



Steeton, Eastburn and Silsden Neighbourhood Development Plan Made Plan

June 2021

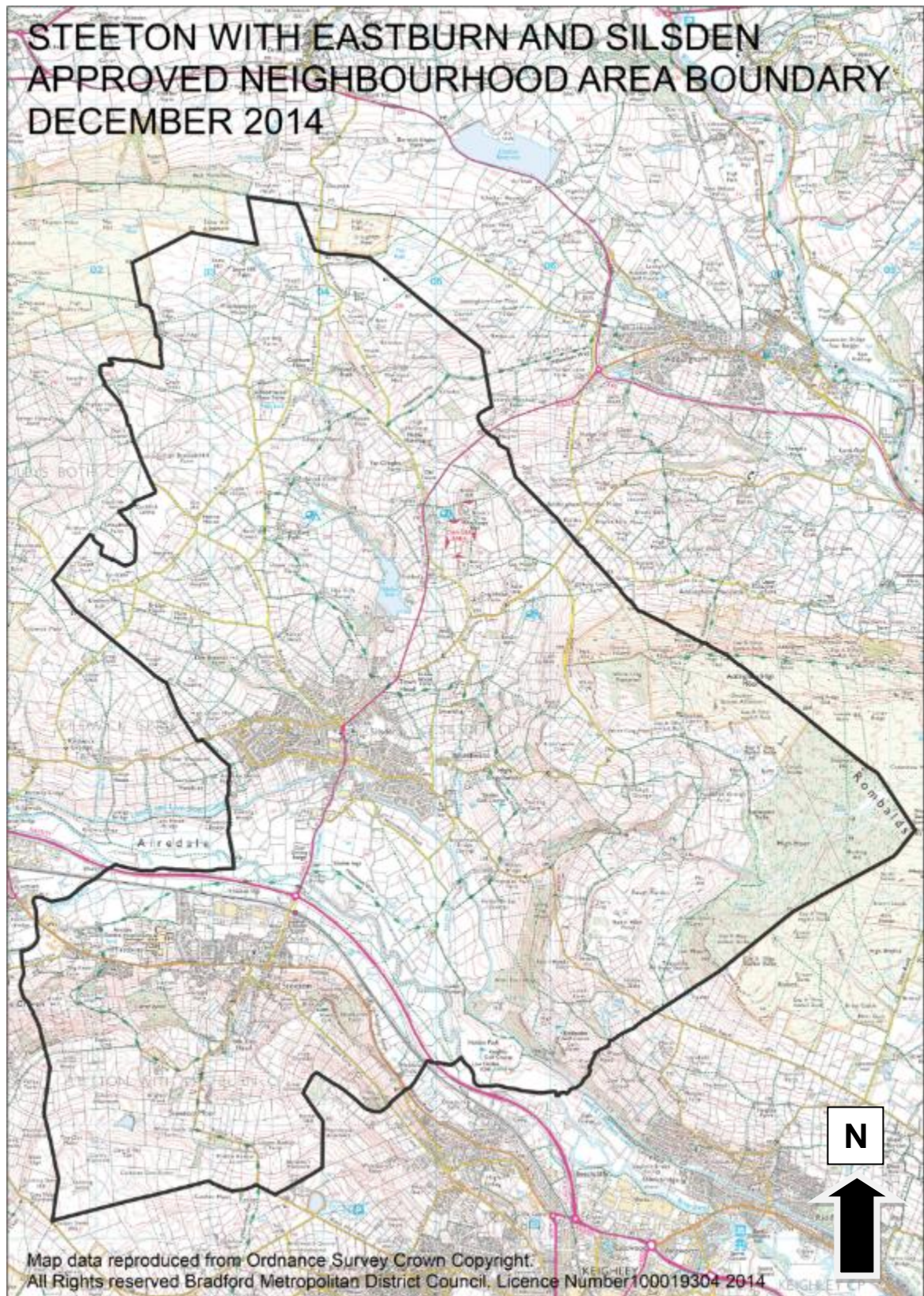
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Overall Aim for the Steeton with Eastburn and Silsden NDP

"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."

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



1

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

- 1.1 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), produce development plans to promote, guide and control development of houses, businesses, open spaces and other uses of land for their areas, now, parish and town councils can also do so by preparing a NDP.
- 1.2 NDPs, when complete, form part of the statutory development plan for an area, in this instance, CBMDC. NDPs will be used to promote and guide what goes where; and, importantly, will be used to help determine planning applications.
- 1.3 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 3. 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.
- 1.4 The plan, gives local people more say in the future development of the area. NDPs have the following benefits:

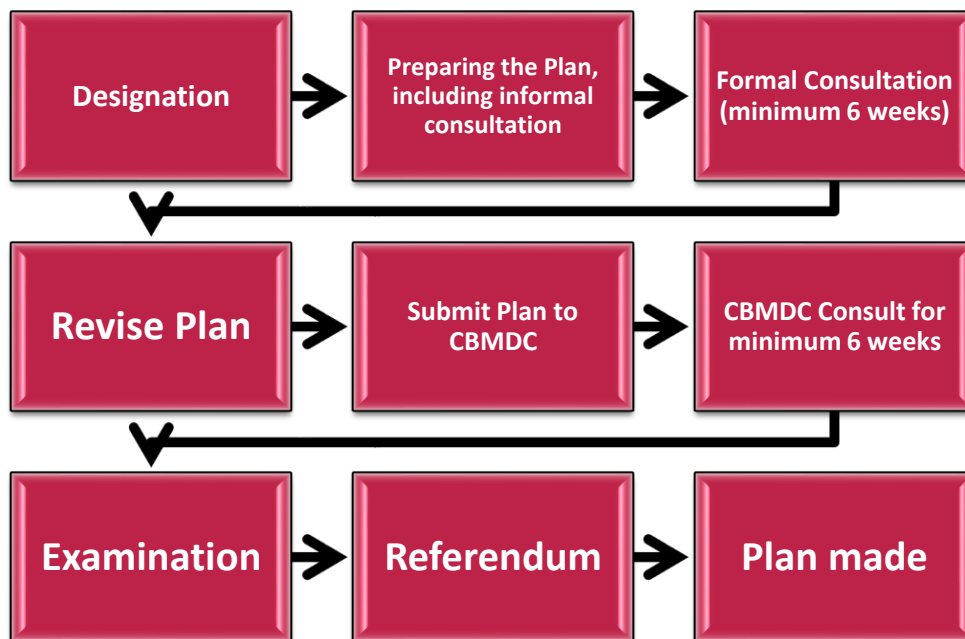
- NDPs are part of the development plan and carry what is known as “statutory weight” when planning decisions are made.
- NDPs give local people the final say on the neighbourhood plan for the area through the referendum.
- NDPs can bring a financial benefit to an area. CBMDC have introduced a levy on 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.

2

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

2.1 Neighbourhood development plans have to be prepared following a procedure set by government (see Figure 2). The Steeton with Eastburn and Silsden NDP has been prepared in accordance with this process.

Figure 2 – The Neighbourhood Development Planning Process



2.2 The Steeton with Eastburn and Silsden NDP first formal consultation known as “Regulation 14 consultation” took place from 3rd February 2017 to 17th March 2017. The NDP was revised, and a previous version of the plan was submitted in late 2017, however due to a number of technical issues the

submission consultation did not take place. The NDP was resubmitted to CBMDC on 25th June 2019.

- 2.3 The Regulation 16 consultation undertaken by CBMDC between Tuesday 17 September to Tuesday 29 October 2019.
- 2.4 An Independent Examiner was appointed jointly and following a number of Examiners questions, the final report was issued.
- 2.5 This Referendum Version incorporates all the changes recommended by the Examiner.

3

Background, Overall Aim, Key Issues, and Objectives

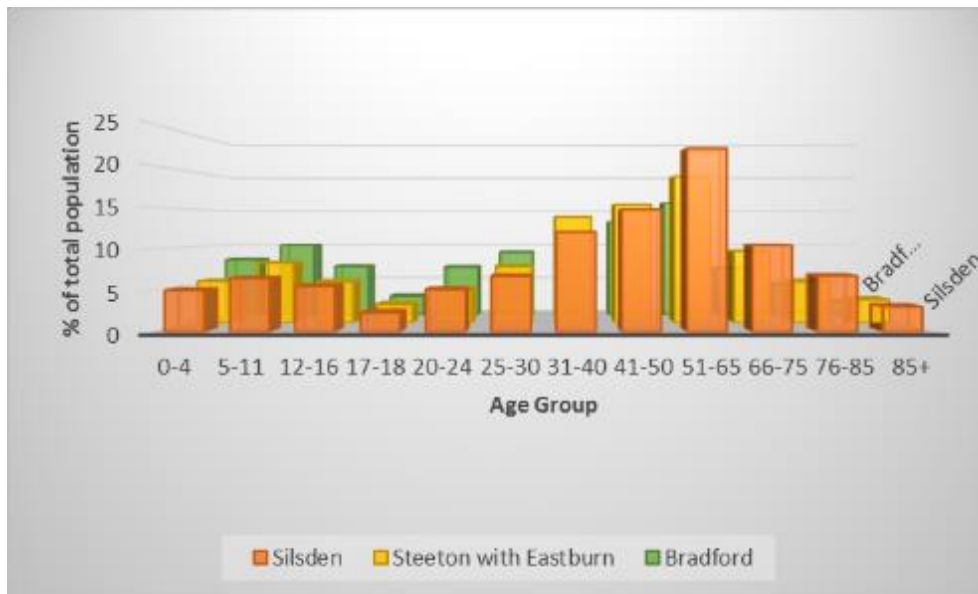
Introduction

- 3.1 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 9).

Steeton with Eastburn

- 3.2 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.
- 3.3 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



- 3.4 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.
- 3.5 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.
- 3.6 Primary healthcare is provided from Steeton Health Centre, this is a satellite unit of the GP practice in Silsden and includes a pharmacy.
- 3.7 Millennium Business Park is an industrial complex constructed on a greenfield site in the grounds of Steeton Hall. There are a number of businesses located in the Business Park. In addition, on Keighley Road are the premises of the Airedale Motor Company.



Eastburn General Store

- 3.8 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.
- 3.9 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.

- 3.10 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.
- 3.11 There are a significant 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

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

Silsden

- 3.13 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.
- 3.14 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.
- 3.15 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

- 3.16 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 many hairdressing and barber's shops and numerous beauty salons. 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.
- 3.17 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.
- 3.18 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 two pharmacy businesses.



