

Report of the Assistant Director (Planning, Transportation & Highways) to the meeting of Regulatory and Appeals Committee to be held on 6 October 2016

AB

Subject: Demolition of existing buildings and outline planning permission for residential development (use Class C3) on Land at Former Riverside Works, Keighley Road, Silsden – planning application 16/03804/MAO. Access is to be considered within this application. Appearance, landscaping, layout and scale are not matters which are to be considered within this application.

Summary statement:

The redevelopment of this prominent Brownfield gateway site with a residential scheme in the manner proposed is considered acceptable in principle. It is a proposal that gives the opportunity to provide a suitable pattern of development of the site within Silsden, an identified local growth area within the emerging Core Strategy.

It is considered that the development, although only illustrative at the moment, shows that a proposal at the detailed application stage can suitably respect and maintain the qualities and the character of the surrounding area. The effect of the proposal on the biodiversity of the site itself, the nearby moorland habitats, the surrounding locality and the nearby neighbouring residential properties/sports facilities has been assessed and are considered acceptable. The provision of vehicular access to Keighley Road in the manner and location proposed is now appropriate. As such the proposals will not compromise highway and pedestrian safety and will sustainably link the development into the existing community.

Overall, it is considered that the provision of a residential scheme together with the proposed vehicular and pedestrian accesses takes into account the constraints of the site and builds upon the opportunities of the site. As such, it is considered development in the manner proposed is in conformity with the core principles of the National Planning Policy Framework (paragraphs 17, 19, 22, 32, 36, 47, 49, 50, 56, 57, 58, 61, 69, 109, 111, 118, 173, 204) and development principles outlined within the Replacement Unitary Development Plan under policies UDP1, UDP3, UPD4, UDP7, UR3, UR6, H7, H8, H9, TM1, TM2, TM12, TM19A, D1, D2, D4, D5, D6, OS5, NE4, NE5, NE10, NE11 and NR16.

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Portfolio:
Regeneration, Planning and Transport

Overview & Scrutiny Area:
Regeneration and Economy



1. SUMMARY

The proposal relates to an outline application for the demolition of the existing buildings and seeks permission for residential use (for up to 142 houses) on the site with means of access to be considered on Land at the Former riverside Works, Keighley road, Silsden. Planning permission is recommended to be granted subject to restrictive conditions and a S106 legal agreement to deliver the following:

- Provision of 20% affordable housing (2 and 3 bedroom units) on the site.
- Payment of education contribution of £265,299 towards primary facilities in Silsden
- Payment of a contribution of £141,132 towards recreation facilities in Silsden – to be used toward the following: 1st priority of the monies provide additional community facilities in Silsden to include bringing back into use the existing structures in the park and providing a new facility/flexible space for sports, meetings and new changing rooms for those playing sports in the park, and/or 2nd priority to retain the MUGA next to the youth centre in Eliot Street or towards general recreational facilities in Silsden park
- Payment of a contribution of £20,000 to mitigate impacts on sensitive habitats by bringing forward the improvements on nearby footpath routes
- Contribution of £100,000 toward a footbridge to cross the A629.
- A contribution amount of £20,000 for the provision of 2 x bus shelters (at bus stops 16917 and 16918).
- Safeguarding land shown hatched in red on plan SIL-BWB-00-01-DR-TR-101 Rev P1 adjacent to the proposed junction with Keighley Road to provide for any improvements to the junction which may be required in future to facilitate access beyond the current application site
- The entering into a S278 highway works agreement

Overall, it is considered that the provision of a residential scheme on the site along with the proposed vehicular access in the manner proposed appropriately takes into account the constraints of the site.

2. BACKGROUND

A full application for the (i) demolition of buildings and construction of a food store and petrol filling station with associated car parking, servicing, highway works including formation of vehicular access and cycle/foot way, and hard and soft landscaping and; (ii) formation of all-weather sports pitches and associated car parking. Reference 14/01059/MAF was refused planning permission in April 2015 for the following reason:

As a result of the total retail floor space proposed for both convenience and comparison goods, the development is likely to have a significant, cumulative, adverse impact on the vitality and continued viability of the Silsden Local Centre and would therefore be contrary to Paragraphs 26 and 27 of the National Planning Policy Framework

The technical report attached as appendix 1 explains the current situation with regard to housing proposals in the District.



3. OTHER CONSIDERATIONS

None

4. OPTIONS

Members can decide to:

- Approve this application subject to conditions and a S106 legal agreement; or
- Approve the application with different conditions and or different heads of terms for the suggested legal agreement; or
- Refuse the application giving reasons as to why it is unacceptable; or
- Defer the application for further consideration

5. FINANCIAL & RESOURCE APPRAISAL

There are no financial implications for the Council arising from matters associated with this particular report.

6. RISK MANAGEMENT & GOVERNANCE ISSUES

No implications

7. LEGAL APPRAISAL

The determination of the application is within the Council's powers as the Local Planning Authority

8. OTHER IMPLICATIONS

8.1 EQUALITY & DIVERSITY

Section 149 of the Equality Act 2010 states that the Council must, in the exercise of its functions "have due regard to the need to eliminate conduct that this prohibit by the Act, advancing equality of opportunity between people who share a protected characteristics and people who do not share it, and fostering good relations between people who share a protected characteristic and people who do not share it. For this purpose section 149 defines "relevant protected characteristics" as including a range of characteristics including disability, race and religion. In this particular case due regard has been paid to the section 149 duty but it is not considered there are any issues in this regard relevant to this application.

8.2 SUSTAINABILITY IMPLICATIONS

It is considered that the proposed development meets the sustainability criteria outlined in established national and local policy. Good design ensures attractive usable, durable and adaptable places and is also key element in achieving sustainable development. The scheme is in outline stage at but it is considered that a well-designed bespoke residential proposal for the site can be brought forward in any subsequent reserved matters application which ensures that all the opportunities for the site can suitably be harnessed. Sustainable methods of drainage from the site are also to be fully explored as part of the proposal. A travel plan promoting sustainable modes of travel is also provided.

8.3 GREENHOUSE GAS EMISSIONS IMPACTS

No issues raised other than those identified in the appended technical report. Electrical vehicle charging points are to be provided as part of each residential unit hereby proposed (planning condition). The proposals also make a contribution (via the



suggested heads of terms of the S106 legal agreement) towards 2x new bus shelters. This will clearly help facilitate more sustainable means of travel. A travel plan document also references the use and promotion of low emission vehicles at the site and a condition to monitor the travel plan elements is suggested to be attached as a planning condition. Most importantly however the proposals also make a contribution (via the suggested heads of terms of the S106 legal agreement) toward a new pedestrian footbridge over the bypass to Steeton railway station. This will clearly help facilitate more sustainable means of travel as it would alleviate the problems of pedestrians crossing the bypass (across the road lanes themselves) to get to the railway station and or work opportunities in Steeton such as at Airedale Hospital.

8.4 COMMUNITY SAFETY IMPLICATIONS

The proposal is an outline application and secure by design initiatives will be explored in any future reserved matters application should outline planning permission be granted.

8.5 HUMAN RIGHTS ACT

Articles 6 and 8 and Article 1 of the first protocol all apply (European Convention on Human Rights). Article 6 – the right to a fair and public hearing. The Council must ensure that it has taken its account the views of all those who have an interest in, or whom may be affected by the proposal.

8.6 TRADE UNION

No implications

8.7 WARD IMPLICATIONS

The scheme provides housing development on a highly visible Brownfield land within the urban area of Silsden.

9. NOT FOR PUBLICATION DOCUMENTS

None.

10. RECOMMENDATIONS

That planning permission is granted subject to the conditions and section 106 legal agreements set out in the report attached as appendix 1.

11. APPENDICES

Appendix 1 – Report of the Assistant Director (Planning, Transportation and Highways).

