

**MINUTES OF THE MEETING OF SILSDEN TOWN COUNCIL'S PLANNING
COMMITTEE HELD ON THURSDAY THE 20th MARCH 2014**

Commenced 7.30pm

Concluded 8.30pm

Present: Cllrs Whitaker, Huggins, O'Dwyer, Walton, Robinson, Croft & Conway. Public [1].
In attendance Ward Cllr Naylor.

Cllr Huggins in the Chair

1. Apologies for absence were received and accepted from Cllrs K Conway and Atkinson.
2. No declaration of interest on items on the agenda.
3. No public adjournment requested
4. Minutes of the last meeting 20/02/14 were signed as true it was noted that Bradford Planning has miss posted one of our planning comments and an email sent to point out their error.
5. Comments to be made on the core strategy:

The Town Council welcomes and supports the changes made due to the habitat policies for the south Pennine Moors causing the reduction from 1700 houses to 1000 but feels that it does not go far enough.

From Pg 82 onwards we submit the following comments for consideration/action
Section B

- Talks about highways infrastructure but does not identify exactly what it is referring to.
- Where is this infrastructure coming from and who will be paying for it?
- Railway station – there is no mention of provision for any further parking spaces at the station yet though out the document it refers to Silsden's growing population.

Section C

- Creation of employment land at 'Silsden Rural Business Park'- where is this located?
- This council does not want to see any reduction in employment land or deletion of employment land through re classification.

Section D

- The council agrees the need to protect and enhance the integrity of the south Pennine Moors as it is valuable in its own right due to the fringe habitat.
- Need to ensure that any renewable energy scheme does not impact on points above the habitat boundaries.

Section E

- Discusses Bus and Rail interchange and developing pedestrian and cycle routes no account been taken of the high demand at the station for car users nor any identification of how it would safely cross the by pass.
- No mention of where the investment is actually coming from for the pedestrian, cycle and canal rights of ways.
- How are the public transport links going to be approved – no details no evidence given. Silsden is not served well at present and we are seeing the steady decline of rural bus services and issues of capacity on the railway.

Pg 87 Outcome 2030

- Where is the evidence for investment in education.
- Greenbelt deletions are objected to and will be in direct conflict with the habitat study/policy and this is supported by Nick Bowles government statement regarding greenbelt deletions.
- No realistic proposal for future educational demands in fact education is totally missing from the 'planning for' sections.

Council further resolved to resubmit the comments made during the LDF process as they are all still applicable.

6. Comments on the following application

14/00913/HOU | Construction of single storey rear extension | 8 Croft Field Silsden West Yorkshire BD20 0NA- No objection

14/01059/MAF | Demolition of existing buildings and erection of a foodstore 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. Formation of all-weather sports pitches and associated car parking | Becks Mill Keighley Road Silsden West Yorkshire BD20 0EH – Council wish to have the following comments noted but request the right for re consultation as we are aware of a new highways report and retail impact report that is currently being carried out.

- Pollution from the previous usage of this site, which could include possible contamination from Arsenic and Picric Acid and question whether this is suitable for a food outlet
- Traffic assessment not available on the portal, but grave concerns over the knock on effect a busy exit and entry like this would have on the by pass and the associated dangers.
- Entry and exit needs to be re address in light of the recent approval of another supermarket site on the opposite side of the road.
- There is no clear safe passage for pedestrians walking past the site – this is the main pedestrian route to/from the railway station.
- Noise pollution though it has been pointed out the noisy section is to be housed 140 m away from nearest dwelling, another map shows possible development on houses in the same area which will mean a lot less than 140 m away.
- The town survey shows a desire for a small alternative supermarket that will complement the existing business this proposal will have a massive negative impact on the Town as it is at present.

7. Confirmed date of the next meeting as 17th April 2014.

.....
Chair

22/05/14