

MINUTES OF THE MEETING OF SILSDEN TOWN COUNCIL
held on
Thursday 6th JULY 2023

Commenced 7.30pm

Concluded 9.21pm

Present: Cllrs C Whitaker, Walton, Croft, R Whitaker, Davis, Jessup, Ford, O'Dwyer, Russell, Naylor, Smith and Wogden. Police [1] |Public [24]

Cllr M Croft in the chair

1. No apologies for absence were required
2. No acceptance of reasons for any apologies required
3. Declarations of interest on items on the agenda were made by Cllrs Russell and Wogden for item 7.2
4. Police update was given and Cllr Russell asked whether there were any strategies in place for the youths rather than just 'moving them on' PC Beck stated that he did try and sign post them to alternative activities.
5. The minutes of the meeting of Silsden Town Council held on 1st June 2023 were signed as a true and accurate record.
6. ADJOURNMENT – meeting closed 7.42pm - 4 adjournments taken meeting reopened 7.48pm
7. ACCOUNTS AND FINANCE.

1. Agreed payments below

M Croft	Mayoral Allowance[May}	1916	750.00
L Corcoran	salary	1913	878.41
Inland Revenue	tax and ni	1914	21.40
The Hive	Donation re running costs	1915	10000.00
Green Places	Donation	1917	1500.00
P Rance	Lengths July	s/o	950.00

2. Agreed grant for £10,000 – towards the running costs of The Hive
3. Agreed grant for £1500 – towards expenses for Green Places
8. PLANNING: comments on the following planning applications
23/01983/MAF | Residential development (72 dwellings) with associated access, parking, amenity space, landscaping and infrastructure works. | Land Adj. To Drabble House Cottage Hawber Lane Silsden Keighley West Yorkshire BD20 0LR – **Strenuous objections both in principal and in detail** STC believe given the number of application we received for large scale development around the edges of the town, those just finished, those part way through build and those already within the planning application system a HOLSTIC approach needs to be taken and regardless of what regulation the emerging plan is at, at the time of this objection it should be taken into consideration.

General Comments

There isn't a response from either the Police or Highways, so we may wish to add to this consultation at a later date.

We agree with the Drainage, and the Parks and green spaces consultee's comments. We would also point to that the 'allowance' for leakage from tanks is totally unacceptable

We believe if this site is developed it will hinder the route of the protected line for the proposed Silsden Bypass.

In Their **Community involvement statement**, they admit that both Silsden Primary school and South Craven School are oversubscribed, therefore Silsden school will require to be extended soon, and it will need this field in order to expand, because if Persimmon Homes builds their estate to the North of the school there will not be anywhere else for the school to expand

The 903 is not an hourly bus service as suggested by the applicant it is much less than this

The applicant also failed to identify that aspects of their plan fall onto land that is in shared ownership with the school.

Specific objections

Silsden Neighbourhood Plan

S4.38 Key Planning Issues include

- Need to conserve local heritage including the future management of the Conservation Areas
- No land is allocated for additional employment use in Silsden
- There is a lack of capacity in primary schools this (as per education response)
- Transport links to some areas poor.
- Poor links between bus and rail services – most buses do not go to the station even though there is space to turn there.
- Management of change in the Conservation Areas.
- Development threat to the Green Belt in the neighbourhood area and the area's surrounding countryside – brownfield sites should be used first

OBJECTIVE 4 – To protect and promote a vibrant countryside

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

6.33 POLICY SWES9 – INFRASTRUCTURE FOR NEW DEVELOPMENT

- Any identified additional infrastructure needs arising as a result of proposed new development must be addressed
 - a) Site access and the need for any additional road capacity and public transport provision

Transport

- The site Access involves potential ownership issues CBMDC Estate Management believe they own it and the developer thinks they do. Application for the school shows “shared access between the school and Drabble House Farm. Is this ok for 72 houses rather than just a farm?
- Clog Bridge no appraisal of traffic impact.
- (Page 13) 3.2.1 States “Both Middleway and Daisy Hill are subject to 30MPH speed restrictions. They are in fact 20MPH speed limits, has is all of this area.
- 3.2.4. Says to the north Keighley Road continues through Silsden. It does not it stops at the Clog Bridge Junction, something else they would have known if they had ever visited Silsden.
- (Page 17) 3.5.4. They mention the highly trafficked nature of the A6034 Keighley Road and the A629, yet in their figures they play down the correct volume of traffic which we all know passes through Silsden. A problem which will only get significantly worse when all of the homes presently under construction are finished and occupied.

