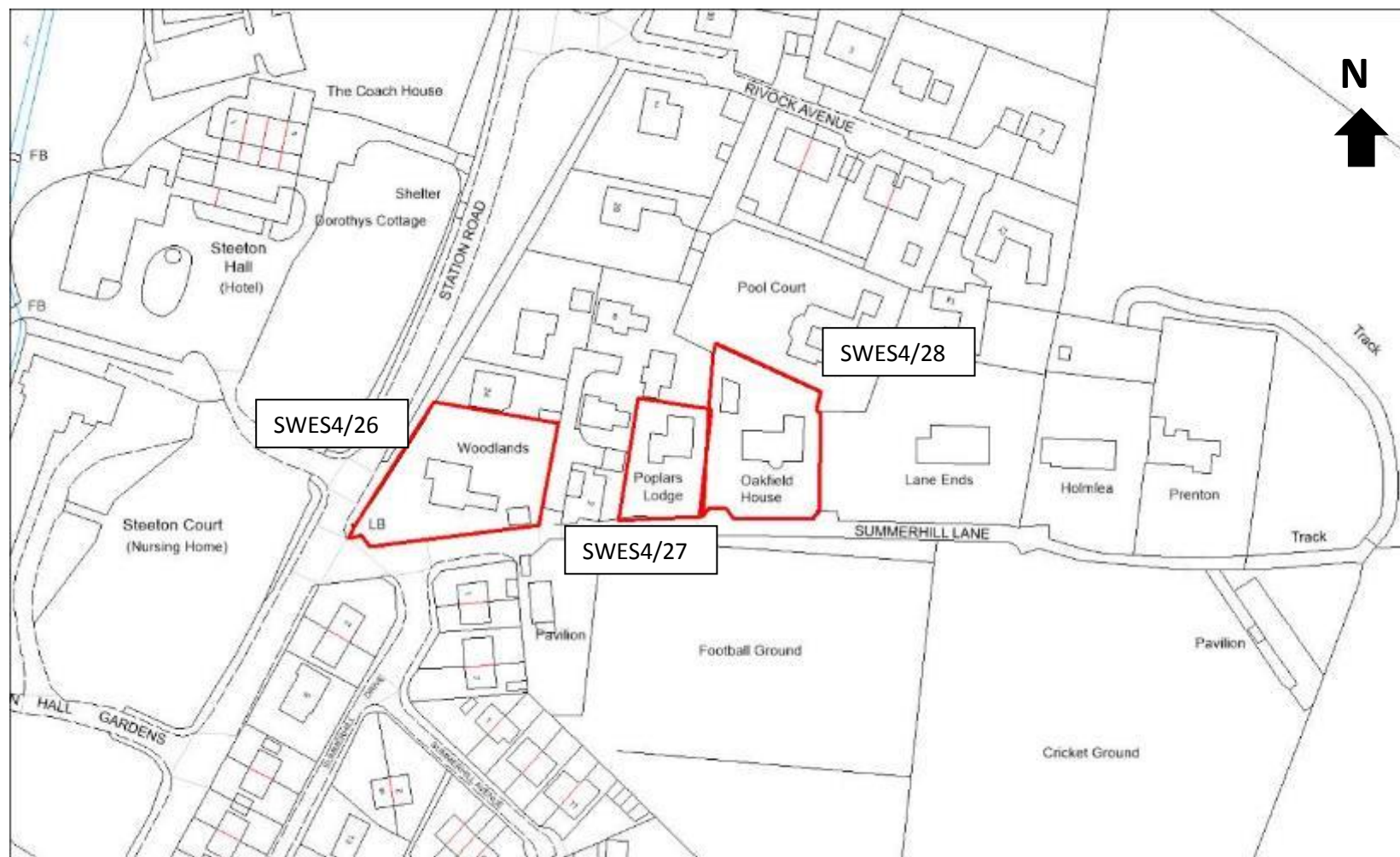
Policies Map 6. Non-designated heritage assets, Silsden (not to scale)