Silsden Medical Centre

- 3.19 Until fairly 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 now been converted into housing. The Conservative Club, used for social rather than political purposes, has also closed. The town currently has two other social clubs. In addition, there are cafes/bars, a micro pub, three restaurants and several fast-food takeaway outlets.
- 3.20 The town does retain some manufacturing, e.g., Snugpak which makes garments and sleeping bags which are suitable for adventure travel. Habasit fairly recently re-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.
- 3.21 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 Silsden Primary School at the Aire View site. The Pied Piper Pre-School is run at St. James Church. In addition to several local at-home service providers. The Daisy Chain Centre has now been saved by volunteers who formed a working group and gained charity status. The centre has been re-named "The Hive". It provides a range of activities for the community but in particular, pre-natal care, stay and play groups for 0-5's and a community café for young and the forever young. The Youth Group is also run from The Hive. The building is also hired out during the school holidays to provide Sports and Activities. There are also classes for older residents. It is hoped that all the hard work of those running The Hive will make the Centre's retention more viable. The Hive is being supported in its work by Silsden Town Council.
- 3.22 There are four care homes for the elderly within the Silsden area.
- 3.23 Silsden still has its own fire station which is manned by part-time retained firefighters.
- 3.24 The refurbished Silsden Town Hall was completed in 2014 and 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.
- 3.25 When the future of the Town Hall building became uncertain, a group of volunteers formed The Friends of Silsden Town Hall and took over the running of the building on a long-term lease via a Community

Asset Transfer. Likewise, when the future of the town's library was not known, another community group was formed, Friends of Silsden Library, who have taken over running the library service.

- 3.26 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.
- 3.27 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.
- 3.28 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.
- 3.29 The number 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.
- 3.30 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 largely boarded up with limited access.
- 3.31 Local volunteers formed The Friends of Silsden Park which has undertaken a number of projects which have included improving the flower beds, planting trees and generally tidying up and improving the park area. Bradford Council and District Councillors are currently in talks regarding future plans for the park. It is thought that the Silsden Town Council, The Friends of Silsden Park and other key

stakeholders may work with Bradford Council to help with further planned initiatives.

- 3.32 Silsden Storm, the towns amateur rugby league club play on the rugby pitches in the park. They have a number of teams from junior to open age.
- 3.33 The Silsden's Grand de Party has organised an annual Park Day event since 2014 which helps promote the benefits of this quality open green space. The Silsden Gala is also held every year in the park too.
- 3.34 Silsden has a thriving football club, Silsden Football AFC. Silsden Golf Club, situated in High Brunthwaite, started in 1911 has now sadly closed but there is a Silsden Golf Driving Range on Keighley Road, one of the largest in Yorkshire.
- 3.35 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 Silsden Primary School on the Hothfield Street site. The town's older children in the main now travel to South Craven School in Crosshills.
- 3.36 Silsden had retained a separate infant and junior schools, with pupils usually moving from the Infant to the Junior school at age 7. As such, each school had 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 was to ensure this problem was overcome. Planning permission was granted in June 2018, to build a brand-new primary school in Silsden to accommodate the combined school and is currently under construction.



Aire View Infant School, Silsden

- 3.37 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.
- 3.38 A Silsden Emergency Planning Group has now been set up at the request of Bradford Council. The Silsden Community Emergency Plan is regularly reviewed and updated. The Group liaises with the local authority during heavy rainfall/ flood alerts and assisted with placing sandbags at the Silsden Beck in the centre of town in February 2020 and again in January/February 2021.
- 3.39 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.
- 3.40 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 towpath stretch from Riddlesden to

Silsden has been upgraded in 2018. This has been greatly welcomed and has vastly increased the amount of walkers and cyclists using it. Until the whole of The 'missing link' up to Kildwick is completed it remains a rough, unmade and often muddy towpath surface which 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. However, funding for the next stretch from Silsden to the North Yorkshire boundary has now been identified and work will hopefully start shortly.

- 3.41 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.
- 3.42 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.
- 3.43 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/Steeton 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

- 3.44 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?

- 3.45 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.

Some of these issues do not relate directly to planning and cannot form statutory policies in this Plan although they can be aspirations for the Councils to consider alternative action:

- 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 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.

3.46 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

3.47 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 not 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 20 mph 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.

- 3.48 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.
- 3.49 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.
- 3.50 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.
- 3.51 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

- 3.52 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.
- 3.53 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

- 3.54 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

4

Strategic Planning Policy

- 4.1 The Plan has to have regard to national planning policy guidance issued by the Secretary of State. This includes the National Planning Policy Framework, July 2018 (NPPF) and other guidance such as the National Planning Practice Guidance (NPPG).”
- 4.2 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

- 4.3 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.
- 4.4 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

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

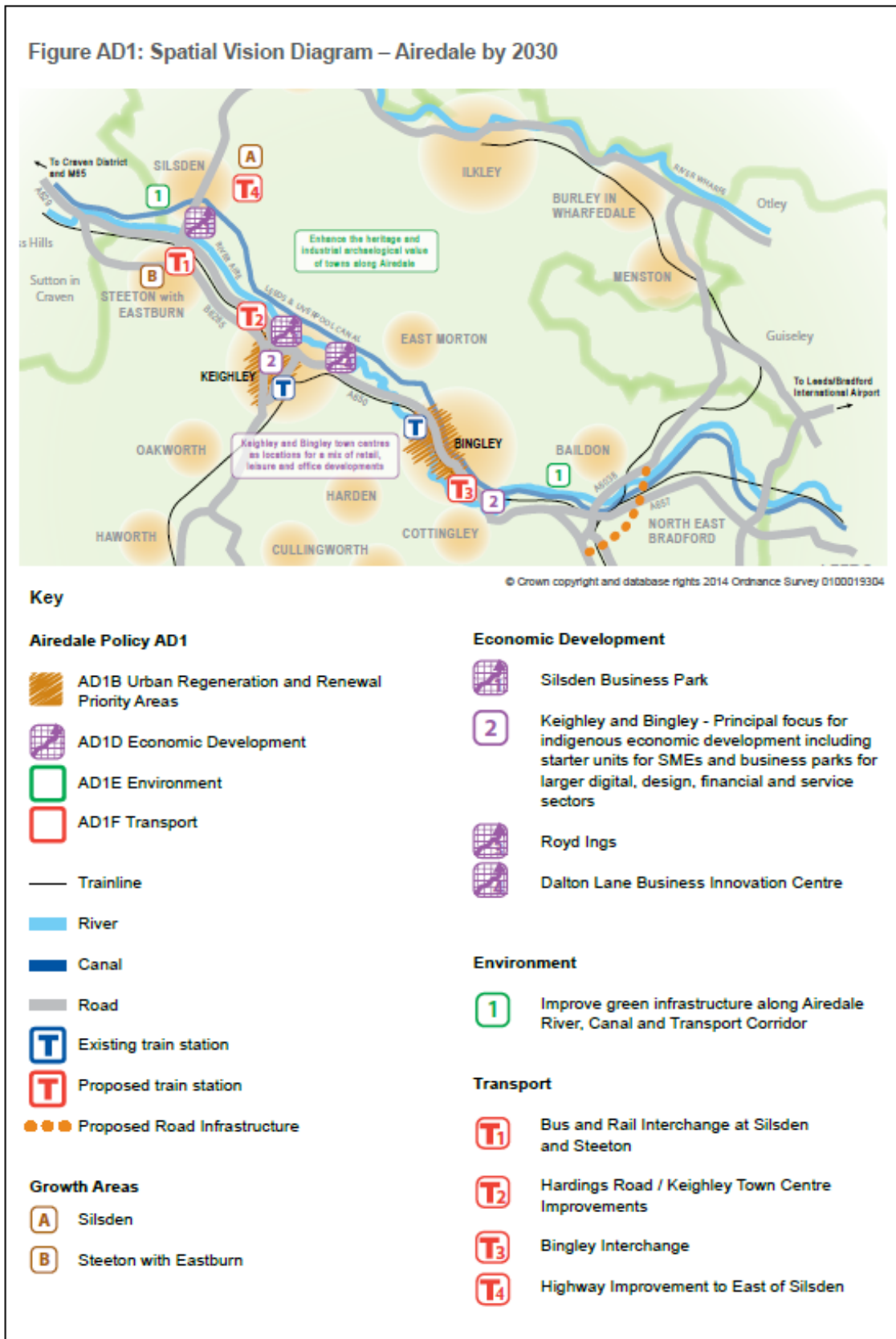
² http://www.bradford.gov.uk/bmdc/the_environment/planning_service/unitary_development_plan

this has been achieved is set out in detail in the Basic Condition Statement that accompanies this NDP.

Bradford Local Plan Core Strategy

- 4.5 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.
- 4.6 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**
- 4.7 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.
- 4.8 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.
- 4.9 CBMDC is preparing a new Local Plan which sets out how the District will grow sustainably over the next 15 to 20 years and what it means for local communities. The Preferred Option Consultation was carried out from Monday, 8 February until 11.59 pm on Wednesday, 24 March 2021

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



5

Policies and Proposals

- 5.1 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 used 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.

OBJECTIVE 1 – To support sustainable housing development.

- 5.2 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.
- 5.3 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.
- 5.4 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.

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

New housing development will be supported on sites within the settlement boundary (see Policies Map) allocated in the Local Plan and other sites subject to conformity with other statutory policies including those in this Plan.

- 5.6 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.

5.7

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 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 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.**

5.8 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 well-designed places. Policy SWES2 also provides further detail to sit alongside planning policy to promote housing quality (Policy H09) in the LPCS.

5.9 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. CBMDC has further adopted supplementary planning documents which provide design guidelines. "Homes and Neighbourhoods: A Guide to Designing in Bradford" is particularly relevant.

5.10 **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 dwellings³ 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.**

5.11 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.

5.12 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

³ For the purposes of clarity, the targets set out within the policy relate to net densities. Net density is usually determined by measuring the number of dwellings against the net developable area of the site. The net developable area would include only those site areas, which will be developed for housing and directly associated uses, including local access roads within the site, private garden space, car parking areas, incidental open space, and children’s play areas, where these are provided.

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

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.

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

5.13 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.

5.14 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.

- 5.15 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 Silsden Local History Group have also been involved and engaged in drawing up the list of non-designated heritage assets.

- 5.16 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 into 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.
- 5.17 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.

5.18 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).