- (Page 32) Site location has been taken directly from Google earth maps, and is significantly out of date, it shows the school under construction, and the new estate of houses to the north of Middleway is not shown on the map.
- (Page 50) Proposed site plan shows most of the houses are accessed via Secondary roads, which will not be accessible by the bin lorry without having to reverse in or out, this will cause considerable risk to pedestrians on cyclist, the only alternative would be for the home owners having to take all their bins to the end of the secondary roads, which will cause obstruction in the areas, and considerable extra work for them.
- This plan also shows that the School egress road will have to be moved a considerable distance away from its present position at the end of Middleway towards the new estate, there isn't any mention in the document as to how this will be done, the present road out of the school is only very short, and to move it to the new proposed position could not be achieved without changing the position of the school gate, and internal road layout.
- (Page 125) Shows the only two places on the estate where a bin lorry can turn around.
- (Page 74) *There are warnings associated with one or more model runs – see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.* So what if any use can these provide to the planning committee?
The data used by the applicant was done in 2020 when covid travel restrictions were in place and are therefore in no way accurate or relevant for this proposal

Site Access

- The plans provided by the developer and the original school plans show the exit for the school to be mid-way along the access route. The actual exit is at the start of the proposed route which impacts the potential safety of the house immediately adjacent to the site entrance and school exit.

Informal Footpath

- An informal footpath is proposed which will allow people to exit the site on foot onto Hawber Lane. There is no pavement alongside the cemetery just a high wall this is dangerous for pedestrians.

Brunthwaite Conservation Area

Origin and Historic Development

- Unlike many other settlements in the district that expanded rapidly during the Industrial Revolution, the size and form of Brunthwaite has remained relatively static during the last 150 years. The form of the hamlet is remarkably well preserved and much of its character and historical interest is taken from the buildings within their unspoilt rural setting.
 - What is quite clear is how little the size and form of the hamlet have altered over the years
- ##### Topography and Setting
- The location of Brunthwaite conservation area contributes greatly to its form and character. The most significant features of Brunthwaite's topography and setting are:
 - Brunthwaite is located within an attractive setting on the northern slopes of Airedale. The sloping land on which the settlement has developed impacts greatly on views into and out of the conservation area as well as the character and feel of the place.
 - Open fields surround the conservation area on all sides, effectively enclosing the settlement within its rural setting. The fields are divided by good dry stone walls, which add definition to the landscape and are of historic interest in their own right. Trees stand in small groups around the edge of the conservation area and in the surrounding fields. These add much to the quality and sense of place.

- The topography of the surrounding landscape is dramatic and varied and this adds much to the character and interest of the conservation area. Brunthwaite is located at the foot of Rombalds Moor and the land rises up steeply to the east of the settlement. To the west and south of the conservation area the land drops away gently towards the valley bottom and this allows good long distance views into and out of the conservation area. These views are particularly important as they allow Brunthwaite to be considered within the context of the surrounding area as well as reaffirming the value of the settlement's unique location.

Traditional Building Materials

- Traditional building materials have been used throughout Brunthwaite conservation area and these contribute greatly to the image and character of the place.

Permeability and Streetscape

- The form, width and orientation of routes through Brunthwaite conservation area are important in distinguishing the character and sense of place of the area as well as allowing views and vistas through the conservation area
- The variety in the streetscape creates interesting views and vistas through the conservation area.
- The small size of Brunthwaite conservation area means that the settlement is highly permeable. Access to the settlement is taken from either Hawber Lane to the west or via High Brunthwaite to the east. Hawber Lane is a narrow and attractive country lane that runs along the western boundary of the conservation area. The lane extends from Holden Lane northwards past Brunthwaite and towards the hamlet of Swartha. The lane winds around the contours of the hilly landscape and in the section close to Brunthwaite its line is defined by good stone walls and traditional hedgerows. Hawber Lane runs along the western edge of the conservation area and is lined with good dry walls. The Bradford Unitary Development Plan indicates the line of a possible bypass to Silsden, which roughly follows the line of part of Hawber Lane. This bypass, which would run through the western section of the conservation area. As such, the construction of a new road in such close proximity to Brunthwaite conservation area is likely to have a major impact on the quiet rural character of its historic environment. Full details of likely impacts of the proposed development on the historic environment and natural heritage will be required prior to grant of any permission. These details will be closely scrutinised in order to mitigate and minimise the possible impacts of the such a major development.
- 1. It is essential that the significant views and vistas into, out of and through the conservation area are respected in any development within the conservation area or affecting its setting. Applicants will be requested to provide evidence that this has been considered as part of the evaluation of the site (see Policy BH10 of Unitary Development Plan (UDP)). 2. New development that will impact the setting of the conservation area, as being either immediately within the vicinity or clearly visible from within its confines, should echo the principles of good design set out for new build and not over dominate its form or buildings and respect important areas of green space and woodland (see Policy BH7 of the UDP).
- 6. Any new development should make use of quality materials that reflect the interest of the area and sit harmoniously with the existing fabric and respect the uniformity in the colour and texture of the built form of the conservation area (see Policy BH7 of the UDP).
- Policy BH10: Open spaces within or adjacent to conservation areas Planning permission for the development of important open areas of land or garden within or adjacent to a conservation area will not be granted if the land: 1) Makes a significant contribution to the character of the conservation area. 2) Provides an attractive setting for the buildings within it. 3) Is important to the historical form and layout of the settlement. 4) Affords the opportunity for vistas in or out of the

