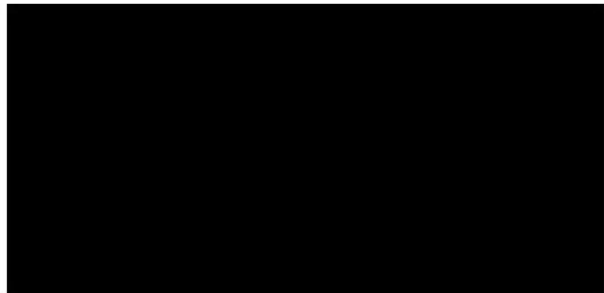




Local Plans Team
City of Bradford Metropolitan District
4th Floor Britannia House
Hall Ings
BRADFORD
BD1 1HX

Email: planning.policy@bradford.gov.uk

Contact: [REDACTED]
Date: 28 October 2019



Email: [REDACTED]
Web: [REDACTED]

Dear Sir,

Steeton with Eastburn & Silsden Neighbourhood Development Plan

Thank you for consulting North Yorkshire County Council (NYCC) on the proposed Steeton with Eastburn & Silsden Neighbourhood Development Plan.

As a neighbouring upper tier authority our primary interest is in relation to any potential strategic cross boundary issues, and in particular infrastructure. Officers from our relevant service areas have reviewed the consultation documents and have the following comments:

Growth & Heritage Service: SwES008-1

NYCC has a number of plans and strategies that are relevant to strategic growth including the [Plan to deliver Economic Growth](#) and [Strategic Transport Prospectus](#). In order to enable a joined up approach to planning and infrastructure delivery to be achieved we would encourage the Steeton with Eastburn & Silsden Neighbourhood Development Plan to be aligned with these, where appropriate.

Children and Young Peoples Service: SwES008-2

Policy SWES10 does not appear to have been amended to reflect our previous comments. We therefore wish to resubmit them.

South Craven School at Cross Hills, near Keighley in North Yorkshire serves the area of the Bradford Metropolitan District Council for those pupils whose main home is in the electoral areas of Eastburn, Silsden and Steeton. New housing in Silsden and Steeton and Eastburn will generate additional secondary-aged pupils at South Craven school. The County Council therefore asks that policy SWES10 is amended to include the provision of additional places for secondary provision at South Craven School.

Public Rights of Way: SwES008-3

Where Public Rights of Way are affected by housing or industrial development, planning consent should seek to maintain the open nature of the original path, for example, by the creation of a "linear village green", and avoid paths either running between narrow fencing, or being converted into pavements or estate roads.

Any new bypass should also include safe crossing points, preferably via underpasses, and should avoid at grade crossings.

Yours faithfully,



Growth, Planning & Trading Standards