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

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

South Pennine Moors

Local Geological Sites (LGS)

Addingham Edge Millstone Quarry

Doubler Stones

Throstle Nest, Silsden

Local Wildlife Sites

Silsden Town Area

Brackenhill Ghyll*

Brown Bank Marsh**

Elam Wood*

Gillgrange Wood Great Gill*

Jacobs Beck/Holden Wood*

Leeds & Liverpool Canal Low Wood*

Silsden Reservoir Woodland*
Spring Crag & Alder Wood*
Swartha Wood*

Steeton with Eastburn Parish Area

Currer Wood*
Hawkcliffe Wood*
Steeton Reservoir**

* Site previously identified in RUDP as a Bradford Wildlife Area

** Site previously identified in RUDP as a Site of Ecological & Geological Importance.

5.20 The Local Plan Core Strategy policy EN2 Biodiversity and Geodiversity offers protection to the above designated sites and also to important valued non-designated sites subject to various criteria. If neither mitigation nor compensation is possible planning permission will be refused.

5.21 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

- 5.22 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.
- 5.23 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.
- 5.24 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 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

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

applications. This approach supports and provides more detailed policy guidance to help implement LPCS Policy EN4: *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.

5.25 **POLICY SWES5 – 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.**

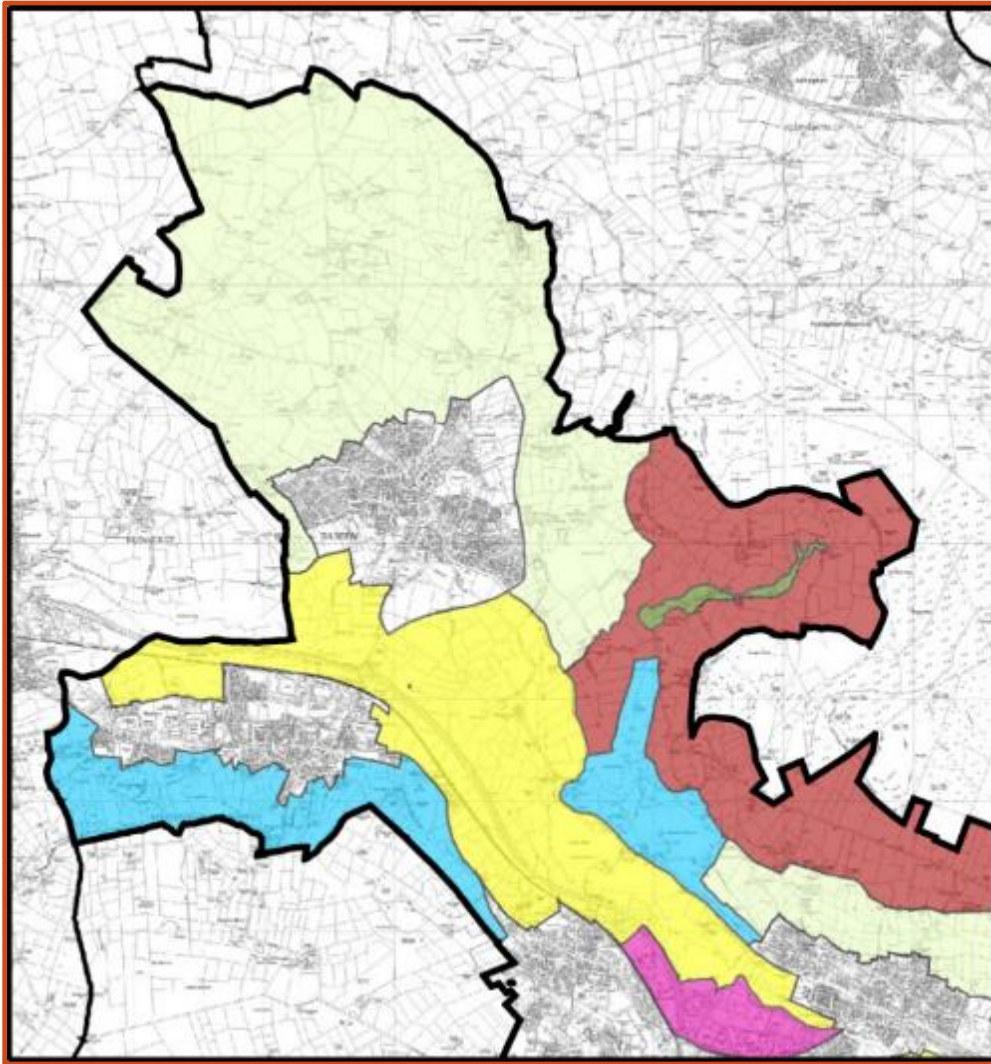
vi. Views from the towns of upper valley slopes and pastures.

- 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.**












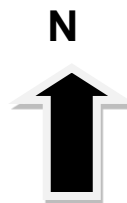
Canal at Silsden

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.

- 5.26 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.
- 5.27 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 SWES6 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.

5.28 **POLICY SWES6 – ACCESS TO THE COUNTRYSIDE, COUNTRYSIDE SPORT AND COUNTRYSIDE RECREATION**

To support access to the countryside, countryside sport and countryside recreation the following development of appropriate scale will be supported provided there are no detrimental impacts due to noise, visual impact, landscape impact or traffic generation:

- 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.**

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

5.29 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.

5.30 CBMDC has policies and guidance which relates to investment in infrastructure and planning obligations. These will be applied to the assessment of development proposals and the need for and extent of developer contributions to provision of infrastructure. These policies are based on central government guidance in the NPPF and are as follows:

- Core Strategy policies: AD2 Investment Priorities for Airedale: ID2 Viability and ID3 Developer Contributions.
- The adopted supplementary planning document “Planning Obligations”.

5.31 **POLICY SWES7 – 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.**

5.32 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. The list below 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.

5.33 **Priorities for Spending of Community Infrastructure Levy (CIL) monies**

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.

5.34 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. The following priorities are not planning policies but priorities that the Parish Councils will support.

5.35 Priorities for Silsden Local Centre

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**

5.36 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, the Parish Council's 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.

5.37 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.

- 5.38 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.
- 5.39 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 SWES8. Policy SWES8 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

5.40 POLICY SWES8 - 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

SWES8/1 - Airedale Factors, Silsden

SWES8/2 - Briggs Printers Site, Silsden

SWES8/3 - Habasit Site, Silsden

SWES8/4 - Howden Road, Silsden

SWES8/5 - Naylor Myers Site, Silsden

SWES8/6 - Silsden Rural Business Park, Silsden

Steeton with Eastburn

SWES8/7 - Airedale Hospital, Steeton

SWES8/8 - Eastburn Works, Skipton Road, Eastburn

SWES8/9 - Eastburn Mills, Main Road, Eastburn

SWES8/10 - Kadugli House, Steeton

**SWES8/11 - Millennium Business Park/Steeton Grove,
Steeton**

SWES8/12 - 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.

- 5.41 Current national guidance in the NPPF seeks to create conditions to foster sustainable business development in urban and rural areas. Core Strategy policy EC4 Sustainable Economic Growth promotes business development by supporting tourism culture and leisure-based activities. Furthermore, it promotes rural industries by reuse of existing buildings, farm diversification and support for live – work opportunities. Core Strategy policy EC5 Town District and Local Centres encourages business development in the local centres.
- 5.42 Other proposals to develop in the urban parts of the Plan area are considered on their merits particularly in relation to impact on residential amenities, parking, and traffic impacts.”

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

- 5.43 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.
- 5.44 In particular, the councils will support the following local transport improvements over the lifetime of the plan:

5.45 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.
- 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.

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

5.47 **POLICY SWES9 - 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

- SWES9/1 - Silsden Town Hall**
- SWES9/2 - Silsden Methodist Church**
- SWES9/3 - Silsden Post Office**
- SWES9/4 - Red Lion**
- SWES9/5 - Fire Station**
- SWES9/6 - Daisy Chain Children's Centre**
- SWES9/7 - Gloucester Road Community Centre**
- SWES9/8 - Our Lady of Mount Carmel Church**
- SWES9/9 - Silsden Health Centre premises**
- SWES9/10 - The Robin Hood Pub**
- SWES9/11 - St James Church**
- SWES9/12 - King's Arms Pub**
- SWES9/13 - The Punch Bowl Inn**
- SWES9/14 - Silsden Youth Centre**

Steeton with Eastburn:

- SWES9/15 - The HUB**
- SWES9/16 - Eastburn Post Office**
- SWES9/17 - Steeton Post Office**
- SWES9/18 - Eastburn Methodist Church**
- SWES9/19 - St Stephens Church Hall**
- SWES9/20 - The Nightingale Pub**
- SWES9/21 - Steeton Methodist Church**
- SWES9/22 - St Stephens's Church, Steeton**

SWES9/23 - The Goat's Head Pub

SWES9/24 - Steeton Health Centre and Pharmacy

SWES9/25 - 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 acceptable in terms of other planning policies and in particular be accessible by public transport, walking and cycling and provide 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. To demonstrate this, applicants should submit evidence that for a period of 12 months there has been a level of acceptable active marketing by a Chartered Surveyor of the building as a community facility and there has been no demand for the facility.**

5.48 The community sites and buildings listed in Policy SWES9 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.

5.49 **POLICY SWES10 – 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

SWES10/1- Memorial Gardens

SWES10/2- Silsden Park

Steeton with Eastburn

SWES10/3- Memorial Gardens and Wood

SWES10/4 - Corn Mill Green

SWES10/5- Airedale Mews Garden

- 5.50 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.

5.51 **POLICY SWES11 – 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

SWES11/1 - Silsden Golf Course.

SWES11/2 - Silsden Youth Centre, including MUGA and playing fields.

SWES11/3 - Silsden Football Club.

SWES11/4 - Silsden Cricket Club.

SWES11/5 - Woodside Road Allotments (public and private).

SWES11/6 - Bolton Road Allotments.

Steeton with Eastburn

SWES11/7 - Steeton Cricket Ground.

SWES11/8 - Steeton Football Ground.

SWES11/9 - Bowling Green and The Hub play area.

SWES11/10 - The Paddock.

SWES11/11 - Keighley Road Recreation Ground.

SWES11/12 - Eastburn Rose Garden.

SWES11/13 - Chapel Road Recreation Area.

SWES11/14 - Keighley Road allotments.