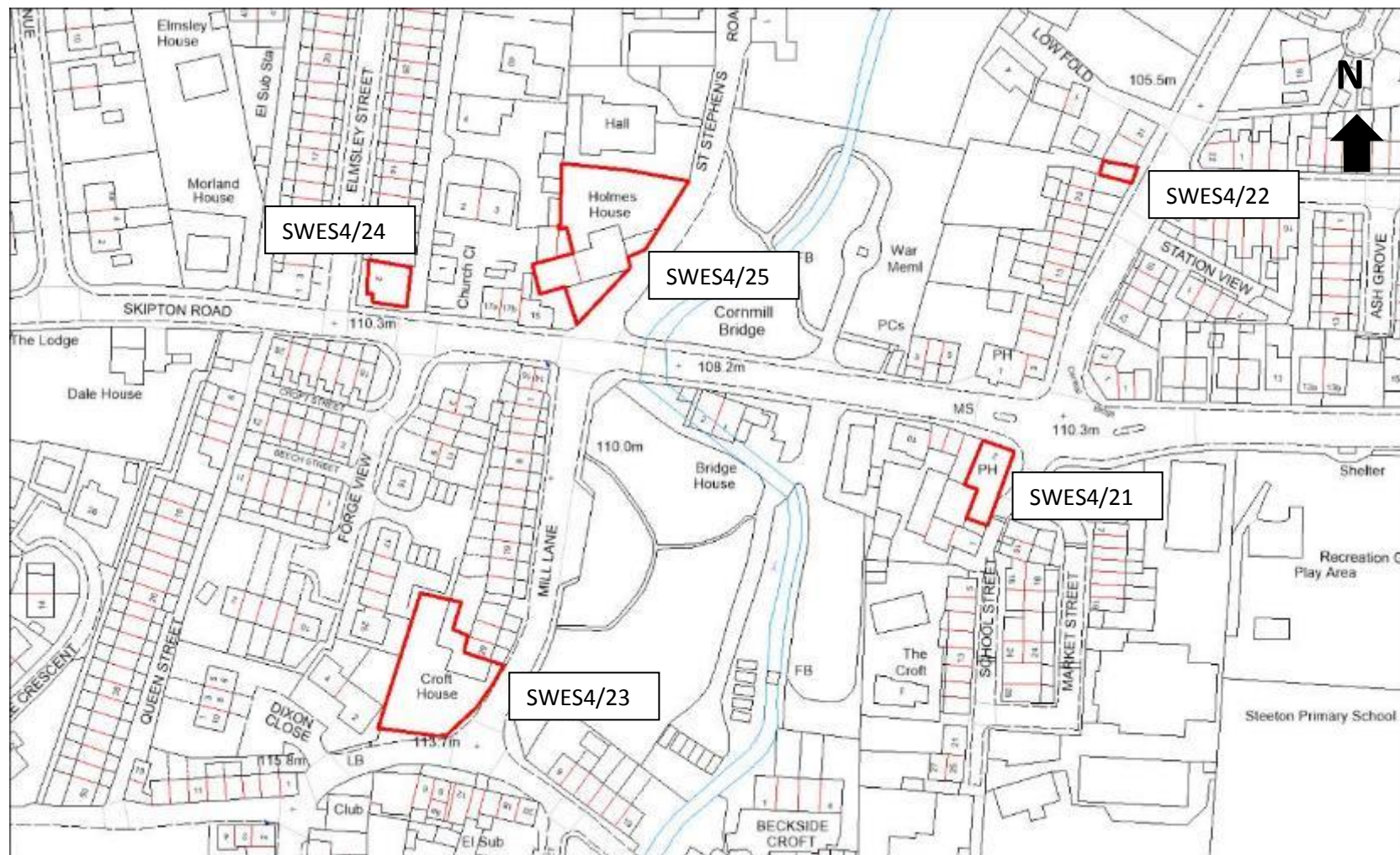
Policies Map 7. Non-designated heritage assets, Silsden (not to scale)