conservation area which are historically or visually significant. 5) Contains natural water features, tree and hedgerows which the development proposals propose to destroy.

Air Quality assessment

- (Page 16) 4.1.2.1. Automatic Air Quality Monitoring Automatic air quality monitoring is undertaken at seven locations within the administrative boundary of CBMDC. The closest automatic monitor to the Site is CM2, of an 'urban centre' site classification, located approximately 5.3km south of the Site. CM2 monitors NO2 and PM10 concentrations.
- Because the data in this document is based on monitoring sights which are nowhere near Silsden, and Silsden sits in an amphitheatre shaped valley, which is subject to its own micro climate totally different to the Keighley site shown above, none of the data in this document is of any use when assessing the Air Quality for this planning application.

Interim Travel Plan

- (Page 9) 2.3.3. Without detailed travel survey information for the proposed development, it is not possible to set specific mode split targets for the development. This is guess work in order to support their submissions.
- (Page 18) 6.3.1 A Travel Information Pack could be provided to all residents at the site upon occupation. The pack could include details of walking/cycling/public transport routes and timetable information as well as potential car sharing arrangements.
- 6.3.2 It could include a local area walking and cycling map also showing local amenities. The pack could also promote the health benefits of regular exercise including walking and cycling.
- 6.3.3 The pack could also include information regarding any national travel initiatives which are relevant to the site, such as Bike Week (normally held in June). They repeatedly say "Could" so not guarantee this would be the outcome
- (Page 19) 6.4.1. Promotion of internet food shopping. This would create another hazard, with many delivery vans accessing the secondary roads with insufficient room to turn around making their deliveries.

Flood Risk Assessment

- (Page 13) Site map boundary doesn't show access to Middleway, or green space to the South.
- (Page 15) Map shows water cause across the end of Middleway but with no suggestion on how to mitigate this.

Footpath Diversions

The diverted path around the back of the houses is unacceptable, it would increase the risk of burglaries.

16/05348/NMA02 | Non Material Amendment to planning permission 16/05348/FUL to add a Planning Condition (new condition number 14) to refer to the approved plans as follows: The development hereby approved shall only be carried out in accordance with the approved plans listed below: Composite drawing with multiple

types DH/4A Existing Site Plan DH/1 Proposed Site Plan DH/2A Proposed Plans and Elevations DH/3A | W Hanson Silsden Limited Hainsworth Road Silsden - Keighley West Yorkshire BD20 0LY – No objection

9. Website working group - report received Cllr C Whitaker nominated to speak with the website host to 'mock up' some ideas as long as within existing quote and nothing is published without full council approval. The clerk to contact them in order to start the ball rolling in obtaining a dot gov domain.
10. Agreed that a small working group review the policies of the council and bring forward any amendments or updates as and when they arise as a proposal to full council. Cllrs in working group to be BD CW and MW .
11. Resolved that a letter of landowners consent be sent to both Friends of Silsden Park and the Gala Committee for their events in July
12. Resolved that a letter be sent to Bradford Council enquiring why the town's planning applications all now appear to contain the word 'Bradford' (even before the word 'Silsden') in the application address and a proposal that it is requested that this is omitted forthwith as it misrepresents the locality of Silsden which is a town in its own right, is nowhere near Bradford and eradicates the town's own identity.
13. Cllr Davis proposes that we ask the District Councillors report back on any progress on our request for HGV restrictions through Silsden – email response received on the night on the meeting to be dealt with at the planning meeting
14. Resolved that we ask West Yorkshire Police to install police cctv cameras throughout Silsden for the purpose of monitoring crime/potential crime and reactively or hopefully proactively attending within Silsden due to lack of cover by normal police patrols.
15. Agreed the date of the next meeting as the 7th of September 2023 with the proviso that an additional meeting in August could be called should it be necessary

.....
chair 7/9/23