SWES11/15 - Carter Royd allotments

SWES11/16 - Eastburn Playing Fields

Development leading to the loss of these resources will only be supported:

- a) if suitable alternative provision is made available elsewhere, to an equivalent or better standard, and within reasonable distance of the community it serves; or**
- b) an assessment has been undertaken which has clearly shown the recreational use of the buildings or land to be surplus to requirements or unsuitable for such use.**

OBJECTIVE 10 – To support the growth and development of tourism.

- 5.52 This section of the plan contains aspirations to support tourism. This is not a policy but a significant objective of the Parish Councils
- 5.53 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 Parish Councils 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 and conform to the range of national planning guidance local policies and site-specific development management considerations.
- 5.54 There is scope for tourism of the appropriate scale in the urban areas, particularly within the Local Centres and in green belt and other rural locations.”.
- 5.55 **In particular the Parish Council's wish to encourage New tourism development will be supported when it meets the following:**
- **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**

6

Monitoring and Review

- 6.1 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.
- 6.2 Where the need for change is identified the parish councils will work with CBMDC to produce updates and amendments where necessary.
- 6.3 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

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POLICY SWES4 PROTECTING LOCAL NON-DESIGNATED HERITAGE ASSETS

Introduction

These buildings/assets have been included in the NDP based on work in the Conservation Area Assessments, comments received from local residents at the public consultation, feedback from members of the Silsden Local History Group and a walkabout exercise conducted by Councillors which included comments from those living in or near the said buildings.

In addition, all the properties and routes mentioned are included in documented research and historic maps held by the Silsden Local History Group. They are recognised as being buildings of great local historic interest and it is felt that whilst they may not be listed, they are incredibly important to Silsden's local heritage.

Individual Sites

Silsden

27 North Street - on the old Sykes Lane Road. Track from Steeton to Addingham. Stable for horses at rear. Two former laithe houses on border of conservation area

15 Chapel Street - previously built and used as primitive Methodist Chapel on the old coach road to Addingham.

10 - 16 Briggate - exhibits blocked up first floor small door for taking in (hand woven cloth pieces). Reminders of the importance of the land loom weaving industry in Silsden.

2 - 6 Briggate - on the site of the Conservative Club Association at the road end 1899 / 1901 the date on the building / Yorkshire Penny Bank on the first ground floor 1950 – 60.

7 – 9 Briggate - on the old road to Addingham there was also a Blacksmiths Forge in Briggate in 1901 - 10 Census. Number 7 on the corner was a butcher's shop. John Lund born 1847 ran a butcher's shop in 1890's. In 1924 electrical and radio engineer. 1953 – 54 was known as Dick Ashton's electrician. In 1960 BBC1 and BBC2 transmissions were transmitted from this address by Aerial Relay from the premises which was 1p a week.

The First Mechanics Institute in 1883 later was called Silsden Town Hall. In 1894 it cost £2,000.

Airedale Sheds Textile Weaving Mill's old part is still standing facing Nicholson Place old houses on the right.

The Silsden New Methodist Church building was built in 2010:

The new building is fully accessible to people with a disability. The entrance lobby leads into a large and comfortable foyer with tables, chairs and a kitchen servery.

The worship area is situated at the front of the building to the right of the entrance lobby and Silsden Methodist Church 2010 incorporates a glazed cross, illuminated from within and visible from Kirkgate. Two specially designed rooftop light boxes create an external feature and along with rooflights, ensure plentiful natural light enters the building.

As well as being used for worship and church activities, this attractive, new building provides a suitable venue for many other community groups too and is conveniently located in the centre of Silsden.

74 Keighley Road is the Cooperative building part design of Art Deco building three storey entrance door at angle to corner which is set back.

1 - 3 St John's Street was also the Cooperative building on the corner of Old Drovers Road from Sykes Lane and Steeton is art deco design.

Cornmill house Keighley Road - The old Cornmill is the earliest record of the water powered Cornmill. It was granted by Cecilia De Romille of Skipton Castle to the Prior and Canons of Embsay in 1122. The mill pond is fed by water from Silsden beck at the crossing at the top of St John's Street by a controlled windup lift up shutter and fed underground to the mill dam. Houses have now been built on the mill dam. During the Second World War an air raid shelter was built on to the side of the bottom entrance shown in old photos of Silsden. Shelter now removed.

Cat steps - at the back of Stirling Street clog irons were made in small outbuilding at the bottom of the Cat Steps. Cat Ole shown on old maps 1848 Silsden map and earlier.

Drovers route by ford see Cornmill old track / route / Cecilia De Romille 1122. Sykes Lane see para number 1 St John's Street is a main road in to Silsden of its time. From Steeton to cross the river on to bottom of Sykes Lane. If you could see the tufts of grass in the river you were able to cross, if not horse and cart had to go to Kildwick bridge and cross by the old roman bridge up Priest Bank in to Silsden by the top track.

The Library building was the original chapel and is in the Conservation area and has now been converted into housing.

High Bank House - on the canal side and near the Old Boat Yard using old swing crane hand cranked is still used as a boat yard for Silsden Boats.

Hothfield Street School - open 1914 to replace Bolton Road School for children over 10 years old.

1, 3, 5, 18a and 18c North Street - The buildings are significant historical buildings in the Conservation area on Sykes Lane.

Steeton with Eastburn

Barrows House, 16, Barrows Lane - a modest 3-bay detached early 19th century mill manager/owner's house. It has a tall stair window set in its rear elevation facing the lane with a 20-paned sash set under the stairs to its elevated back door. It has a wide and windowless north gable, which together with its tall stone boundary wall creates a solid line along the street edge.

1, and 3 Hill Top, off High Street - 1 and 3 Hill Top are set gable-end onto the road on a slightly elevated piece of land and face southeast up the steep hill. Built in the early 19th century, the cottages add much character to the streetscape, due to their unusual juxtaposition with the road and are therefore identified as being a key unlisted building.

The Goats Head Pub, Keighley Road - its unusual name taken from the heraldic crest of the Garforth family, important local landowners who lived at Steeton Hall for many years. The public house is an interesting building, having quoined angles and gable stacks with integral canted bay windows that front onto the turnpike road. It was probably built in the mid-18th century as a farmhouse that became an inn during the early 19th century following the rerouting of the turnpike road from its original route along High Street. It is identified as being a key unlisted building in the conservation area. To the rear of The Goat's Head public house is a long rear range and barn with a segmental-arched cart-entry, a reminder of its days as a coaching-inn. It has margin-dressed voussoirs and retains a plank door, though the main body of the barn has been discretely converted for domestic use.

27, Station Road - early-19th century terrace that runs off at an angle to the road. the row follows the original route of the road from Steeton to Silsden, prior to the construction of the station. 22 -25 are the second, later part of the row to be developed, and are fenestrated, each having a stone-framed door case to the left of a square stone-framed window with two smaller windows above.

As the terrace runs away from the road, the gardens to the front correspondingly increase in size. The gardens are bound by a low stone wall topped with curved stones aligned to the road, which widens sufficiently to allow room for a small three-bay late 19th century house (27 Station Road) to be set between the terrace and the road, its attractive frontage facing southwards towards the road junction. Its central doorway has an arched fanlight with raised impost and keystone. The roadside gable has retained its original six-paned sashes that have unusual arched heads. The building retains many original features and makes a positive addition to the streetscape; it is therefore identified as being a key unlisted building in the conservation area.

Croft House, Mill Lane - A dwelling that appeared on the Ordnance Survey map of 1852. The house was built gable end onto Mill Lane, facing south across High Street. Stone built, it has a continuous plat band across the façade and a square ashlar stone porch with an arched doorway and window heads with expressed impost and keystones. The building retains its timber sash windows that complement the age and character of the building, increasing its historical interest. A high stone wall with

curved copingstones surrounds the garden. Croft House is a key unlisted building within the conservation area.

2 Elmsley Street - At its junction with Skipton Road is 2 Elmsley Street, a large and stylish Edwardian building with a red tiled roof, and a Venetian window in its prominent gable that has a ball finial crowning its apex. This building makes a more than average contribution to the variety and interest of the streetscene and therefore is considered to be a key unlisted building in the conservation area. To the front of the building is a hard surfaced yard surrounded by a stone wall topped with iron railings. It has had many uses over the years, starting out as a mechanics institute, library, carpet shop and now apartments.

Holmes House and attached barn, St. Stephen's Road - a laithe house of c. 1800 with a segmental arched barn attached to the left of the main body of the house. The house itself has a symmetrical arrangement of tripartite windows to either side of its central door which is topped by a triangular pediment. The house is set back behind a stone wall with round top-stones backed by a neatly trimmed beech hedge.