12. BACKGROUND DOCUMENTS

National Planning Policy Framework

The Replacement Unitary Development Plan

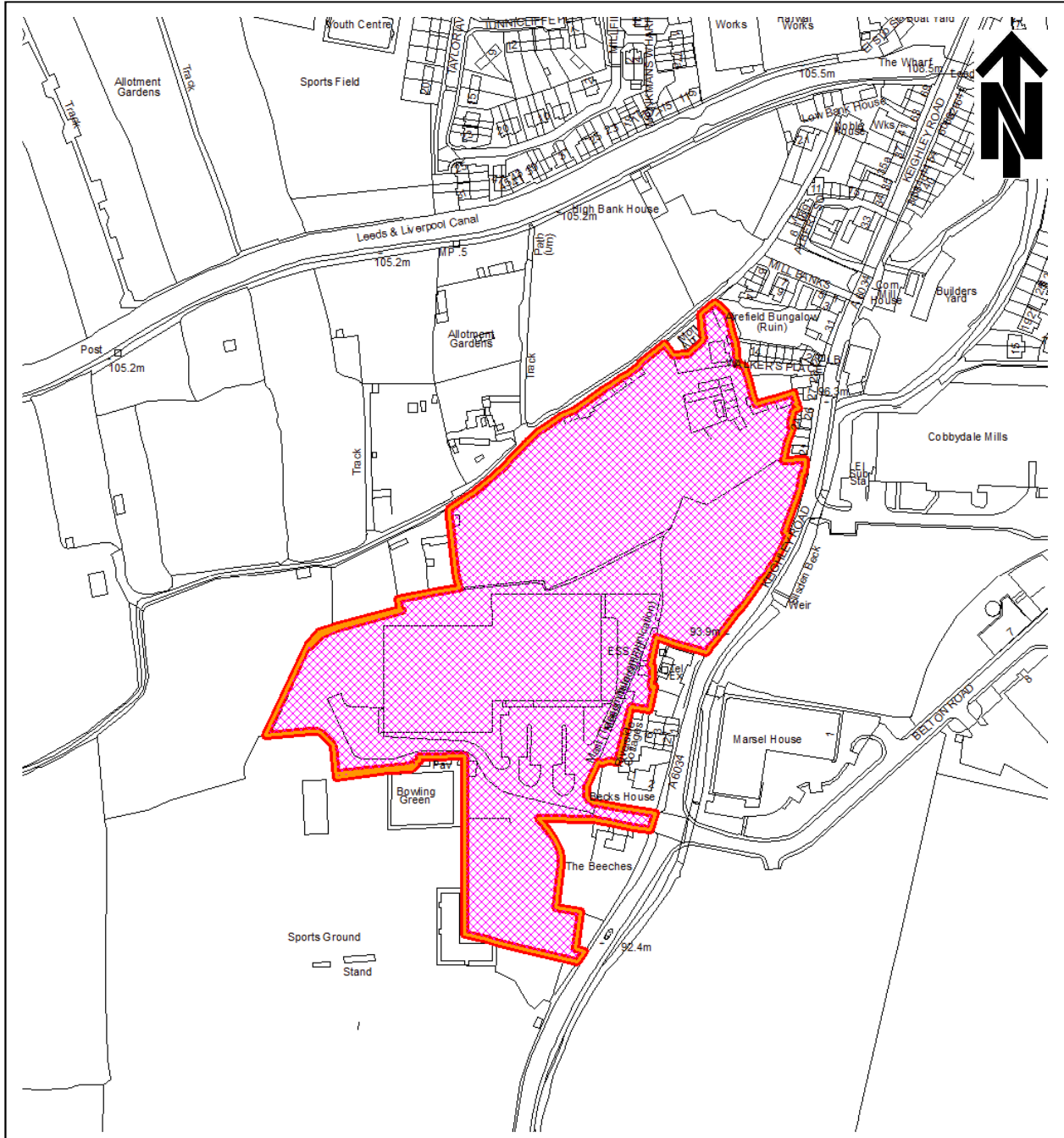
Publication Draft Core Strategy (draft subject to an examination in public in March 2015) and subject to main modifications which were examined by the Inspector in May 2016. The Inspectors Report was received in August 2016 but has not yet been considered by Full Council



Regulatory & Appeals Committee

16/03804/MAO

6 October 2016



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**LOCATION:
Land At the Former Riverside Works,
Keighley Road, Silsden**



6th October 2016

Ward: Craven

Recommendation:

To grant planning permission subject to conditions and a S106 legal agreement.

Application Number:

16/03804/MAO

Type of Application/Proposal and Address:

Demolition of existing buildings and outline planning permission for residential development (use Class C3) on Land at Former Riverside Works, Keighley Road, Silsden – planning application 16/03804/MAO

This is an application for outline permission with only means of access to be considered. Appearance, landscaping, layout and scale are not being considered within the submission.

An application with a petition against the development (full details outlined in the representation section of this report)

Applicant:

Silvermantle Ltd

Agent:

Anthony Greally, Nathaniel Lichfield & Partners

Site Description:

This is an unusual shaped application site which extends to approximately 5.1 hectares and is located with 2 frontages to Keighley Road, one with a main frontage of approximately 65m and a smaller existing one opposite the Belton Road where it meets Keighley Road. The site is in the main vacant at present and forms unattractive scrubland as the former warehouse unit and some of the various former buildings on the site have been demolished. The site abuts the Silsden Conservation Area on its northern edge to Walker Place and the Leeds-Liverpool canal on its north western edge at Sykes Lane.

The site is relatively flat and part of its south eastern boundary abuts houses which lie in close proximity to Keighley Road. To the north of the existing houses but within the eastern apex of the site lies a long frontage boundary to Keighley Road and part of this land was formally allocated as a phase 1 house site (K/H1.40). To the south lies the green belt and the football and cricket sports pitches with their associated clubhouse, to the west of the site lies a parcel of safeguarded land (RUDP reference K/UR5.37) whilst to the north lies a parcel of employment land (RUDP reference K/E1.9) which is also within the employment zone. Sykes Lane forms part of the north western boundary of the site.



Existing access to the site is via Keighley Road.

Relevant Site History:

13/00990/PN – Prior approval granted for demolition of single storey warehouse building.

14/01059/MAF - A full application for the (i) demolition of buildings and construction of a food store and petrol filling station with associated car parking, servicing, highway works including formation of vehicular access and cycle/foot way, and hard and soft landscaping and; (ii) formation of all-weather sports pitches and associated car parking. The application was refused permission for the following reason:

As a result of the total retail floor space proposed for both convenience and comparison goods, the development is likely to have a significant, cumulative, adverse impact on the vitality and continued viability of the Silsden Local Centre and would therefore be contrary to Paragraphs 26 and 27 of the National Planning Policy Framework

Replacement Unitary Development Plan (RUDP):

Allocation

A large part of the site is unallocated but lies within a designated employment zone (K/E6.1) within the Replacement Unitary Development Plan. A small part of the site forms part of a much larger parcel of employment land (K/E.19) and a small area of land in the south apex of the application site lies within the greenbelt. The remainder of the application site is allocated as a former housing site (K/H1.40). Relevant planning policies include:-

- UDP2 – Promoting sustainable development
- UDP3 – Quality of built and natural environment
- UDP 7 – Reducing the need to travel
- UR2 – Promoting sustainable development
- UR3 – The local impact of development
- UR6 – Planning obligations and conditions
- E3 – Protecting Existing Employment Land and Buildings in Urban Areas
- TM1- Transport Assessment
- TM2 – Impact of traffic and its mitigation
- TM8 – New Pedestrian and Cycle Links
- TM10 – The National and Local Cycle Network
- TM12 – Parking standards for residential developments
- TM19A – Traffic Management and Road Safety
- CF2 - Education contributions in new residential development
- OS5 – Provision of recreation open space and playing fields in new development
- BH10 – Open Space within or adjacent to Conservation Areas
- BH20 – The Leeds –Liverpool Canal
- D1 – General Design Considerations
- D2 – Energy Efficiency and Sustainable Design
- D3 – Access for people with disabilities
- D4 – Community Safety
- D5 – Landscaping
- D6 – Meeting the Needs of Pedestrians



D10 – Environmental Improvement of Transport Corridors
GB1 – New building in the Greenbelt
NE3 – Landscape Character Areas
NE3A – Landscape Character Areas
NE4- Trees and Woodlands
NE5 - Retention of Trees on Development Sites
NE6 - Protection of Trees during development
NE10 – Protection of natural features and species
NE11 – Ecological Appraisals
NR16 – Surface water run-off and sustainable drainage systems

BMDC – Supplementary Planning Guidance

Planning Obligations
Planning for Crime Prevention

The Examination Draft of the Core Strategy (Independent hearing of the Core strategy closed on 19th March 2015, main modifications were heard by the Inspector in May 2016)

The Local Plan Core Strategy seeks to ensure that sustainable economic growth takes place throughout the District. Whilst the core strategy is not yet adopted, main modifications have been considered by the appointed inspector (May 2016) and in August 2016 the Inspectors report was received. This report is due to be considered by the Council in October 2016. To this end with regard to this application the Core Strategy identifies Silsden as a Local Growth Centre in the Aire Valley where housing and employment uses will be located.

The National Planning Policy Framework (NPPF)

The National Planning Policy Framework is a material planning consideration on any development proposal. The Framework highlights the fact that the purpose of the planning system is to contribute to the achievement of sustainable development and that there is a presumption in favour of sustainable development which can deliver:

- Planning for prosperity (an economic role) – by ensuring that sufficient land of the right type and in the right places is available to allow growth and innovation;
- Planning for people (a social role) - by promotion of strong, vibrant and healthy communities by providing an increase supply of housing to meet the needs of present and future generations and by creating a good quality built environment with accessible local services;
- Planning for places (an environmental role) – by protecting and enhancing the natural, built and historic environment, adapting to climate change including moving to a low-carbon economy.

As such Local Planning Authorities should seek to approve development proposals that accord with development plans without delay.

With regard to applications within the green belt paragraphs 88 and 89 of the NPPF are relevant. Paragraph 88 states that when considering any planning application, “local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the



Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. Paragraph 89 further states that “a local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:limited infilling or the partial or complete redevelopment of previously developed sites (Brownfield land), whether redundant or in continuing use which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development”.

Town Council: Objections on the following grounds –

- This land is designated employment land not residential land,
- The entry and exit impacts on an already dangerous road, highlighted by the developers own objections to an application on the other side of the road, there is absolutely no indication of what type of junction e.g. signal, priority etc. therefore little to comment on, same with the fact that this application has come to consultation with no comments available from Bradford highways
- Silsden Town Council request they be granted to right to comment again once these are available to the public, the applicant states that amenities are within reasonable walking distance, this does not included the new school site which is outside that boundary.
- Concerns over the width of the internal road at 6.75m this is not suffice to deal with ‘link to future development’ bearing in mind the main road which already struggles is 8.29m wide.
- This area is prone to flooding and it is believed the land is contaminated.

Comments on revised application details: Objections on the following grounds –

- The land is protected employment land not housing land,
- This application should be considered and implemented if passed at the house building stage otherwise it will cause duplication of road closures and inconvenience.
- This appears to be a ‘safeguarding exercise’ for land for future development beyond the current application.
- BMDC refused traffic lights when an application for a supermarket was submitted at the site, and it would seem to highlight a conflict of interest and be disingenuous if passed now when BMDC have a financial gain to be had from the development of this land and beyond as this would include the council having a third of the increase an value of any land and subsequent housing being paid to them.
- The layout will have an adverse effect on the existing bus routes and there is no consideration given for cyclists even though this is said to be encouraged on the application for housing.
- The number of exits and entries already existing on this road already causes problems and is a safety issue this would just exacerbate the unacceptable situation

Publicity and Number of Representations:

Site notices were displayed at the site, advertisements were placed in the local paper and individual neighbourhood notifications were also carried out with the statutory period of expiry date for comments on the amended scheme details being 29th August 2016. 4 letters of representation have been made objecting to the scheme along with a petition (of 7 signatures) objecting.