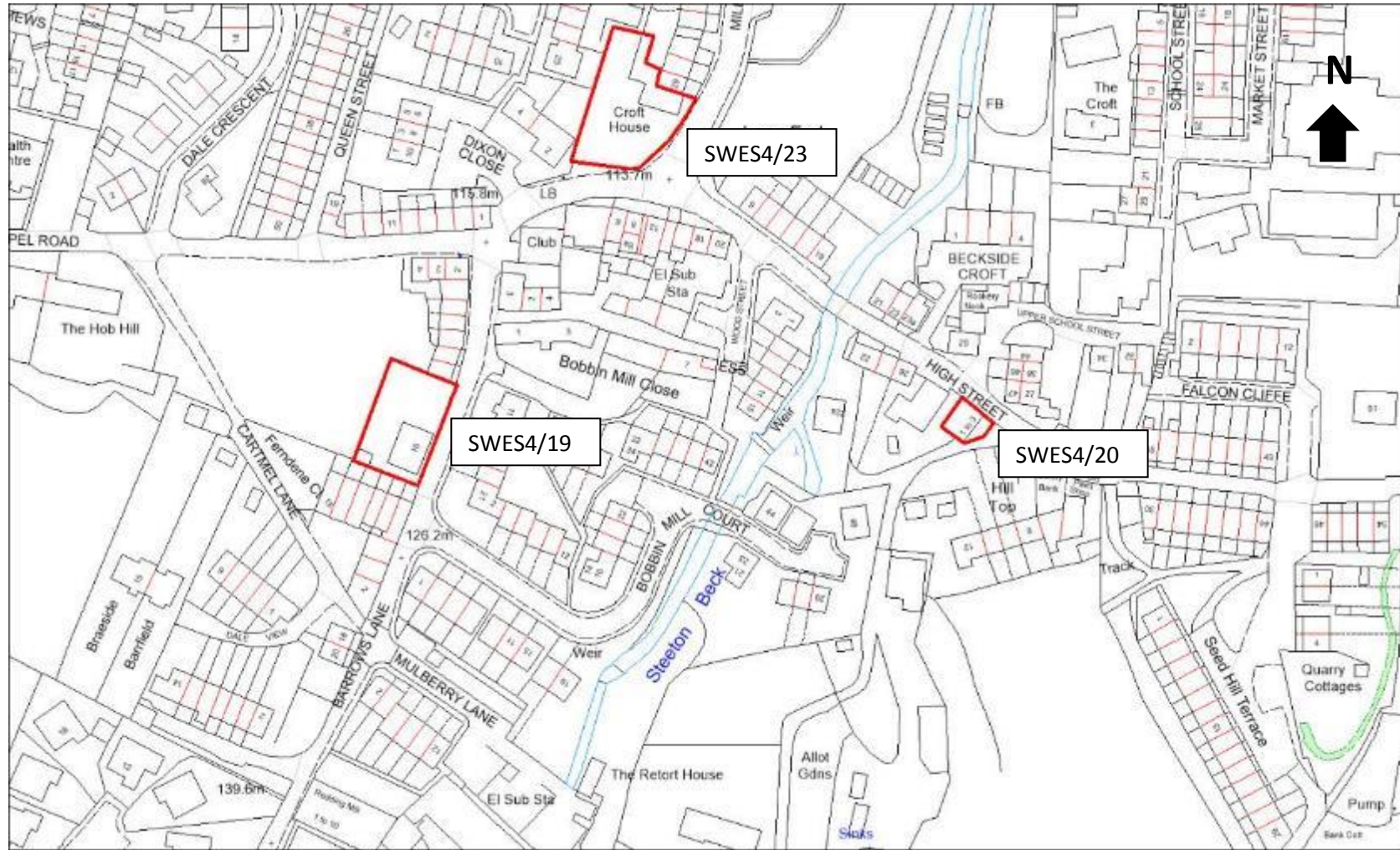
Policies Map 8. Non-designated heritage assets, Steeton (not to scale)