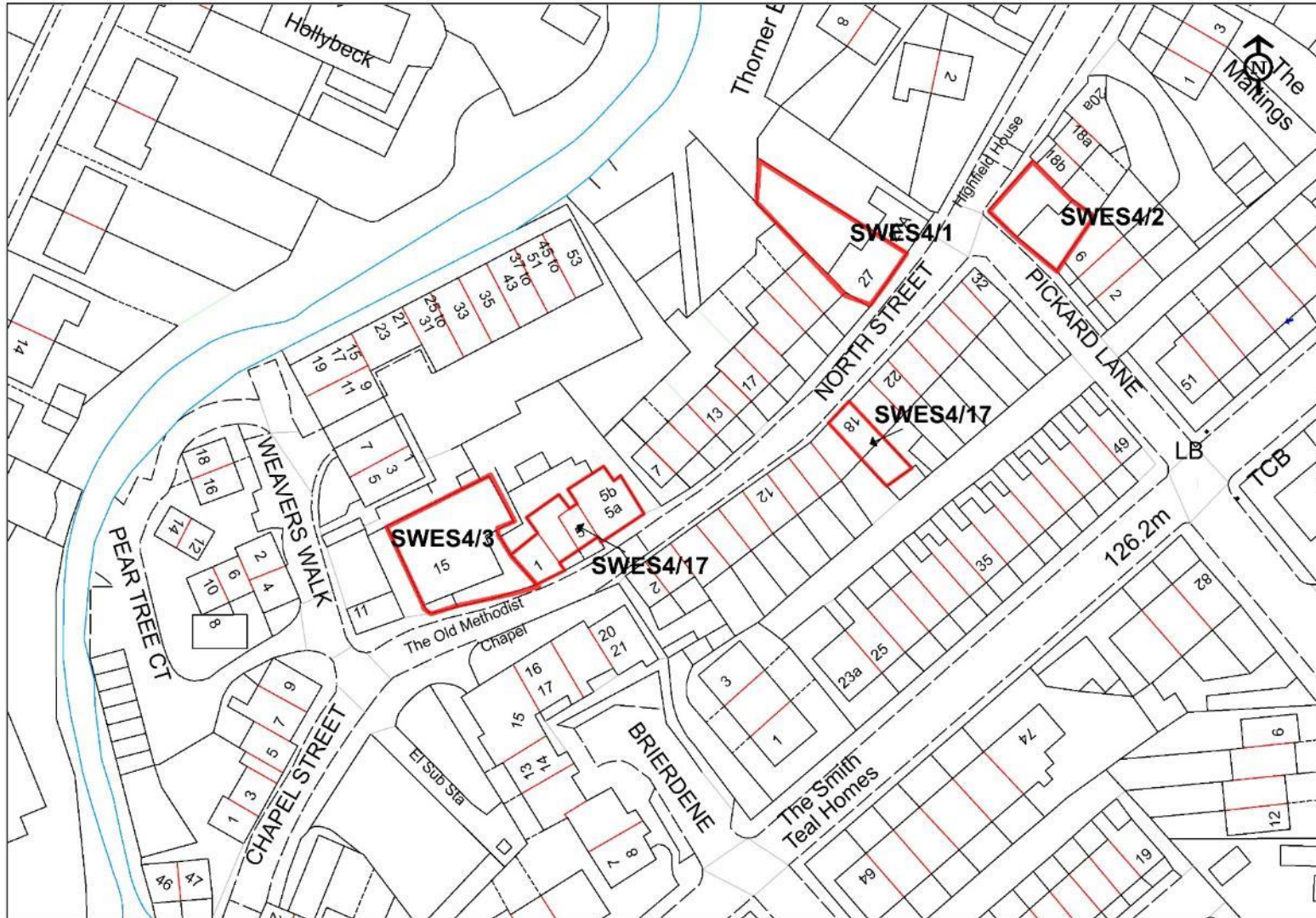
Woodlands, Summerhill Lane/Station Road, Steeton- First appears on the 1891 O.S. map. It is a typical Victorian villa set behind substantial stone walls. It has retained its timber sash windows, some of which contain stained glass upper lights. Woodlands is particularly prominent, being located on the corner of Station Road and Summerhill Lane and consequently is identified as being a key unlisted building.

Poplars Lodge, Summerhill Lane - A building displaying Vernacular Revival architecture that mimics a traditional style of house building, often resulting in a property that seems older than it really is.

Oakfield Lodge, Summerhill Lane - a dignified and interesting house set behind solid stone walls and gate piers and built in a Vernacular Revival-influenced style and is another key unlisted building in the conservation area.

Bridge over Steeton Beck in Redding Wood - A substantial stone built bridge over Steeton Beck forming access from Barrows lane to the agricultural land at the other side of Steeton Beck as it runs through Charnock/Redding Wood.

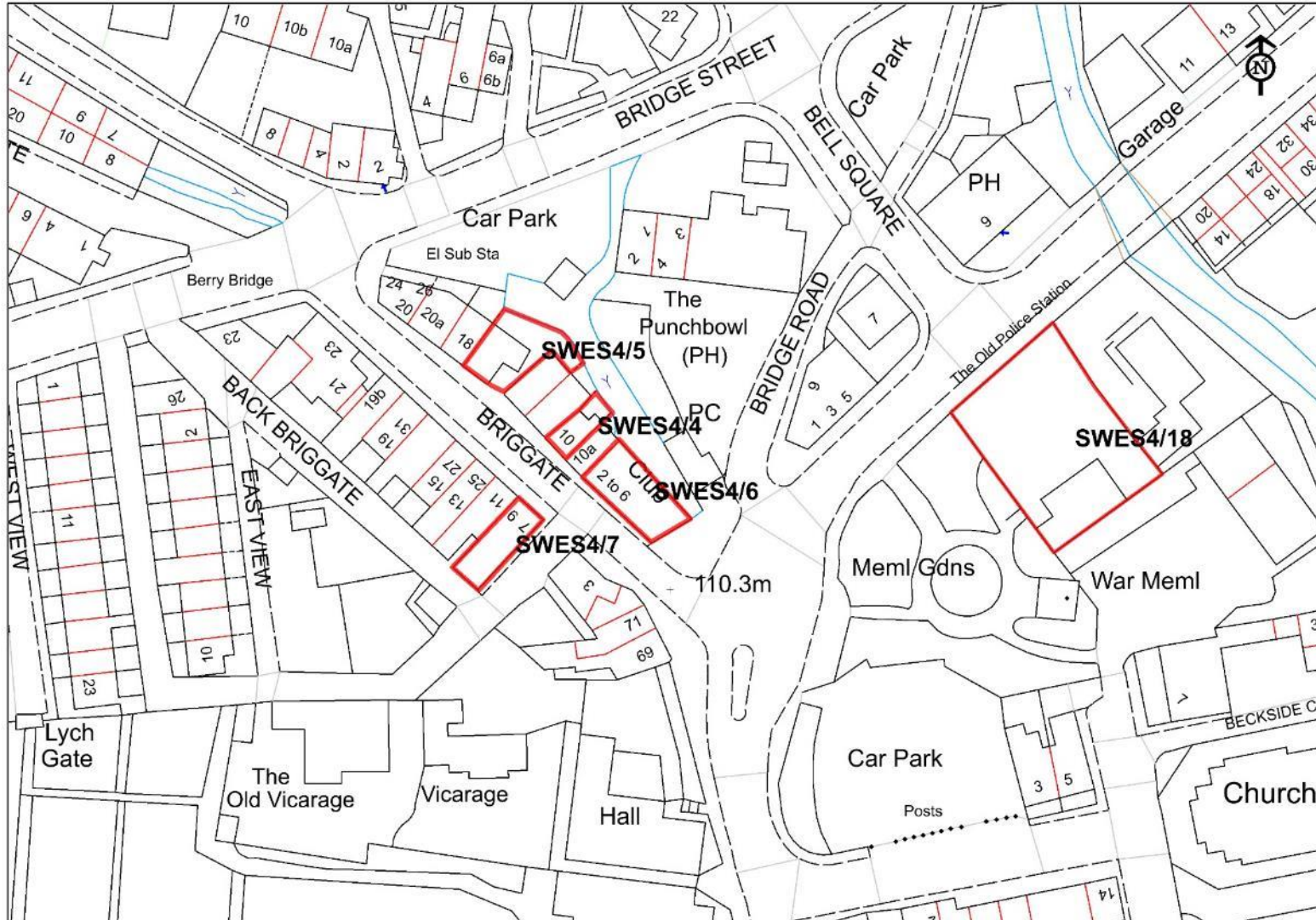
Policies Map 2. Non-designated heritage assets, Silsden (not to scale)



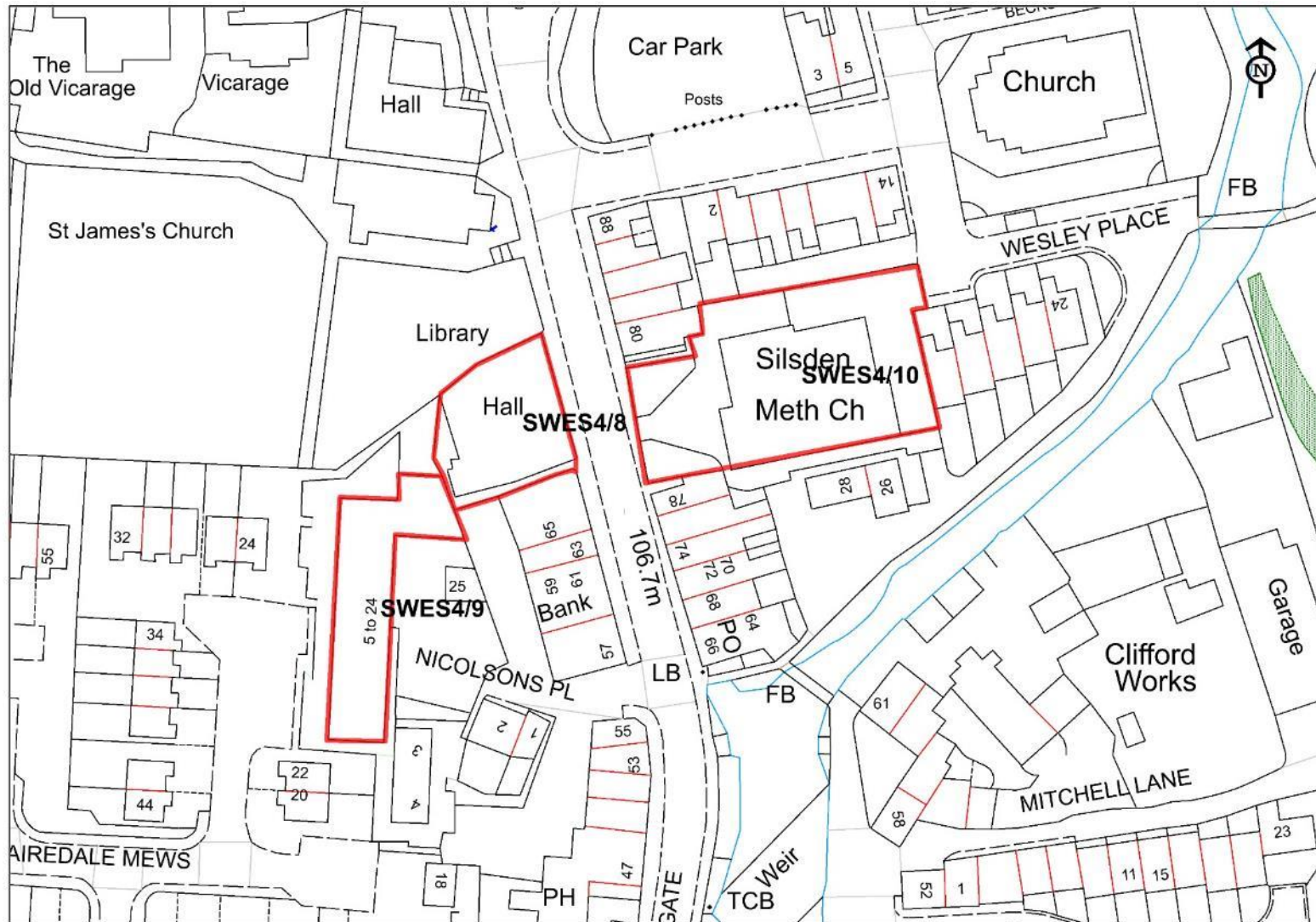
Policies Map 3. Non-designated heritage assets, Silsden (not to scale)