All comments summarised below are written in no particular order of importance. Any additional representations which may be received after the publication of this report will be reported orally at the committee.

Summary of Representations Received:

- Object to houses on the old riverside Works due to the severe flooding in the area over winter
- Concerned about the size of the bridge but was assured that it could cope with twice the amount of water that could ever pass through Silsden beck. However, it was never able to cope with the volume of water, especially during heavy rain.
- The bridge has since been demolished after collapsing into the back during the flooding of winter 2015.
- A new bridge under Belton road was built roughly 20 years ago, this too cannot cope with the capacity of the beck. The walls on top of the bridge have since been reduced in height to allow the back water to flow over onto Belton road preventing Marsel House industrial unit from flooding.
- Concerned about the volume of traffic increasingly dangerous to pull out of back yards
- Already congested on the roads due to the Aldi store
- Potential loss of parking outside the house
- Cannot find reference to the existence or the safe removal of the bank of Japanese knotweed which runs alongside the pavement and occupies the areas which will be proved entrance to the development. This should be controlled and eliminated for the site before any work is started on the site.
- Affect the outlook a the back of existing houses
- The Aldi supermarket car park which was flooded after merely 8 months of opening.
- Not only are the becks unable to cope with the volume of water, have seen the tow-path on the canal under six inches of water in previous years. Although pleased to hear that the beck wall that has collapsed is to be re-instated am worried that the problem of sewage coming up through my downstairs toilet will be worsened by this.

Consultations

Highways Development Control Section – Original comments:

Access to the site is to be taken from Keighley Road at the eastern site boundary via a new priority junction. The Transport Assessment (TA) states that the junction has been designed and positioned to provide access and egress to the site as well as future potential development to the east and north of the proposed site. However in a further statement it identifies further development sites to the north and 'west'. The applicant should amend one of these comments to be consistent.

The Transport Assessment has assessed traffic impacts arising from development not just within the application site but also from further development on the SHLAA site (site ref. SI/013). The current scheme aims to deliver a point of access (via the internal spine road connecting to Keighley Road) to land to the north and west of the application site (connecting to Keighley Road) to land to the north and west of the application site (SHLAA site).



The applicant has undertaken an initial analysis of the potential development density for SHLAA site and considers it could accommodate around 170 units. In accordance with current design guidelines a combined development of 320 dwellings would require at least two points of access from the highway network. For the purposes of the sensitivity test it has been assumed within the TA that only 50% of the traffic generated by development on the SHLAA site would use the Keighley Road access.

Given the location of the SHLAA site, if this statement is to be accepted by Highways then the applicant should provide some evidence as to where the second access could potentially be provided / accommodated. Otherwise it should be assumed that 100% of the SHLAA traffic would also use the same access as their application site and the TA should be amended to reflect this.

The development site lies within walking distance of Steeton & Silsden station however the pedestrian crossing facilities across the A629 are extremely poor. The Council has a wish to provide a new footbridge across this road and therefore a contribution will be sought from the developer towards the provision of this. Planning application 15/05875/MAO (for 190 dwellings at land south of Belton Road) is to provide a £100,000 contribution for the crossing and the Council should seek to secure a similar amount as part of this application. The applicant should confirm their willingness to provide this. Furthermore improvement to bus stop facilities in the form of bus shelters, real time bus information and raised bus kerb edges will be required at bus stops 45016917 and 45016918 located on Keighley Road. The details submitted do not indicate that this is to be offered.

Revised highway comments: Additional information in the form of a TA Addendum document and revised access arrangement plans have been submitted to address the highway concerns raised in the initial consultation response.

1) TA addendum and access arrangements:

The proposed development is to be served via a ghost island priority controlled 'T' junction and there would be sufficient capacity with this type of arrangement to accommodate the proposed development of up to 150 dwellings. Therefore there is no further objections to raise regarding the traffic impact assessments for this scale of development.

The proposed access arrangements shown on plan "Proposed Access Junction and Internal Link Road" (Ref: SIL-BWB-00-02-DR-TR-100 / S2 / Rev P2) would be acceptable to serve the proposed development of up to 150 dwellings but would not be able to accommodate future development of the SHLAA site Ref. SI/013. In order to overcome this, the applicant is proposing to safeguard additional land around the proposed site entrance so that this can be reconstructed in the future to provide a signalised junction (Plan Ref: SIL-BWB-00-01-DR-TR-101 / S2 / Rev P1). This signalised junction would then be able to accommodate traffic from both the current application site as well as the SHLAA site. The additional land take required for the future signalised junction should be secured by way of a Section 106 Agreement.

NB: The signalised junction would be delivered by the developer of the remaining SHLAA site when or if this comes forward.



2) Pedestrian Link Improvements

The site lies within walking distance of Steeton & Silsden station however the pedestrian crossing facilities across the A629 are extremely poor. The Council has a wish to provide a new footbridge across this road and therefore a contribution from the developer towards the provision of this should be secured as part of a Section 106 Agreement. Planning application 15/05875/MAO (for 190 dwellings at land south of Belton Road) is to provide a £100,000 contribution for the crossing and the Council should seek a similar amount as part of this application.

3) Works within the highway

Provision of the site access will require extensive works to be carried out on Keighley Road. Therefore in order to carry out these works the developer will be required to enter into a Section 278 Agreement (Highways Act 1980) with the Council. This is likely to include additional works not currently shown on the site access arrangement plan such as possible new Traffic regulation Orders etc.

4) Public transport improvements

Previous highway advice has suggested that improvement to bus stop 45016917 and 45016918 located on Keighley Road are required in the form of bus shelters, real time bus information and raised bus kerb edges however the details submitted to date do not indicate that this is to be offered.

Overall there are no objections in principle subject to conditions and a S106 legal agreement.

West Yorkshire Combined Authority – It is considered that the site is accessible. There are 4 identified bus stops on the Keighley Road and it is expected that this is improved to provide shelter upgrades to 2 of these stops, one in each direction – at a cost of £10,000 per shelter. It is the view of WYCA that the site is no poorly served by public transport.

To ensure that sustainable transport can be a realistic alternative to the car the development needs to fund a package of sustainable travel measures. Recommend contributions to metro cards, personalised travel planning, car club use, cycle purchase schemes, and other infrastructure enhancements. The contribution appropriate for this development would be £90,750 which equates to 150 bus and rails zone Metro cards.

Lead Local Flood Authority –have assessed the documentation relating to the surface water disposal on the proposed development, against the requirements of the National Planning Policy Framework and Planning Practice Guidance. If the submitted details are implemented and secured by way of a planning conditions on any planning permission the Lead Local Flood Authority have no objection to the proposed development. Note: these suggested planning conditions have been attached to the rear of this agenda and relate to each of the proposed uses at the site

Drainage Section – The Lead Local Flood Authority is a statutory consultee on matters relating to surface water management on all major developments. The Drainage Department will therefore cease from providing comments on the surface water drainage proposals on major planning applications. Insofar if the following details are



implemented and secured by way of a planning condition on any planning permission the Drainage Department have no objection to the proposed development. Note: this suggested planning condition on foul water details has been attached to the rear of this agenda and relate to each of the proposed uses at the site

Yorkshire Water – No objections subject to conditions being attached to any permission granted.

Environment Agency – Previously objected to the application due to a lack of an adequate floor risk assessment (FRA). The applicant has now submitted information to address these concerns. In lights of this new information able to remove the objection subject to a condition with regard to proposed finished floor levels which should be submitted on each relevant reserved matters application.

Airedale Drainage Commissioners – the site is ain an area where drainage problems could exist and development should not be allowed until the Authoirty is satisfied that surface water drainage has been satisfactorily provided for. Any approved development should not adversely affect the surface water drainage of the area and amenity of adjacent properties.

The Board notes that this application is for the development of a substantial area of land for residential use. The Board also notes that the land is currently a mixed site with both Greenfield and Brownfield elements. Depending on the final site layout and the extent of the impermeable areas created, the development could result in significant increase the run-off rate from the site if uncontrolled.

Given the size of the development and the sensitivity of the flooding issue the Board is concerned about this application in its current form. If the lpa is minded to give approval the Board would suggest a suitable condition to ensure the development is provided with satisfactory means of drainage and to reduce the risk of flooding.

Canal and Riverside Trust – No comments to make.

Conservation Section – Original Comments

A heritage statement should be provided to consider the impact of the development on the heritage assets, and will also be required to accompany any subsequent application for reserved matters. The application is for access only with all other matters reserved. This must call into question the significance which can be attached to the layout plans referred to in the design and access statement.

The planning authority in respect of any buildings or land in a conservation area, has a duty to pay special attention to the desirability of preserving or enhancing the character or appearance of that area (Section 72, Listed Buildings and Conservation Areas Act 1990).

It is imperative that development here enhances the setting of the Silsden conservation area, and reinforces the character of the town by restoring the southern gateway to the town. It will be imperative for buildings adjacent to Keighley Road to directly address the road and both by their physical presence, relationship with the road and architectural design, restore the local distinctiveness of this approach to the town.