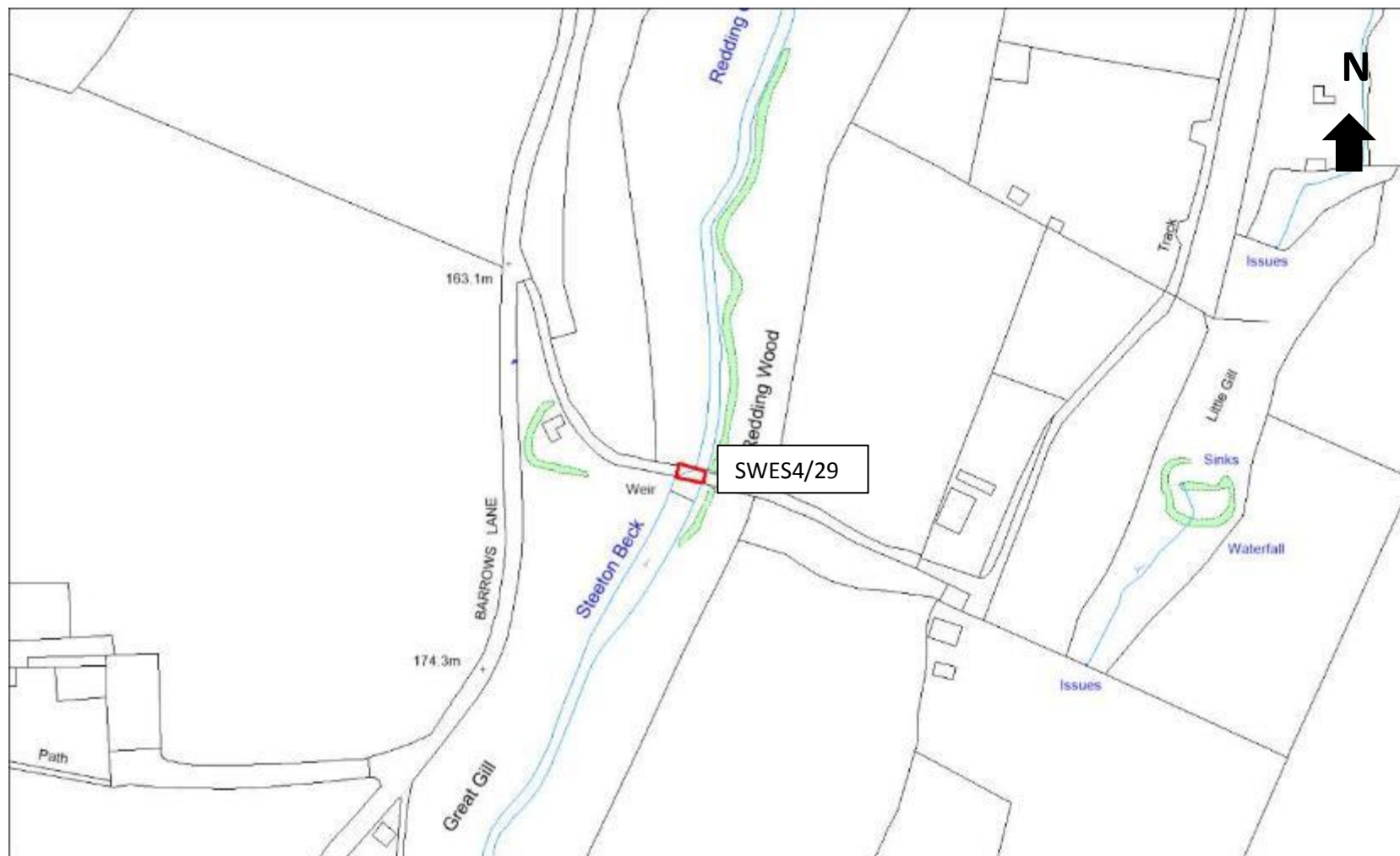
Policies Map 9. Non-designated heritage assets, Steeton (not to scale)



Policies Map 10. Non-designated heritage assets, Steeton (not to scale)



Policies Map 11. Non-designated heritage assets, Silsden (not to scale)