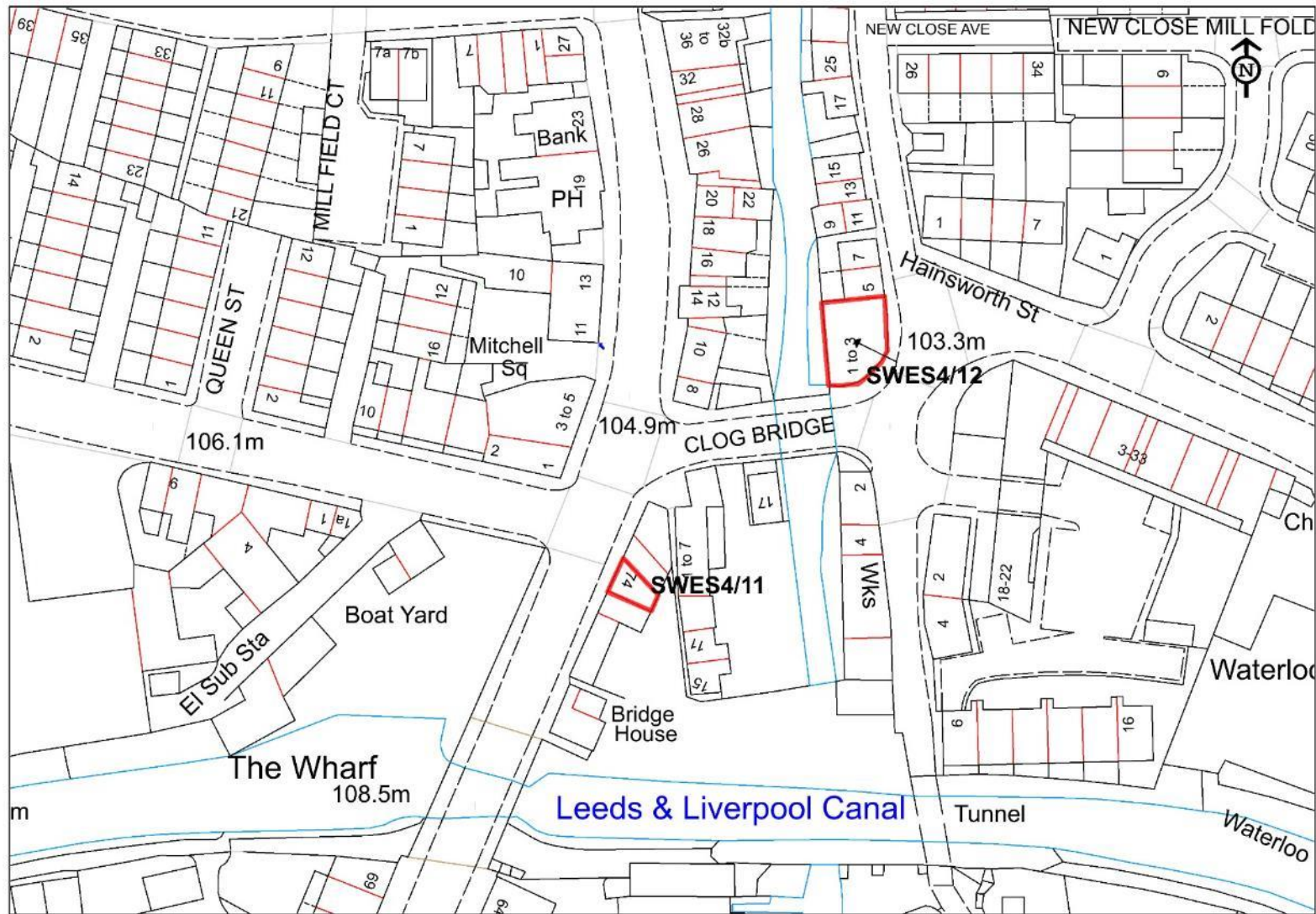
Policies Map 4. Non-designated heritage assets, Silsden (not to scale)



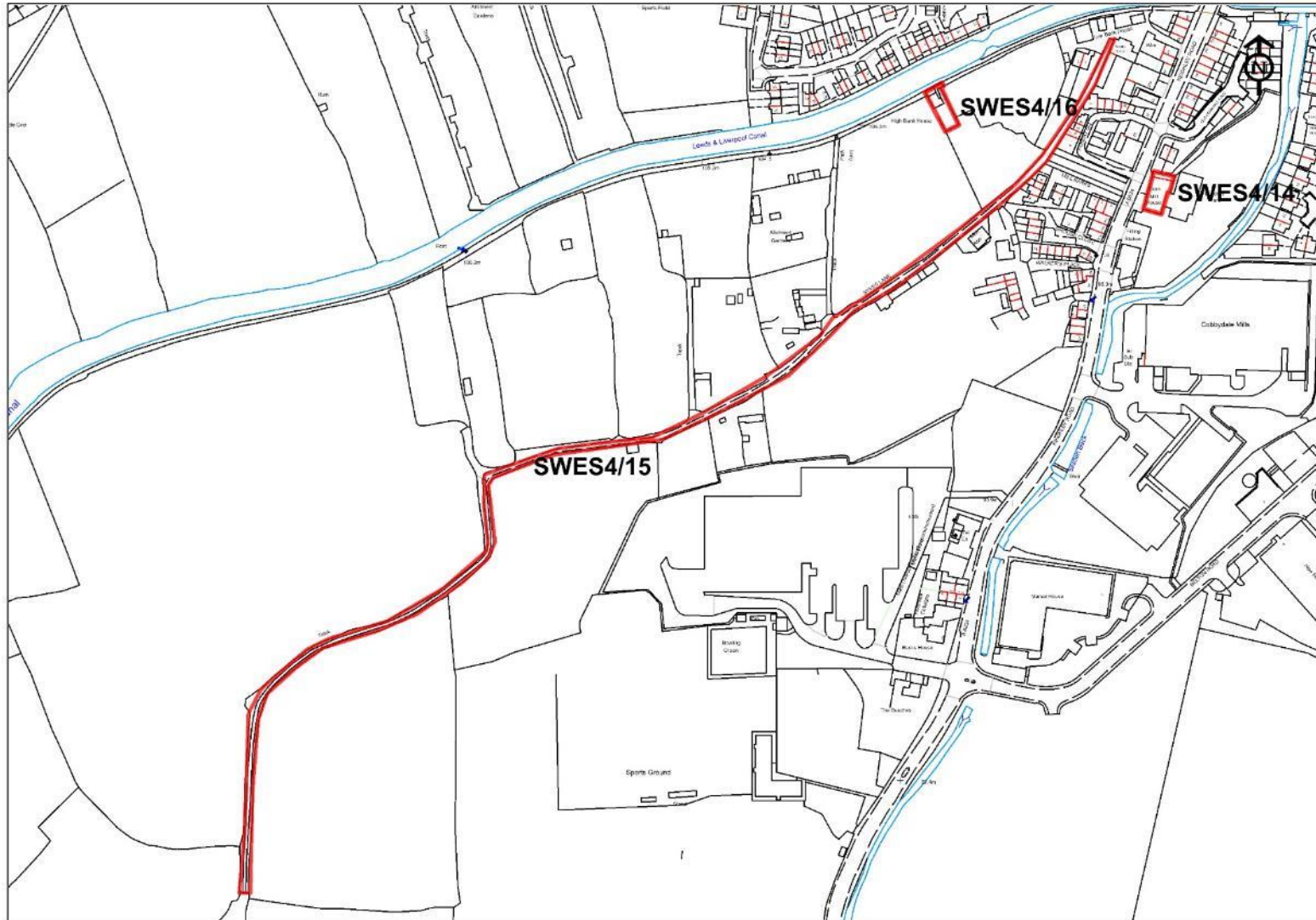
Policies Map 5. Non-designated heritage assets, Silsden (not to scale)



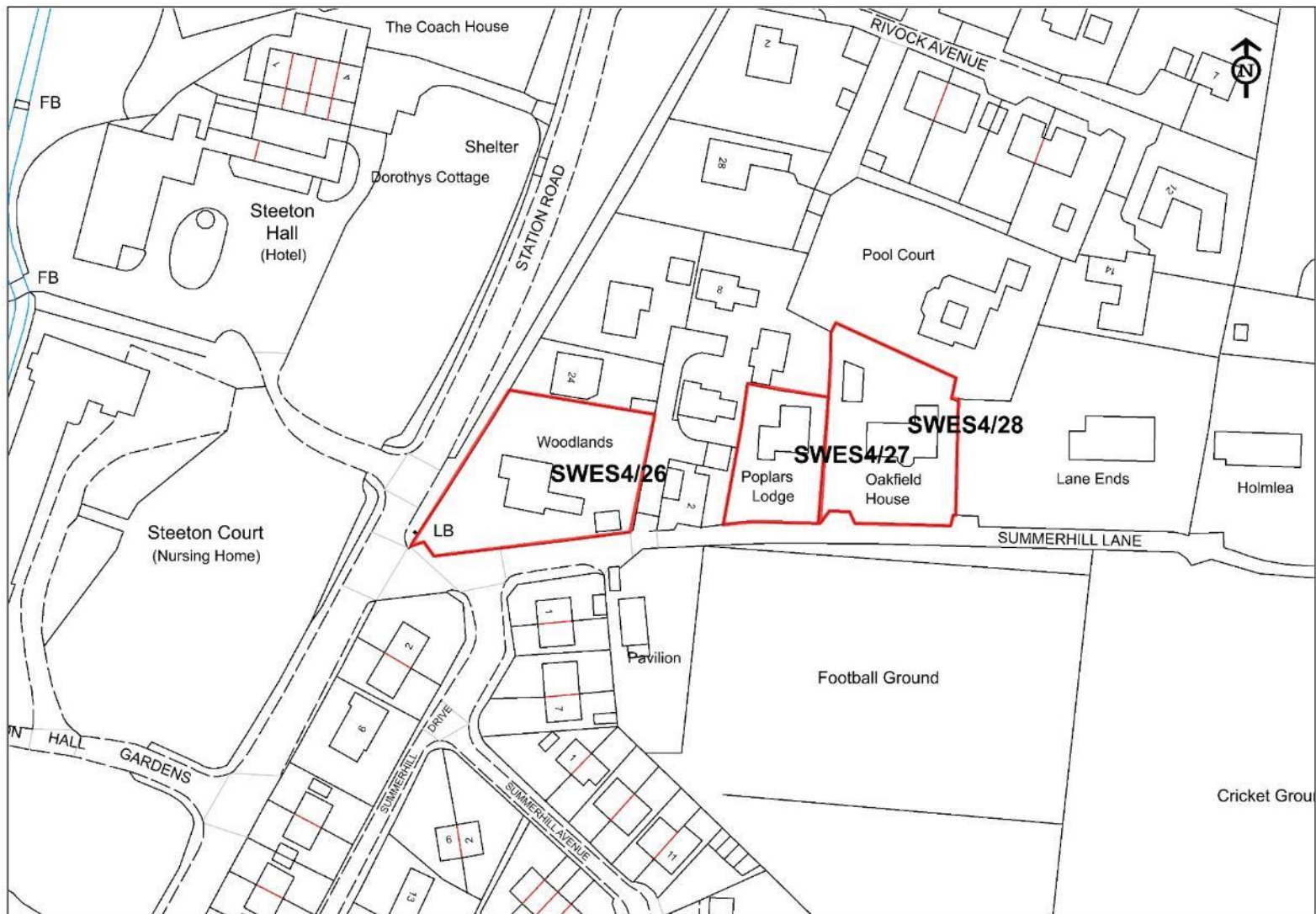
Policies Map 6. Non-designated heritage assets, Silsden (not to scale)