Elsewhere in the development the layout, built form and sense of place of the development should read as a seamless continuation of the character of Silsden, that is an irregular and intimate layout with clusters of buildings of random and varied size, shape and form reflecting piecemeal organic development. The submitted statements suggest an appreciation of the need for exceptional quality of development here, but unfortunately the layout and building design fails to make this a reality. The layout remains that of a suburban estate with open, sweeping approach into the development, flanked by standard house types. It is considered unlikely that the broad application of standard house types will achieve a successful integration of the development into the local context. This layout, spacing and architecture appears to have limited recognition of the local context or character. The relationship of buildings to the roads and orientation of built form conflicts with local character in the conservation area.

It is questioned whether consideration of access in isolation is adequate to enable proper consideration of the impacts in respect of Section 12 of the NPPF, the relevant heritage and design policies, and in respect of the duty under Section 72 of the Listed Buildings and Conservation Areas Act 1990.

In order to secure a layout and design which will enhance the heritage assets, a formal design review of the existing would likely prove beneficial. At present, the intended development is concluded to fail to respond to its context and to accord with policies UDP3, D1 and BH7 of the RUDP, and would cause significant harm to the setting of the conservation areas.

Revised heritage comments

No heritage consultation comments received on the submitted heritage assessment which argues that the site is not in the conservation area and is in outline form at this particular time.

Policy Architectural Liaison Officer – As this is only an outline application (access only) WY police would have no objection in being able to support the application as the illustrative layout provides a good level of natural surveillance and defensible spaces. If the application is granted approval then all other matters i.e. boundary/plot treatments, access control to the rear of properties and other measures can be dealt with by way of reserved matters.

Landscaping - To the south, the site is within the “Floodplain Pasture” of Airedale Landscape Character Area as described in the Local Development Framework for Bradford. The Landscape Character Supplementary Planning Document (SPD) supplements policies NE3 and NE3A of the Replacement Unitary Development Plan.

The SPD states that the floodplain pasture is “*Prominent and Open*”:

- “*The large area of flat land is prominent from all the major transport routes running through it as well as from the valley sides. Though surrounded by valley slopes the landscape has an open character.*”

The policy guidelines for this area is to conserve and restore; and it states that:

- “*With strong character, high historic continuity, and being prominent, and open, this landscape is very sensitive to change; and the fact that there is virtually no historic pattern of development here would indicate that any development could only be detrimental to the landscape character.*”



- *In addition there are no other expansive areas of floodplain in the District and once it's open, undeveloped character is breached, this distinctive landscape will be lost forever.*

The SPD also states that views along the floodplain pastures around Silsden, are Key Views and Vistas of the landscape character of the area; and it is important to preserve them.

With prominent and open landscape any development within this character area should contribute to conserving and restoring the landscape characteristics and qualities of the area. The urban characteristics of the proposed development together with the intensified use of the site and the additional vehicular traffic are likely to contribute to the deterioration of the current rural environmental characteristics of the area and they are also likely to alter the current views.

The submitted Landscape and Visual Appraisal (LVA) reveals that the existing built form and natural features including the existing vegetation limits part of the views in close proximity of the site and it filters elevated views into the site.

Agree with the proposed Mitigation Measures and Recommendations. The proposals should aim at providing a good landscape framework for the site with a strong landscape content and contribute positively to the character and identity of the area. Additional tree planting and landscaping to further reduce the impact of the development should also be considered in the form of avenues of trees for the public footpaths and the access roads within the site.

Trees Section – The applicants have now argued that whilst they appreciate the need for full assessment of the impact of development upon trees, they question whether it is necessary or beneficial to the determination of this application to provide a detailed arboricultural impact assessment and tree protection plan at this stage given that it is an outline application, the layout of the development is not be established at this stage and therefore, the actual impact upon individual trees is yet to be determined.

Trees consider this a reasonable approach as within the application only one tree is being removed for the outline access to be provided.

Biodiversity/Countryside – It is noted that a small bat roost has been found in Building 2 Detached Garage (Preliminary Ecological Appraisal). An EPS Mitigation Licence will be required before the building can be legally demolished. I recommend a Condition under Reserved Matters for a Biodiversity Enhancement and Management Plan (BEMP) is imposed, as well as a Construction and Environment Management Plan (CEMP) as suggested. The CEMP should include the requirement to attain the EPS Mitigation Licence prior to demolition, provision for removing invasive species, further surveys and assessments for other protected species as detailed in the above PEA, and the BEMP other biodiversity protection and biodiversity enhancement/naturalised landscaping details including long term management. It is expected that a scheme of this magnitude should incorporate significant and appropriate green infrastructure throughout the site. In addition, features relating to sustainable drainage which also benefit biodiversity, such as rainwater harvesting, green roofs/wall, bio swales/detention ponds and rain gardens etc. should be incorporated into the design proposals.



Environmental Health (Air Quality) – Have reviewed the content of this application and concluded that it constitutes a medium application for the purpose of Appendix 2 (Land use planning and road transport emission guidance) of the Bradford Low Emission Strategy (adopted November 2013), addendum to the Bradford Air Quality Action Plan (March 2013).

Under the provisions of the Bradford LES planning guidance all medium developments are required to provide Type 1 and 2 emission mitigation as follows:

- Provision of electric vehicles charging facilities (at a rate of 1 charging point per house with dedicated parking and 1 point per every 10 houses with undedicated parking).
- Adhere to the London Best Practice Guidance on the Control of Dust and Emissions from Construction and Demolition
- Provide a travel plan (which includes measures to discourage the use of high emission vehicles and encourage the use of low emission vehicles)

Exposure assessment: - Although not required under the provisions of the Bradford LES, the applicant has submitted a comprehensive air quality impact assessment that considers changes in exposure to air pollutants for existing and new residents as a result of the proposed development. This indicates that current and future air quality in the area is expected to remain within national air quality objectives and will not result in a need for further AQMA declarations. The results and conclusions of the exposure assessment are accepted and the area is considered suitable for residential development.

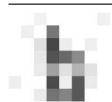
Suggested conditions are recommended to be attached to any permission granted: electrical vehicle charging points, submission of a construction environmental management plan and a low emission travel plan.

Environmental Health (Contamination) – The submitted report identifies that the site and surrounding area have been historically developed with a number of potentially contaminative land uses including but not limited to textile mills, dye works and residential dwellings. Historical site investigations have been undertaken by Encia and Eastwood and Partners, in the northern end of the site, which identified localised elevated heavy metals and PAH within the made ground.

On the basis of the site history we concur with the applicants Phase 1 Desk Study, and recommend that to protect public health and the environment a proportionate Phase 2 intrusive site investigation including a gas assessment will be required before the development commences.

Environmental Health, therefore, recommends the following conditions on any permission granted – site investigation scheme and implementation, remediation strategy and verification, unexpected contamination and materials importation.

Enabling Housing (affordable housing section) – The affordable housing requirement is up to 20% of the number of units on the site.



Education/Children's service – Have assessed the situation in this area and can advise that we would need to request a contribution towards primary educational provision as all schools serving this area are now full. The calculation for 142 houses is as follows:

Primary

Houses: 0.02 (yield per year group) $\times 7$ (year groups) $\times 142$ (number of dwellings) \times £13345 (cost per place) = £265,299

This is based on all dwellings having between 2 and 4 bedrooms, for larger homes the calculation would increase.

There is sufficient capacity therefore no request for section 106 funding to expand secondary educational provision.

Total section 106 request for education purposes: **£265,299**

Recreation/leisure services - Parks and Green spaces Service require a recreation contribution of £161,132 for 142 houses/units associated with the attached planning application for the provision or enhancement of Recreation Open Space and Playing Fields due to the extra demands placed on the locality by this development. This is in compliance with policy OS5 of the RUDP. The money would be used towards the provision and or enhancement of existing recreational facilities and infrastructure work including but not exclusive to drainage works, footpath works and fencing in Silsden. However, we do feel that a co-ordinated approach to provision of a new public open space for Silsden should all the proposed developments in the area proceed.

If the developer is looking to the Council to maintain any areas of public open space on the development a commuted sum will be required to maintain the areas for the next 25 years. If the developer is looking to maintain the areas themselves a full landscape management plan will need to be produced and agreed as part of the planning process.

Summary of Main Issues:

Principle of development

Sustainability

Highway Safety

Design/landscaping/heritage matters

Flooding/drainage matters

Impacts on the amenities of the nearby properties

Other impacts: - biodiversity/HRA, contamination, air quality

Use of planning conditions/S106 legal agreements/viability

Comments on representations made

Community Safety

Appraisal:

1. Outline planning permission is sought for the construction of up to 142 houses by introducing a development of mix of housing types onto this site. Illustrative plans should show how the provision of housing can be accommodated throughout the development but it should be noted that this layout is just illustrative and is put forward to inform that there could be the potential to put up to 142 houses on the site (of varying styles, sizes and density areas etc.) Only matters of access to the site are to



be considered at this outline stage with the appearance, landscaping, layout (including highway layout within the site) and scale of the proposals reserved for any future application(s) which may be made.

2. Highway details of the application include:-

- Access to the site is located off Keighley Road the (A 6034).
- The provision of a spine road through the site to Sykes Lane.
- A contribution amount of £20,000 for the provision of 2 x bus shelters (at bus stops 16917 and 16918).
- A new ghost island junction with protection of the land requirement for if a signals junction is required to facilitate future development of land beyond the application site boundaries (and in different ownerships)
- A proposed central refuge to protect right turning vehicles

3. Whilst the appearance, layout (including internal highway access), landscaping and scale of the proposed development is not for consideration within this application, an illustrative master plan has been submitted to show how the quantum of development of the site could be accommodated (subject to all required flood mitigation measures) in any future reserved matters applications. A small parking area is also indicatively shown within the residential layout to facilitate better access to the existing bowling provision. No built development is shown on the small parcel of land which is allocated as green belt.