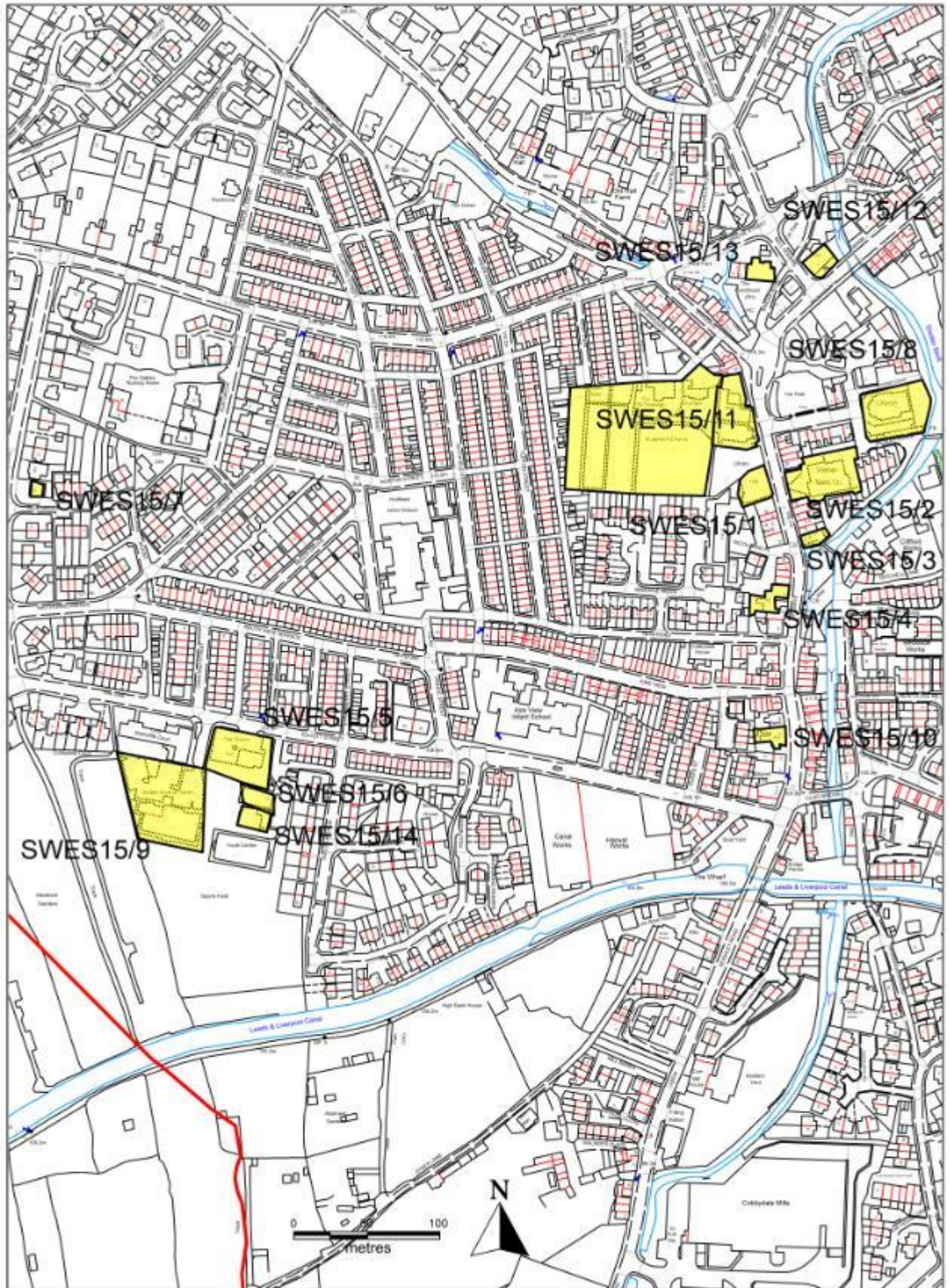


Appendix 2

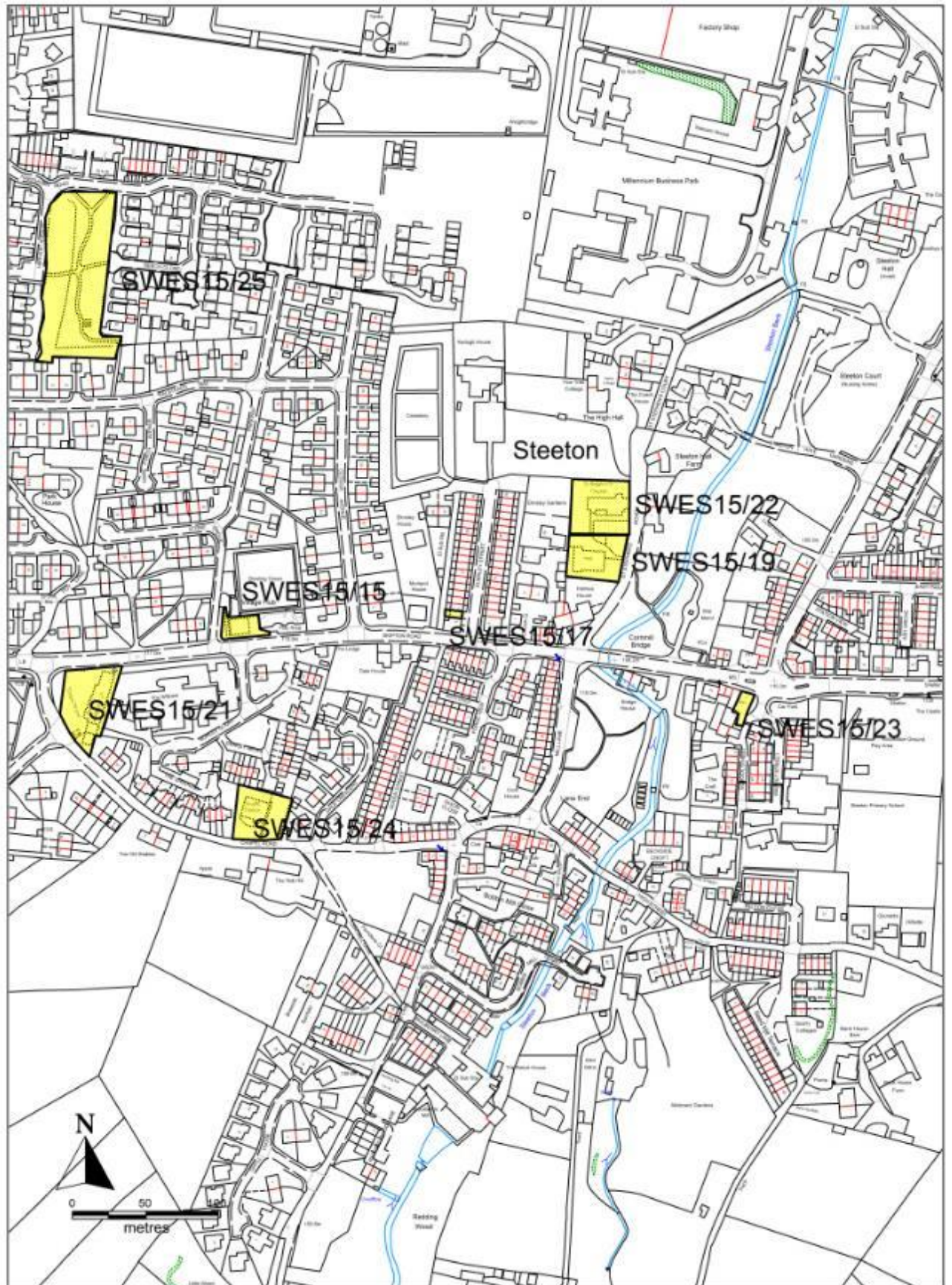
Policies Maps 12 to 14

Protected community facilities

Policies Map 12. Protected community facilities, Silsden (not to scale)



Policies Map 13. Protected community facilities, Steeton (not to scale)



Policies Map 14. Protected community facilities, Eastburn (not to scale)