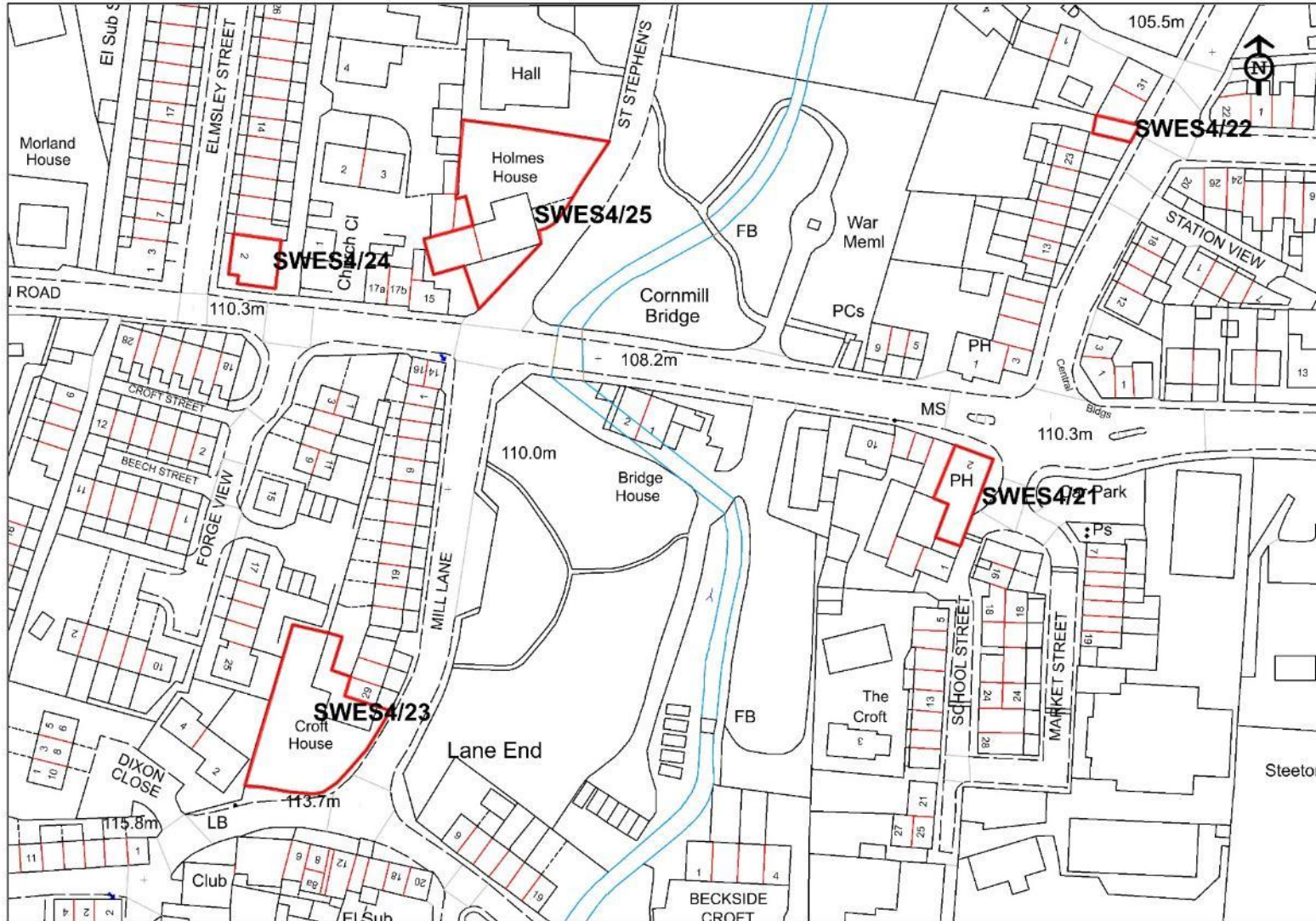
Policies Map 7. Non-designated heritage assets, Silsden (not to scale)



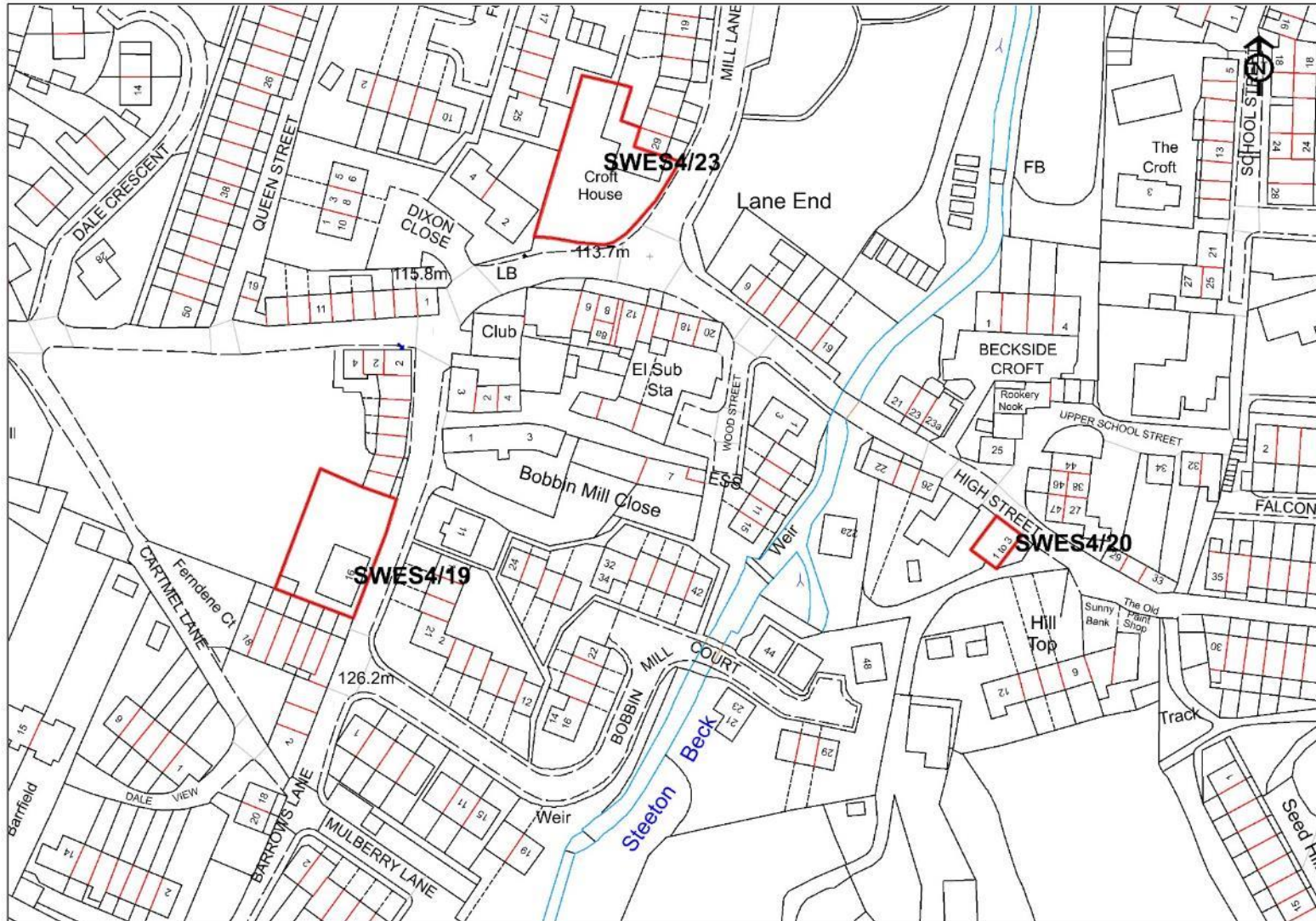
Policies Map 8. Non-designated heritage assets, Steeton (not to scale)