Principle

4. This is a well located, Brownfield site a large part of which is unallocated but lies within a designated employment zone (K/E6.1) within the Replacement Unitary Development Plan. A small area of land in the south apex of the application site lies within the greenbelt . The remainder of the application site is allocated as a former housing site (K/H1.40) as within the Replacement Unitary Development Plan (RUDP). The proposed use of the site for a mixed residential scheme is considered acceptable. The justification for this statement is outlined below.

5. The National Planning Policy Framework (NPPF) underlines and increases the importance of delivering housing development (including affordable housing provision) in support of the district's growing population. A core planning principle in the NPPF states that planning should proactively drive and support sustainable economic development to the deliver homes, business and industrial units, infrastructure and thriving local places that the country needs (page 5, paragraph 17). The NPPF states that every effort should be made objectively to identify and meet the housing needs of an area and respond positively to wider opportunities for growth.

6. Local Planning Authorities (lpas) are responsible for setting their own housing requirement. This must be based on robust evidence including household and population projections, which take into account migration and demographic change. In assessing the housing needs in their area over the plan period, the NPPF states lpas should identify the scale and mix of housing that meets household and population projections, taking account of migration and demographic change (pages 12-13, section 6).



6. In terms of delivering a wide choice of high quality homes the NPPF states at paragraph 47 that LPA's should boost significantly the supply of new housing. In order to achieve this goal the NPPF requires LPA's to identify a 5 year supply of deliverable housing sites judged against their housing requirement. Moreover the NPPF goes on to state that where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer i.e. over and above the basic 5 year requirement by 20% to provide a realistic prospect of achieving the planned housing supply. It is clear that Bradford has experienced just such a sizeable and persistent under delivery of housing in recent years. Bradford is therefore required to identify the additional 20% of deliverable land in order to meet the requirements of NPPF paragraph 47. It is also clear that unless sites such as this one are successfully implemented and brought to the market this under supply will not only remain unmet but will also grow significantly worse. This in turn will have severe impacts on the prospects for regeneration in the district and will exacerbate existing and growing problems of overcrowding and long waiting lists for social housing which already exist in parts of the district.

7. The most up to date situation with regard to housing supply is that the LPA gave evidence at the recent Bradford Local Plan Core Strategy Examination in Public (CS EIP) held between the 4th and 20th March 2015. Following this examination major modifications were made to the draft Local Plan which was then reopened for examination in May 2016. The Inspectors report into the soundness of the Submission Draft Core Strategy has just been received but has not yet been to Members of the Council to consider. The most up to date housing land supply assessment produced by the LPA is that the District has a 2.33 years supply of deliverable housing sites. This represents a considerable under-supply and is less than 50% of the total required. The strategic case for permitting housing development at this site therefore has been strengthened as a result of the application of the policies of the NPPF.

8. Further the Framework advises that relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a 5 year supply of deliverable housing sites. Paragraph 14 indicates that where policies are out of date the proposal must be considered in the context of the presumption in favour of sustainable development and permission granted unless tests derived from specific policies in the Framework (or material considerations) indicate otherwise or any adverse impact of granted in permission would significantly and demonstrably outweigh the benefits of the scheme when assessed against the Framework taken as a whole.

9. The appropriateness of the Silsden as a location for further housing development is reinforced by the emerging Core Strategy where it is intended to be a local focus for housing and other development. As such, it is considered that the location and scale of the housing proposed on this formerly allocated housing land would be consistent with policies promoting a sustainable pattern of development in the Bradford District. Furthermore, the proposed application site is well-located in relation to the built-up areas and their form in the locality and is in close proximity Keighley Road which has a bus route into both Keighley and Ilkley Town Centres. Local facilities exist in Silsden local centre also; as such, it can be concluded that a housing proposal (in this location) represents a sustainable form of development and that it would thereby comply with policy UDP1 of the RUDP.



10. Overall, the proposed residential use of the site is acceptable in principle. The Ministerial statement *Planning for Growth* makes it clear that the economic benefits of proposals should be taken into account, and encourages support for sustainable forms of development, including housing. The importance of sustainable economic growth is reiterated in the Framework: one of the core principles of the Framework is that planning should proactively drive and support economic development to deliver, amongst other results, the homes which the country needs. The proposed housing at this site would represent a sustainable form of development. Its economic benefits, including job creation, the new homes bonus, and expenditure in the local economy, carry significant weight.

11. In a recent appeal decision for Land at Sty Lane, Micklethwaite the Secretary of State informed that “as the district does not have a 5 year supply of specific deliverable sites to meet housing requirements the Secretary of State agrees that the contribution that this development would make to addressing the acute shortage of housing is a benefit that should attract very substantial weight in the planning balance; and that the provision of affordable housing at 20% is also a significant factor. The Planning Inspector for the call-in application also informed “the lack of supply (of housing) can properly be described as both acute in extent and chronic in duration”.

12. Policy GB1 of the Replacement Unitary Development Plan says that except in very special circumstances planning permission will not be granted in the Green Belt for development other than other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land within it. Paragraph 90 of the NPPF sets out similar provisions. A small parcel of land is shown within the application site but is allocated as green belt. This parcel of land is shown on the illustrative plan as being open and as such would have no additional or materials impact on openness or conflict with the purposes of including land within it. As such, this part of the application would not comprise inappropriate development in the Green Belt.

Sustainability

13. The National Planning Policy Framework advises that the purpose of the planning system is to contribute to sustainable development. For the planning system delivering sustainable development means:

- Planning for prosperity (an economic role) – by ensuring that sufficient land of the right type and in the right places is available to allow growth and innovation;
- Planning for people (a social role) - by promotion of strong, vibrant and healthy communities by providing an increase supply of housing to meet the needs of present and future generations and by creating a good quality built environment with accessible local services;
- Planning for places (an environmental role) – by protecting and enhancing the natural, built and historic environment, adapting to climate change including moving to a low-carbon economy.

14. The key principles of the NPPF are that are that good quality, carefully sited accessible development within existing towns and villages should be allowed where it benefits the local economy and/or community; maintains or enhances the local environment; and does not conflict with other planning policies. Accessibility should be



a key consideration in all development decisions. Most developments that are likely to generate large numbers of trips should be located in or next to towns or other service centres that are accessible by public transport, walking or cycling. New building development in the open countryside away from existing settlements, or outside areas allocated for development in development plans, should be strictly controlled; the overall aim is to protect the countryside for the sake of its character and beauty and the diversity of its landscapes.

15. It is considered that the proposed development meets the sustainability criteria outlined in established national and local policy. Indeed, it is considered that the site is very well located in relation to the built-up area, including easy access to Silsden Local Centre facilities and the new supermarket. There is also a reasonable level of accessibility by non-car modes of transport (especially as this site is at the southern edge of Silsden) and as such one of the closest development sites in the Town to the nearby Steeton Railway Station; and, that the proposal represents a sustainable form of development which would comply with Policy UDP1 of the RUDP.

16. The site is located in relatively close proximity to major distributor roads within the District (running between Skipton and Keighley and to Bradford/Bingley). Keighley Road itself is a major distributor road to the A65 which runs between Skipton and Ilkley). Bus routes which run along Keighley Road will be upgraded as part of the associated highway scheme to provide an access road for the development. Furthermore although the site is relatively close to the train station at Steeton to get across the by-pass is difficult as it does not have any pedestrian crossing facilities. The proposed heads of terms help facilitate the provision of such a facility by providing a contribution towards providing a pedestrian footbridge over the by-pass.

17. Good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable development. The layout provided is indicative at this stage but informs that an appropriate design, with different residential areas can be achieved for the site. The lpa considers that future applications would be able to provide a well-designed scheme which respects the location of this site as a highly visible gateway into Silsden and is well-connected into the surrounding community. Any proposed houses can be designed in distinct character areas across the site in order to propose an appropriate design response to the highly visible location. In addition, the establishment of a landscaping management strategy can mitigate the impact of the development and provide increased biodiversity over time.

Density/Efficient use of land for housing/affordable housing

18. Policies H7 and H8 of the RUDP seek to ensure that the best and most efficient use is made of any development site. As such there is a requirement to achieve a minimum density of 30 dwelling per hectare on sites in locations such as ~Silsden. The National Planning Policy Framework also advises that Local Planning Authorities shall have regard to:

- Achieving high quality housing
- Ensuing development achieve a good mix of housing

19. The total site area for residential uses is just over 5 hectares. The provision of 142 dwellings on the site would create a density of just over 28 dwellings per hectare which is considered a beneficial re use of this sustainable Brownfield site. The proposals also



provide for the safeguarding of land which may be required for a future signals junction to facilitate access to land beyond the application site.

20. This is a site which may accommodate up to 142 houses; therefore the mix of housing on the site should achieve a mix of households as well as a mix of tenure and price. It is recognised and supported that the applicant has proposed that 20% of the units will be affordable. This provision is in line with the most recent evidence put forward in the Publication draft of the Core strategy and will help ensure that a mix of tenure and range of prices will be provided on site.

Highway matters

27. The consultation comments from the highways section have been enclosed earlier within the consultation section of this report. A Transport Assessment and Travel Plan have been submitted as part of the suite of supporting documents to the application. There is no highway objection in principle to this proposed development as the highway issues which were originally identified have now been resolved by the provision of a proposed ghost island junction with the land requirements for a signal junction safeguarded.

28. Highway engineers consider that the proposed residential development can be satisfactorily accommodated on the surrounding highway network without raising any undue highway safety concerns. It is also considered that sufficient car parking provision can be made within the site (as part of any reserved matters submission) for the proposed houses. Certain highway restrictions are also required to be carried out prior to any development being carried out on the site to ensure that the development is satisfactory. These the attachment of conditions to any permission granted for the provision of accesses, control of lighting, control of construction management during the construction phases and the funding of a Traffic Regulation order (if needed).

