



This application on green belt land constitutes a Major Development that is not compliant with the Local Plan. For this reason alone it should not be approved.

The applicant states on page 14 of the Conservation/Heritage Assessment "the costs involved in a development of this nature will be very costly and will not necessarily generate the amount of income needed to offset these costs, as such the development of the adjacent sites to the north, north-west and north-east may become an important part as to whether the proposed works can/will proceed". This statement is clear written evidence that the applicant plans to use permission for this site as a staging post to obtain planning permission for development on the green fields that surround the farm. Approving the current application would set a precedent, increase the likelihood of further development, and weaken the Council's authority.

This application (and 2023/91452 Listed Building Consent) seek to create a major visitor attraction based on "telling the little-known storey (sic) of the Bronte family", using the grade 2 Listed farm building where Patrick Bronte lodged for two years from July 1810 until his marriage in December 1812. Whilst it is not a material planning consideration, the weakness of this link to the Bronte story does beg the question whether the site is of sufficient interest to succeed as a Bronte attraction. Clough House, 428 Halifax Road Hightown is recognised as the Bronte family home where Maria and Elizabeth Bronte were born, before the family moved to Thornton Bradford in 1815. The applicant states that a heritage visitor attraction is needed in the area, but it should be noted that The Red House Gomersal, with its Bronte connections, was deemed commercially unviable and closed in 2017.

Repairing and reconstructing the badly damaged Thornbush Farm so that it could become a domestic dwelling again would be very welcome, but any extension into the surrounding green belt would destroy the agricultural setting, and reduce biodiversity.

Access to this site is via residential streets and then down a single width track. It is not suitable for a major visitor attraction with cars, coaches and delivery trucks going in both directions. Creating a proper access road that would be safe for the volume and size of vehicles involved would be difficult and would extend development into the green belt, as does the proposed car park. The traffic generated by such a visitor attraction would harm the residential amenity of many people in the neighbourhood.

In conclusion there are no significant benefits in this application which outweigh the clear disadvantages in planning and environmental terms, and it should therefore be refused.