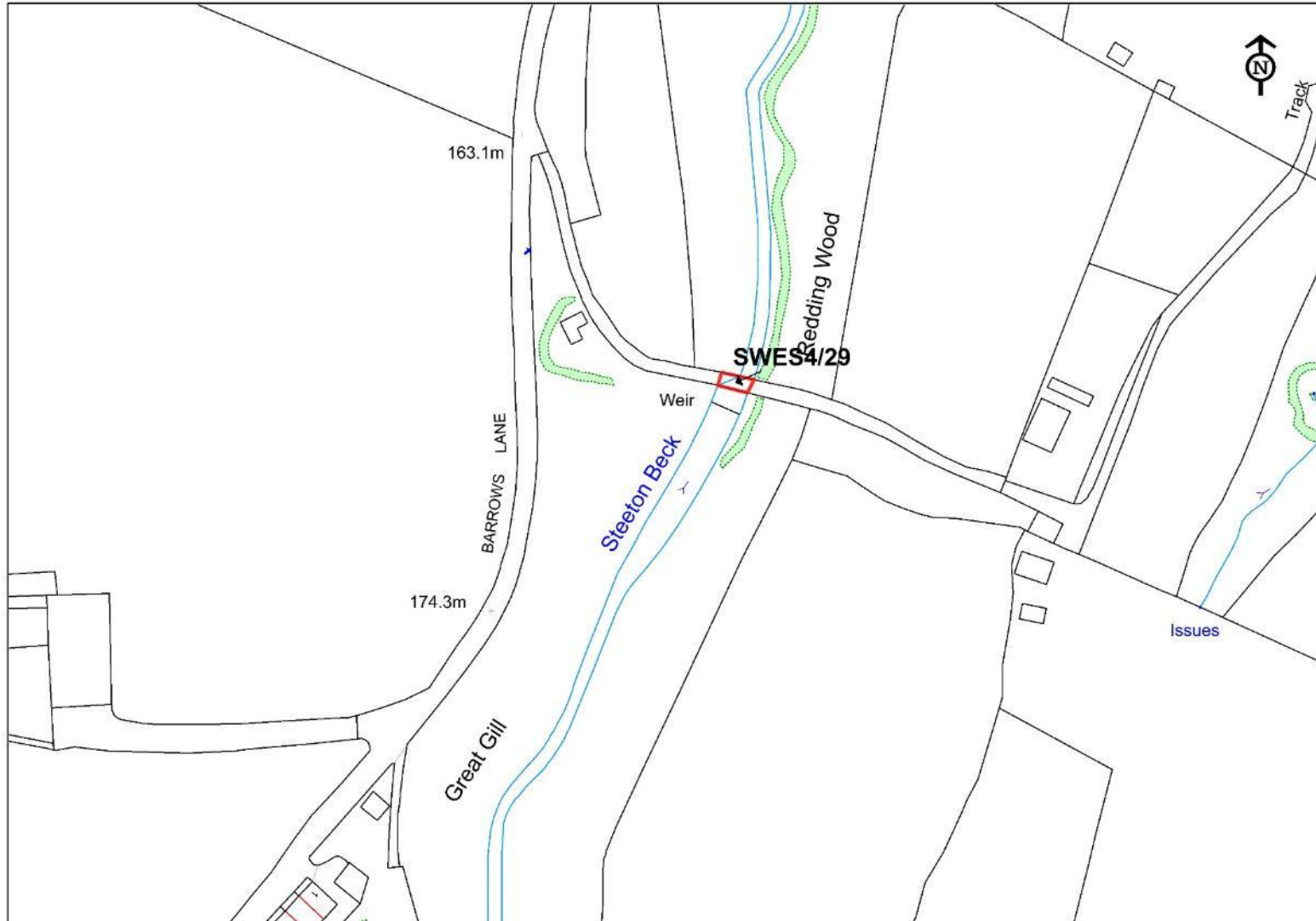
Policies Map 9. Non-designated heritage assets, Steeton (not to scale)



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



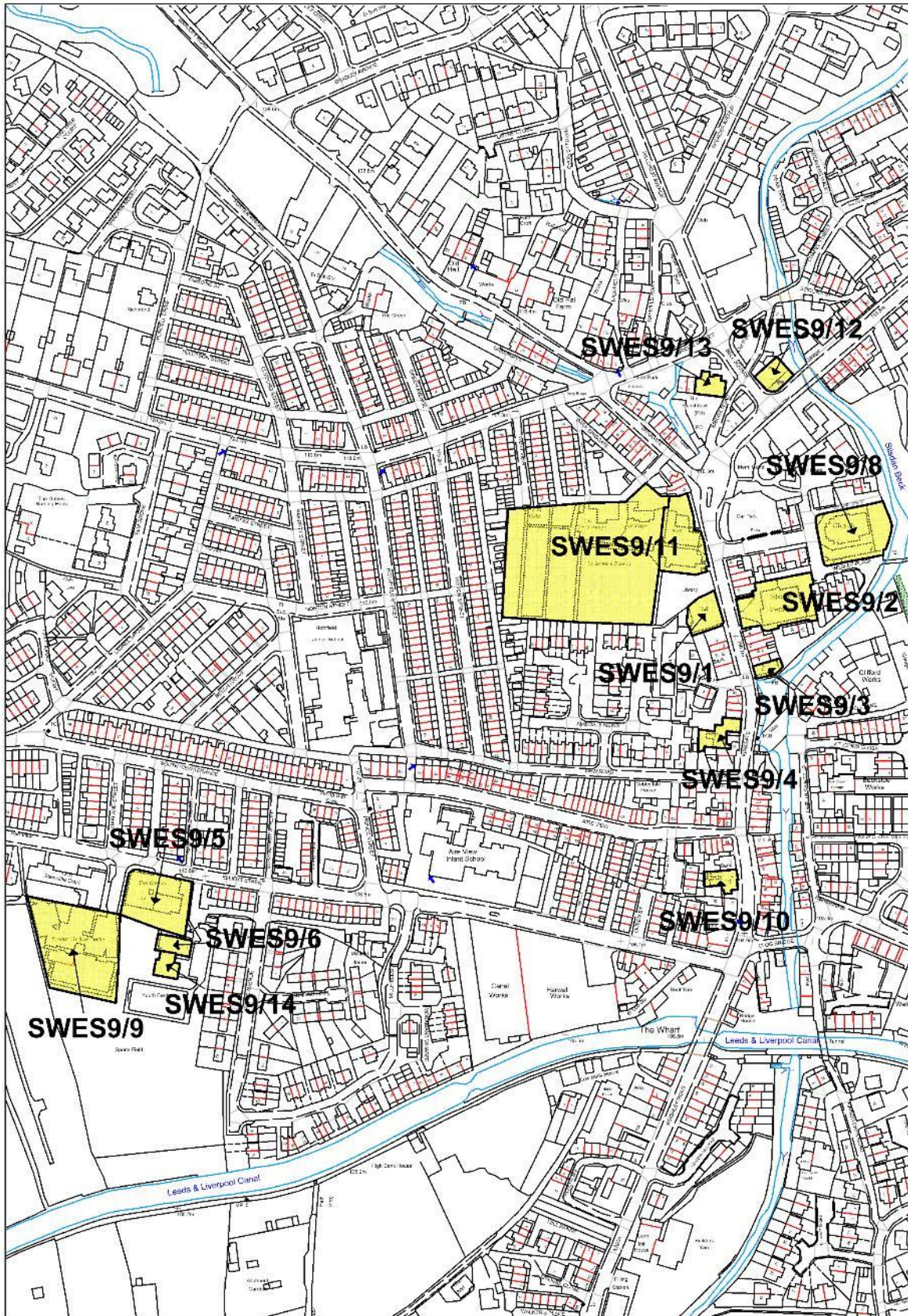
Policies Map 11. Non-designated heritage assets, Silsden (not to scale)



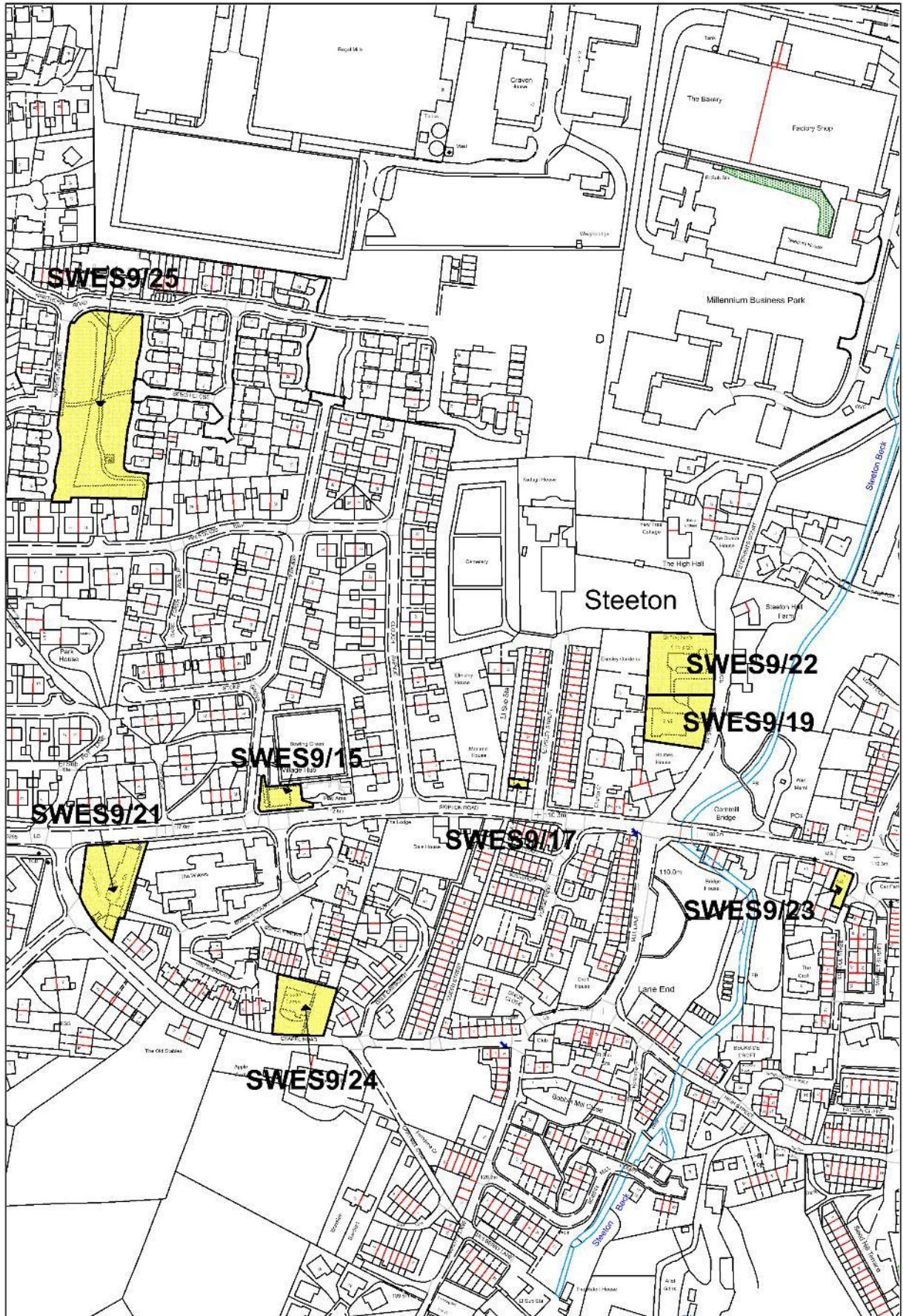
Appendix 2
Policies Maps 12
to 14

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)