29. Overall, it is considered that the provision of highway access in the manner proposed is satisfactory and will not comprise highway safety but will accord with established highway standards and policies TM2 and TM19A of the RUDP.

30. The Travel Plan promotes the integration of travel modes to improve the accessibility of the site by means other than the single person occupied car, to ensure that the travel plan framework meets the needs of the residents and employees, to make people aware of the benefits to be derived from the travel plan, to minimise the level of vehicular traffic generated by the development and to enable the development to protect and enhance the environment as far as practically possible. It is considered that the provision of this travel plan will ensure that the development of this site in the manner proposed encourages, as far as practically possible, sustainable practices in this location in accordance with the National Planning Policy Framework. A condition regarding the implementation of a travel plan for this development which incorporates matters raised by the Councils Air Quality section is suggested on any permission granted. The provision of monies towards the construction of a footbridge of over the bypass also contributes to the sustainability of the site.

Heritage assets

31. The site is located outside, but adjacent to the boundary, of Silsden Conservation Area and the Leeds-Liverpool Canal Conservation Area. There are no heritage assets



within the site boundary. The provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990 apply where a proposal would affect a listed building or its setting and where a building or land is located within a conservation area.

32. The NPPF sets out national planning policy requirements in relation to heritage assets. Paragraph 128 requires applicants to describe the significance of any heritage assets affected by proposals for development (including the contribution made by their setting) with a level of detail proportionate to the importance of the asset. In accordance with Paragraph 128 of the NPPF, an overview of the significance of the heritage assets which could be affected by the proposed development of the application site for residential uses has been undertaken by the applicants.

33. The assessment considers that given that the application site is currently a vacant area of land, there will inevitably be a change to the character and appearance of the site. However, contemporary development is not in itself harmful to the historic environment and rather it reflects the changes which occur in towns and cities over time. The negative contribution made by the Keighley Road approach to the conservation area is recognised in the Council's character appraisal. In this context, introducing new uses to this vacant site will provide an opportunity to provide an appropriate form of street frontage to Keighley Road and create a new high-quality southern gateway to the Town.

34. The application has been submitted in outline (with all matters reserved except for access) and therefore details of the design and internal layout of the proposals will be agreed at reserved matters stage. Sykes Lane will be retained as part of any development proposals and will continue to provide a link to the Town Centre. As such, it is agreed that a suitable layout can be achieved through detailed design at reserved matters stage. In particular, it will be possible to deliver appropriate spacing between properties, an architectural style which references the character and appearance of the historic core of Silsden, preserves the character and appearance of the conservation areas and responds appropriately to Sykes Lane.

Design principles/landscape impacts

35. The National Planning Policy Framework sets out the national policy objectives for housing. A key objective is '*to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities*'. In order to facilitate this, local authorities should draw on relevant guidance and standards. At the local level there are design policies in the Replacement Unitary Development Plan (RUDP). Of particular relevance are:-

- Policy D1 which states that new development should relate to the existing character of the locality,
- Policy D5 which states that existing landscape features should be incorporated as an integral part of the proposal.

36. The design approach (as set out in the Design & Access Statement), is based on a number of positive aspects. In any reserved matters application an appropriate design of the layout and street scene and its impact on the open landscape at this location can be provided in order to ensure that any proposal complies with policies D1 and D5 of the Replacement Unitary Development Plan and the design guidance brought forward in the National Planning Policy Framework and Guidance.



Flooding/drainage

37. The Environment Agency, the Lead Local Flood Authority, the Airedale Drainage Commissioners and Yorkshire Water have all made consultation comments on the application scheme. In a nutshell each of the above advice that planning permission can be granted for the scheme subject to conditions being attached to any permission granted. These conditions are set out at the end of this report.

38. It should be noted that the applicants have put in a challenge to the Flood Zone map and a sequential test. The Local Planning Authority agrees that the sequential test is met. The Environment Agency has accepted that the challenge to the flood zone map is acceptable subject to a condition regarding finished floor levels on each subsequent reserved matters application.

39. Yorkshire Water acknowledges that the application is made in outline. As such, the layout plan submitted with the application is for illustrative purposes only. The final layout of dwellings, gardens, open spaces etc. will be fixed and approval sought for it at reserved matters stage. The only aspect of the proposal that is being “fixed” at this outline stage is the location and design of the access junction from Keighley Road and the alignment of the internal spine road through the development site. A small stretch of combined sewer is shown entering the application site towards the northern end of the Keighley Road frontage (further north than the point of access on the opposite side of the road that serves Aldi). It is possible that this stretch of sewer served the Becks Mill industrial buildings that previously occupied the northern part of the application site.

Effects on the surrounding locality

40. The development is proposed at a sustainable location within Silsden Town in relatively close proximity to the railway station at Steeton. Impacts on the landscaping can be appropriately mitigated by bringing forward a suitable landscaping scheme which encompasses biodiversity measures. It is considered there is no undue adverse impact which would arise out of the grant of a planning permission on this site for residential development in the manner proposed.

Effects on the adjoining residential/commercial properties

41. There are a few residential properties which immediately abutting the site. Various small businesses also exist in relatively close proximity to the site. It is considered that no undue loss of amenities would be created on any of the surrounding residential or commercial properties. Appearance, layout, scale and landscaping will form part of any subsequent reserved matters application. As such, it is considered the proposal complies with policy UR3 of the Replacement Unitary Development Plan.

Other Impacts - Biodiversity

42. Whilst Policy NE10 of the RUDP states that wildlife habitats accommodating protected species will be protected by the use of Planning conditions/obligations it is clear from the supporting text and Policy NE11 that an ecological appraisal should be submitted with a planning application so that the Local Planning Authority can ‘assess the potential impact of the proposed development prior to the consideration of granting planning permission.’ It is considered that sufficient information has been provided and assessed in the suite of documents submitted as part of this planning application.



43. Habitat Regulations Assessment (HRA) - The site is located within in close proximity to part of the South Pennines SPA/SAC and lies within the 2.5km zone of influence identified in the Habitat Regulations Assessment of the emerging Core Strategy for the Bradford District. Article 6(3) and (4) of the habitats and Birds Directives require that plans and projects are subject to appropriate assessment, alone or in combination where there is a potential to have an impact on a European Site.

44. HRA information eliminates the issue regarding loss of functionally linked supporting habitat, as no SPA birds are likely to use this Brownfield site. However, there is still likely to be an in-combination effect from all the housing allocations in Airedale and Wharfedale of increased recreational pressure leading to erosion, trampling, disturbance to nesting birds through dog walking and other informal recreational activities. As there is no opportunity to provide suitable alternative green space within the development site, it is suggested that developer contributions towards mitigation for the above likely impacts are sought through a S106 Agreement. Mitigation would consist of upgrading the existing nearby footpaths to reduce pressure on routes leading to the moorlands. An appropriate level of contribution has been agreed as part of the proposed S106 legal agreement.

Other Impacts - Contamination Issues

45. Sufficient information has been submitted within the application to identify and quantify contamination on the site and proposals to remove unacceptable risk from the site. As such, conditions regarding remediation strategy and verification, unexpected contamination and materials importation need to be attached to any permission granted.

Other Impacts – Air Quality

46. The proposed development constitutes a medium development for the purpose of Appendix 2 (Land use planning and road transport emission guidance) of the Bradford Low Emission Strategy (adopted November 2013), addendum to the Bradford Air Quality Action Plan (March 2013).

Under the provisions of the Bradford LES planning guidance all medium developments are required to provide Type 1 and 2 emission mitigation as follows:

- Provision of electric vehicles charging facilities (at a rate of 10% of total parking spaces, with an option to provide 5% upfront and enabling cabling for 5% more).
- Adhere to the London Best Practice Guidance on the Control of Dust and Emissions from Construction and Demolition
- Provide a travel plan (which includes measures to discourage the use of high emission vehicles and encourage the use of low emission vehicles)

Sufficient information has been submitted which meets the requirements of environmental health and as such conditions regarding electrical vehicle charging points, construction environmental management plan and travel plan are suggested to be attached to any permission granted.

Use of planning conditions/Legal Agreements/278 agreements/Contributions

47. Housing and commercial development of the scale proposed inevitably involves physical infrastructure works and social infrastructure works such as recreation provision, contributions affordable housing, and sustainable transport measures. In line with policy UR6 of the Replacement Unitary Development Plan it is usually appropriate



that the developer should enter into a Section 106 to address the following issues – affordable housing, recreational provision, transport infrastructure and habitat mitigation measures.

48. Within the most up to date evidence base of the Publication Draft of the Core Strategy there is a requirement to achieve affordable housing provision within development sites in Silsden of 20%. The housing enabling section has identified a need for 2 and 3 bedroom properties in the area. It is considered appropriate that affordable housing is provided within the scheme to accord with relevant current planning evidence.

49. Policy OS5 of the RUDP requires that new residential development be required to make appropriate provision of or equivalent commuted payment for recreational open space. The sports and leisure service have requested that a contribution of £161,132 is made and it is proposed to be spent on the various specified recreation facilities in Silsden.

50. Further to the above recreation contribution there is a need to consider the impacts of recreation of the nearby moorlands. Indeed, because of the habitat regulations a contribution towards mitigating the sensitive habitats on the nearby South Pennine Moors by bring forward the improvements on routes leading to and at the Moors and around Silsden itself are required to be provided. This will help mitigate impacts on the moorland routes upon which people are undertaking recreational pursuits by ensuring that the erosion of adjacent habitat caused by widening footpaths is suitably addressed. As such it is considered necessary to provide some of the recreation monies for habitat mitigation (contribution amount £20,000 from the £161,132 recreation pot leaving £141,132 for recreation upgrades within Silsden Town).

51. Other development contributions on this scheme also include those for educational provision. Under policy CF2 of the Replacement Unitary Development Plan, new housing proposals that would result in an increased demand for educational facilities that cannot be met by existing schools and colleges should contribute to new and extended school facilities. The nearest schools at primary level are full and a contribution of £265,299 is required and has been offered in full. There is no requirement for secondary school provision in this location as there is sufficient capacity in the surrounding schools.

52. Overall, in accordance with policies in the Replacement Unitary Development Plan and the Councils Supplementary Planning Guidance on Planning Obligations the Heads of Terms of any legal agreements should include: -

- Provision of 20% affordable housing (2 and 3 bedroom units) on the site.
- Payment of education contribution of £265,299 towards primary facilities in Silsden
- Payment of a contribution of £141,132 towards recreation facilities in Silsden – to be used toward the following: 1st priority of the monies provide additional community facilities in Silsden to include bringing back into use the existing structures in the park and providing a new facility/flexible space for sports, meetings and new changing rooms for those playing sports in the park, and/or 2nd priority to retain the MUGA next to the youth centre in Eliot Street or towards



- general recreational facilities in Silsden park
- Payment of a contribution of £20,000 to mitigate impacts on sensitive habitats by bringing forward the improvements on nearby footpath routes
- Contribution of £100,000 toward a footbridge to cross the A629.
- A contribution amount of £20,000 for the provision of 2 x bus shelters (at bus stops 16917 and 16918).
- Safeguarding land shown hatched in red on plan SIL-BWB-00-01-DR-TR-101 Rev P1 adjacent to the proposed junction with Keighley Road to provide for any improvements to the junction which may be required in future to facilitate access beyond the current application site
- The entering into a S278 highway works agreement

Comments on the letters of representation

53. There is opposition to this development from both the Town Council and nearby residents in the local community. Several representations comment that they don't necessarily object to the principle of development just the details with regard to highway and flooding matters. The issues raised in the letters of representations have in the main been covered within the relevant sections of the above report .e.g. highway safety details and the capacity of the road network, provision of safe route to the railway station, flooding within Silsden. The Town Council does object to the loss of land within the employment zone for residential use, but due to the lack of a 5 year housing supply it can be argued that the sustainable benefits of providing both market and affordable housing substantial weight in the planning balance must be given to the acute need for housing in the district and to the persistent and chronic failure of the lpa to deliver a 5 year housing land supply.

Community Safety Implications:

54. As the scheme is in outline only, it is considered that issues of detail with regard to (i) defensible space and the clear definition, differentiation and robust separation of public, private and semi-private space including appropriate boundary fences and (ii) lighting of the development can be satisfactorily resolved when the reserved matters application(s) is/are submitted. Overall, the proposal will accord with the spirit of policy D4 of the Replacement Unitary Development Plan.

Reason for Granting Planning Permission

In granting permission for this development the Council has taken into account all material planning considerations including those arising from the comments of many statutory and other consultees, public representations about the application and Government Guidance and policy as detailed in the National Planning Policy Framework, and the content and policies within the Supplementary Planning Guidance and The Development Plan consisting of the Replacement Unitary Development Plan for the Bradford District 2005.

The Council considers that the following matters justify the grant of planning permission:

The redevelopment of this prominent Brownfield gateway site with a residential scheme in the manner proposed is considered acceptable in principle. It is a proposal that



gives the opportunity to provide a suitable pattern of development of the site within Silsden, an identified local growth area within the emerging Core Strategy.

It is considered that the development, although only at the outline stage, can at the detailed application stage respect and maintain the qualities and the character of the surrounding area. The effect of the proposal on the biodiversity of the site itself, the nearby moorland habitats, the surrounding locality and the nearby neighbouring residential properties/sports facilities has been assessed and are considered acceptable. The provision of vehicular access to Keighley Road in the manner and locations proposed is now appropriate. As such the proposals will not compromise highway and pedestrian safety and will sustainably link the development into the existing community.

It is considered that the provision of a residential scheme together with the proposed vehicular and pedestrian accesses takes into account the constraints of the site and builds upon the opportunities of the site. As such, it is considered development in the manner proposed is in conformity with the core principles of the National Planning Policy Framework (paragraphs 17, 19, 22, 32, 36, 47, 49, 50, 56, 57, 58, 61, 69, 109, 111, 118, 173, 204) and development principles outlined within the Replacement Unitary Development Plan under policies UDP1, UDP3, UDP4, UDP7, UR3, UR6, H7, H8, H9, TM1, TM2, TM11, TM12, TM19A, D1, D2, D4, D5, D6, OS5, NE4, NE5, NE10, NE11 and NR16.

Conditions of Approval

1. Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.

Reason: To accord with the requirements of Section 92 of the Town and Country Planning Act, 1990 (as amended)

2. The development hereby permitted shall begin not later than two years from the date of approval of the last of the reserved matters to be approved.

Reason: To accord with the requirements of Section 92 of the Town and Country Planning Act, 1990 (as amended).

3. Access (other than at the Keighley Road junction and the provision of an internal link road as shown on drawing SIL-BWB-00-02-DR-TR-100 rev P2), appearance, landscaping, layout, and scale comprise the reserved matters. Details of the access (other than as described above) shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.

Reason: To accord with the requirements of the Town and Country Planning (General Development Procedure) Order 2015.

4. The development hereby permitted shall be carried out in accordance with the approved flood risk assessment (FRA) Weetwood: "Land West of Keighley Road, Silsden, FRA Addendum ref.3025/FRA Addendum v 1.0, dated 18th July 2016. On



submission of each relevant reserved matters application subsequent to the grant of outline planning permission, details shall be provided to demonstrate that the proposed finished floor levels of buildings shall:

- a) be set no lower than 300 mm above adjacent ground levels;
- b) be set no lower than 300 mm above the 1:100 year plus 50% climate change flood level, taking consideration of overland flows emanating from Silsden Beck.

The above details shall be submitted to and approved in writing by the local planning authority. The mitigation measures shall be fully implemented in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing by the local planning authority and maintained for the life time of the development.

Reason: To reduce flooding to the proposed development and future occupants and increasing flood risk elsewhere to accord with policies UR3 and NR16 of the Replacement Unitary Development Plan.

5. All applications for the approval of details of the (a) layout and (b) scale of any housing on this site shall be submitted to and approved in writing by the Local Planning Authority. Each layout and scale submission shall include an assessment of the pre- and post-development fluvial flows across the site in a 1 in 100 annual probability event from Silsden Beck including a 30% allowance for climate change, to assess the impact of the development on flood risk to third party land.

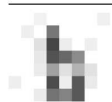
Reason: To reduce flooding to the proposed development and future occupants and increasing flood risk elsewhere to accord with policies UR3 and NR16 of the Replacement Unitary Development Plan.

6. The development shall not commence until full details and calculations of the proposed means of disposal of surface water drainage, based on sustainable drainage principles, have been submitted to and approved by the local planning authority. Consideration should be given to discharge surface water to soak away, infiltration system and watercourse in that priority order. Only in the event of such techniques proving impracticable will disposal of surface water to an alternative outlet be considered. In the event of infiltration drainage techniques proving unviable the maximum pass forward flow of surface water from the development shall be agreed with the local planning authority.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, to reduce the risk of flooding to the proposed development and future occupants and to comply with the requirements of the National Planning Policy Framework, and policy NR16 of the Replacement Unitary Development Plan.

7. The surface water drainage infrastructure serving the development shall be managed in strict accordance to the terms and agreements, over the lifetime of the development, as set out in a Surface Water Drainage Maintenance and Management document to be submitted to the Local Planning Authority for approval.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface



water from the site, to reduce the risk of flooding to the proposed development and future occupants and to comply with the requirements of the National Planning Policy Framework, and policy NR16 of the Replacement Unitary Development Plan.

8. Before any development begins full details shall be submitted to and approved in writing by the Local Planning Authority for all of the following to demonstrate that the level of flood risk is appropriate for development proposed, and that the development will be safe for its lifetime with no increase in flood risk to surrounding area:

- I. details of flood prevention/mitigation measures that will be put in place to ensure that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk to the surrounding area
- II. details of the measures taken to ensure the development can be safely accessed during its lifetime taking into account the presence of flood risk.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, to reduce the risk of flooding to the proposed development and future occupants and to comply with the requirements of the National Planning Policy Framework, and policy NR16 of the Replacement Unitary Development Plan.

9. Before any dwelling house on any individual phase of development is first occupied all flood prevention/mitigation measures approved in accordance with condition 9 set out in this approval shall be fully implemented in strict accordance with the approved details.

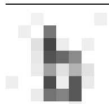
Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, to reduce the risk of flooding to the proposed development and future occupants and to comply with the requirements of the National Planning Policy Framework, and policy NR16 of the Replacement Unitary Development Plan.

10. No development shall take place until full details and calculations of the proposed means of disposal of foul water drainage have been submitted to and approved by the local planning authority.

Reason: To ensure that foul water drainage is deal with appropriately and to accord with policy UR3 of the Replacement Unitary Development Plan

11. No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall for surface water has been completed in accordance with details to be submitted to and approved by the local planning authority before development commences.

Reason: To ensure that the site is properly drained and in order to prevent overloading, surface water is not discharged to the foul sewerage system which will prevent overloading.



12. Prior to the commencement of development a phasing plan setting out the proposed phasing of the construction of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the phasing plan as approved unless otherwise agreed in writing by the Local Planning Authority or required by other conditions of this permission. For the purposes of this permission all references to a “phase” shall be interpreted as being a reference to a phase as defined on the phasing plan approved pursuant to this condition.

Reason: To ensure the satisfactory delivery of all elements of the proposed development.

13. Every property built on the site with a dedicated parking space shall be provided with an outdoor, weatherproof electric vehicle charging point readily accessible from the dedicated parking space. The electrical circuits shall comply with the Electrical requirements of BS7671: 2008 as well as conform to the IET code of practice on Electric Vehicle Charging Equipment installation 2012 ISBN 978-1-84919-515-7 (PDF). All EV charging points shall be clearly marked as such and their purpose explained to new occupants within their new home welcome pack / travel planning advice.

Reason: To facilitate the uptake of low emission vehicles by future occupants and reduce the emission impact of traffic arising from the development in line with the council’s Low Emission Strategy and National Planning Policy Framework (Paragraph 35).

14. Notwithstanding the provision of Class A, Part 4 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015, or any subsequent legislation, the development of any phase shall not be begun until a Construction Environmental Management Plan specifying arrangements for the environmental management of the construction site for that phase has been submitted to and approved in writing by the Local Planning Authority. The Construction Environmental Management Plan shall include the following details:

- i) contractor's means of access to the site including measures to deal with surface water drainage;
- ii) location of site management offices and/or sales office;
- iii) location of materials storage compounds, loading/unloading areas and areas for construction vehicles to turn within the site;
- iv) car parking areas for construction workers, sales staff and customers;
- v) a wheel cleaning facility or other comparable measures to prevent site vehicles bringing mud, debris or dirt onto a highway adjoining the development site;
- vi) the extent of and surface treatment of all temporary road accesses leading to compound/storage areas and the construction depths of these accesses, their levels and gradients;
- vii) temporary warning and direction signing on the approaches to the site
- ix) site working hours
- x) the advisory routing of construction vehicles over 7.5 tonnes

The Construction Environmental Management Plan details for each phase as approved shall be implemented before the development of that phase is begun



and shall be kept in place, operated and adhered to at all times until the development of that phase is completed unless otherwise agreed in writing by the Local Planning Authority. The CEMP must be prepared with due regard to the guidance set out in the London Best Practice Guidance on the Control of Dust and Emissions from Construction and Demolition.

Reason: To protect amenity and health of surrounding residents in line with the council's Low Emission Strategy and the National Planning Policy Framework and to ensure the provision of proper site construction facilities on the interests of highway safety and amenity of the surrounding environment and its occupants and to accord with Policies TM2 and TM19A of the Replacement Unitary Development Plan.

15. The development shall not be occupied prior to implementation of those parts of the approved Travel Plan (ref: BWB Travel Plan; LDT2128, dated 19 April 2016) that are capable of being implemented prior to occupation. Those parts of the approved Travel Plan that are identified therein as only being capable of implementation after occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as the development is occupied.

Reason: To encourage alternative modes of sustainable transport and build upon existing modes of transport to provide a sustainable development in accordance with paragraphs 17, 29, 32 and 36 of the National Planning Policy Framework and policies UDP7 and UR3 of the Replacement Unitary Development Plan.

16. Before the first dwelling is occupied the proposed means of vehicular and pedestrian access hereby approved (as shown on drawing SIL-BWB-00-02-DR-TR-100 rev. P2) shall be laid out, hard surfaced, sealed and drained within the site in accordance with the approved plan numbered and completed to a constructional specification approved in writing by the Local Planning Authority.

Reason: To ensure that a suitable form of access is made available to serve the development in the interests of highway safety and to accord with Policy TM19A of the Replacement Unitary Development Plan.

17. The developer shall prevent any mud, dirt or debris being carried on to the adjoining highway as a result of the site construction works. Details of such preventive measures shall be submitted to and approved in writing by the Local Planning Authority before development commences and the measures so approved shall remain in place for the duration of construction works on the site unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent mud being taken onto the public highway in the interests of highway safety and to accord with Policy TM19A of the Replacement Unitary Development Plan.

18. Construction work shall only be carried out between the hours of 0730 and 1800 on Mondays to Fridays, 0730 and 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays, unless specifically agreed otherwise in writing by the Local Planning Authority.



Reason: To protect the amenity of the occupants of nearby dwellings and premises and to accord with Policy UR3 of the Replacement Unitary Development Plan.

19. As part of an reserved matters application for the site, a Biodiversity Enhancement and Management Plan (BEMP) which shall include biodiversity enhancement/naturalised landscaping details for the site along with long term management of the green spaces shall be submitted to, and approved by the Local Planning Authority prior to the first occupation of any unit. The management plan/maintenance agreement shall be carried out as approved.

Reason: To ensure the protection of wildlife and supporting habitat, to secure opportunities for the enhancement of the nature conservation value of the site and to ensure the site is developed in accordance with the principles of the National Planning Policy Framework and policies UR3, NE9, NE10, NE11, NE12 and NE13 of the Replacement Unitary Development Plan and to ensure proper management and maintenance of the landscaped communal areas in the interests of amenity and to accord with Policies UR3, D1 and D5 of the Replacement Unitary Development Plan.

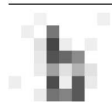
20. Prior to development commencing, a Phase 2 site investigation and risk assessment methodology to assess the nature and extent of any contamination on the site, whether or not it originates on the site, must be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors and to comply with policy UR3 of the Replacement Unitary Development Plan.

21. Prior to development commencing the Phase 2 site investigation and risk assessment must be completed in accordance with the approved site investigation scheme. A written report, including a remedial options appraisal scheme, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy UR3 of the Replacement Unitary Development Plan.

22. Unless otherwise agreed in writing with the Local Planning Authority, prior to development commencing a detailed remediation strategy, which removes unacceptable risks to all identified receptors from contamination shall be submitted to and approved in writing by the Local Planning Authority. The remediation strategy must include proposals for verification of remedial works. Where necessary, the strategy shall include proposals for phasing of works and verification. The strategy shall be implemented as approved unless otherwise agreed in writing by the Local Planning Authority.



Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy UR3 of the Replacement Unitary Development Plan.

23. Unless otherwise agreed in writing with the Local Planning Authority, a remediation verification report prepared in accordance with the approved remediation strategy shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of each phase of the development (if phased) or prior to the completion of the development.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy UR3 of the Replacement Unitary Development Plan.

24. If, during the course of development, contamination not previously identified is found to be present, no further works shall be undertaken in the affected area and the contamination shall be reported to the Local Planning Authority as soon as reasonably practicable (but within a maximum of 5 days from the find). Prior to further works being carried out in the identified area, a further assessment shall be made and appropriate remediation implemented in accordance with a scheme also agreed in writing by the Local Planning Authority.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy UR3 of the Replacement Unitary Development Plan.

25. A methodology for quality control of any material brought to the site for use in filling, level raising, landscaping and garden soils shall be submitted to, and approved in writing by the Local Planning Authority prior to materials being brought to site. Relevant evidence and a quality control verification report shall be submitted to and is subject to the approval in writing by the Local Planning Authority.

Reason: To ensure that all materials brought to the site are acceptable, to ensure that contamination/pollution is not brought into the development site and to comply with policy UR3 of the Replacement Unitary Development Plan.

26. Any application for approval of reserved matters with respect to siting of buildings or access/vehicular servicing including revisions to these items shall include an accurate Arboricultural Implication Assessment which includes a Tree Survey and a Tree Protection Plan showing all existing trees on and adjacent to the site. This must be undertaken in accordance with the guidelines set down in BS 5837 (2005) Trees in Relation to Construction - Recommendations.

Reason: To ensure an accurate assessment of the impact of the development on the sustainability of the trees and in the interests of visual amenity to accord with Policies NE4 and NE5 of the Replacement Unitary Development Plan.

29. Prior to commencement of each phase of development a Tree Protection Plan (TPP) and Arboricultural Method Statement (AMS), in line with the recommendations of BS5837 (2015), for that phase, should be submitted to and approved in writing by the Local Planning Authority. No operations shall commence on site in connection with a particular phase of development (including any demolition work, soil moving, temporary



access construction and/or widening or any operations involving the use of motorised vehicles or construction machinery) until such time as the TPP and AMS for that phase has been formally agreed and any root protection scheme for that phase are in place.

Reason: To ensure trees are protected during the construction period and in the interests of visual amenity. To safeguard the visual amenity provided by the trees and to accord with Policies NE4, NE5 and NE6 of the Replacement Unitary Development Plan.

Heads of Terms of any Section 106 legal agreement

- Provision of 20% affordable housing (2 and 3 bedroom units) on the site.
- Payment of education contribution of £265,299 towards primary facilities in Silsden
- Payment of a contribution of £141,132 towards recreation facilities in Silsden – to be used toward the following: 1st priority of the monies provide additional community facilities in Silsden to include bringing back into use the existing structures in the park and providing a new facility/flexible space for sports, meetings and new changing rooms for those playing sports in the park, and/or 2nd priority to retain the MUGA next to the youth centre in Eliot Street or towards general recreational facilities in Silsden park
- Payment of a contribution of £20,000 to mitigate impacts on sensitive habitats by bringing forward the improvements on nearby footpath routes and also on routes leading to Rombalds Moor.
- Contribution of £100,000 toward a footbridge to cross the A629.
- A contribution amount of £20,000 for the provision of 2 x bus shelters (at bus stops 16917 and 16918).
- Safeguarding land shown hatched in red on plan SIL-BWB-00-01-DR-TR-101 Rev P1 adjacent to the proposed junction with Keighley Road to provide for any improvements to the junction which may be required in future to facilitate access beyond the current application site
- The entering into a S278 highway works agreement.

