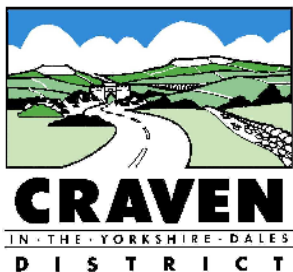


< Tip: Use the thumbnail and bookmark features to navigate the document more easily

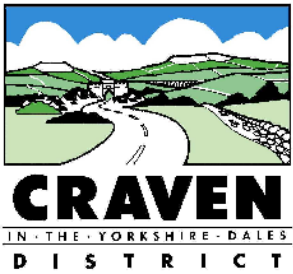


# Craven Local Plan Consultation Sept-Nov 2014

Craven Spatial Planning Sub-  
Committee

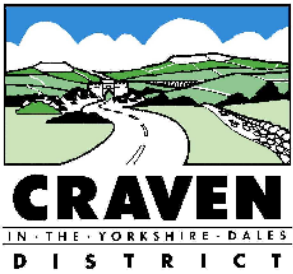
Wednesday 25<sup>th</sup> February 2015

7.00pm



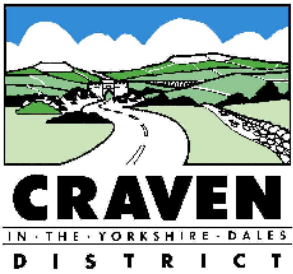
# Overview of the Consultation

- **27,430** consultation flyers were posted direct to:
  - 25,290 residential addresses
  - 2,140 business addresses
- **321** subscribers (MailChimp) were notified by email.
- **7** libraries were provided with reference copies of the plan and feedback forms.
- **9** round-table discussions were held with parish councils.
- **2** parish councils organised their own events.
- **4,000** visits were made to the consultation webpage.



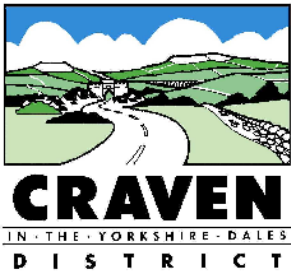
# Overview of the Consultation

- **368** people responded:
  - 269 residents
  - 11 landowners
  - 8 businesses
  - 19 planning consultants
  - 7 statutory bodies
  - 3 local authorities and 12 parish councils
  - 5 ward councillors and 34 others (including individuals, organisations and groups)



# Overview of the Consultation

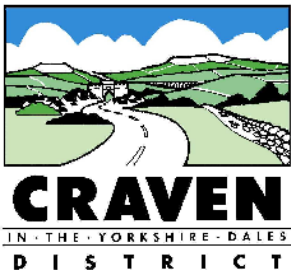
- **864** comments were made:
  - 411 relate to draft local plan sites
  - 362 relate to draft local plan text
  - 91 relate to other matters
  - 81 relate to site SC040 (east of Sutton, south of Sutton Lane)



# Overview of the Consultation

## Number of comments relating to specific settlements

Bentham	16		Glusburn	2
High Bentham	18	58	Sutton	99
Low Bentham	24		Embsay and Eastby	14
Bolton Abbey		6	Gargrave	79
Bradley		38	Giggleswick	9
Broughton Hall		5	Hellifield	20
Burton		15	Ingleton	9
Carleton		3	Lothersdale	1
Clapham		8	Rathmell	8
Cononley		9	Settle	45
Cowling		8	Settle & Giggleswick	2
Cross Hills		1	Skipton	106
Cross Hills, Glusburn & Sutton		1		



# Overview of the Consultation

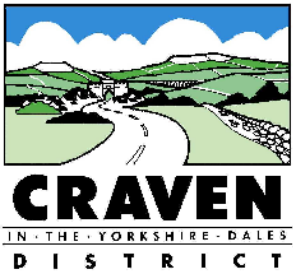
## Number of comments relating to specific parts of the plan

Introduction	4	Good Design	11	New Land for Premises & Business	9
Context	24	Biodiversity	13	Strategic Employment Site	7
Vision	19	Green Infrastructure	24	Rural economy	4
Objectives	12	Flood Risk, Water Resources, Land & Air Quality	11	Tourism	10
Spatial Strategy	36	Renewable & Low Carbon Energy	13	Retail and Town Centres	11
Key Diagram	1	Housing Growth	50	Sustainable Buildings, Infrastructure, Planning Obligations	21
Sustainable Development	2	New Homes	19	Community Buildings & Social Spaces	3
Neighbourhood Planning	6	Affordable Housing	17	Plan Area Map/Settlement Inset Maps	228
Countryside and Landscape	13	Gypsies, Travellers & Showpeople	6	Retail & Town Centre Maps	2
Heritage	4	Business Growth	9		



# Some general issues raised

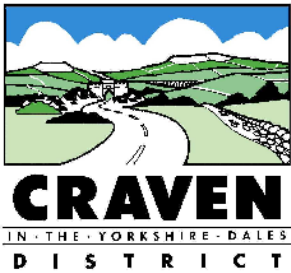
- Many comments were not unexpected, and reflected the fact that the Local Plan was issued as an early draft, prepared on the basis of the evidence available at the time, which was partially complete and not up-to-date (but not superseded).
- Some comments were more of a surprise, e.g. English Heritage have asked for a full set of Conservation Area Appraisals to be carried out, and some sites/ strategies which seemed favourable following the summer 2013 consultation received a high level of objections at this consultation e.g. in High Bentham.
- Issuing the plan at this early stage has been beneficial in drawing out problems which may have held up the plan if identified at a later stage. It has also allowed worthwhile consultation with Statutory Consultees. The consultation responses will help us develop a more robust and sound Local Plan.



# Some general issues raised

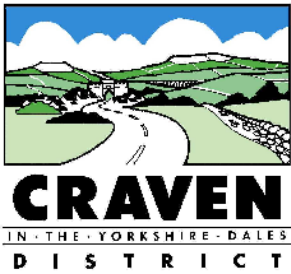
- Although there were some polarised viewpoints there is a general consensus and appreciation of the broader context of the Plan.
- There is a call for clearer, more prescribed policies for some areas, which would give a greater certainty of outcome, e.g. the type of housing and employment development proposed, the control of caravan park development, a desire to see clear development principles for sites.
- Many respondents raised concern over infrastructure provision and the timing of such provision in relation to release of sites, i.e. school capacity (mainly Skipton), transport issues (area wide), SUDs (area wide), sewerage capacity (mainly Aire Valley trunk, provided we don't substantially increase numbers in mid and north sub areas), telecommunications and rural broadband (area wide), health care provision (area wide).





# Comments Relating to Specific Settlements







The comments made in relation to the sites identified in each settlement have been summarised over the following pages. The summaries are intended to give an overview of the main issues raised and are not a complete report of all the comments made on each site.



# North Craven Burton-in-Lonsdale

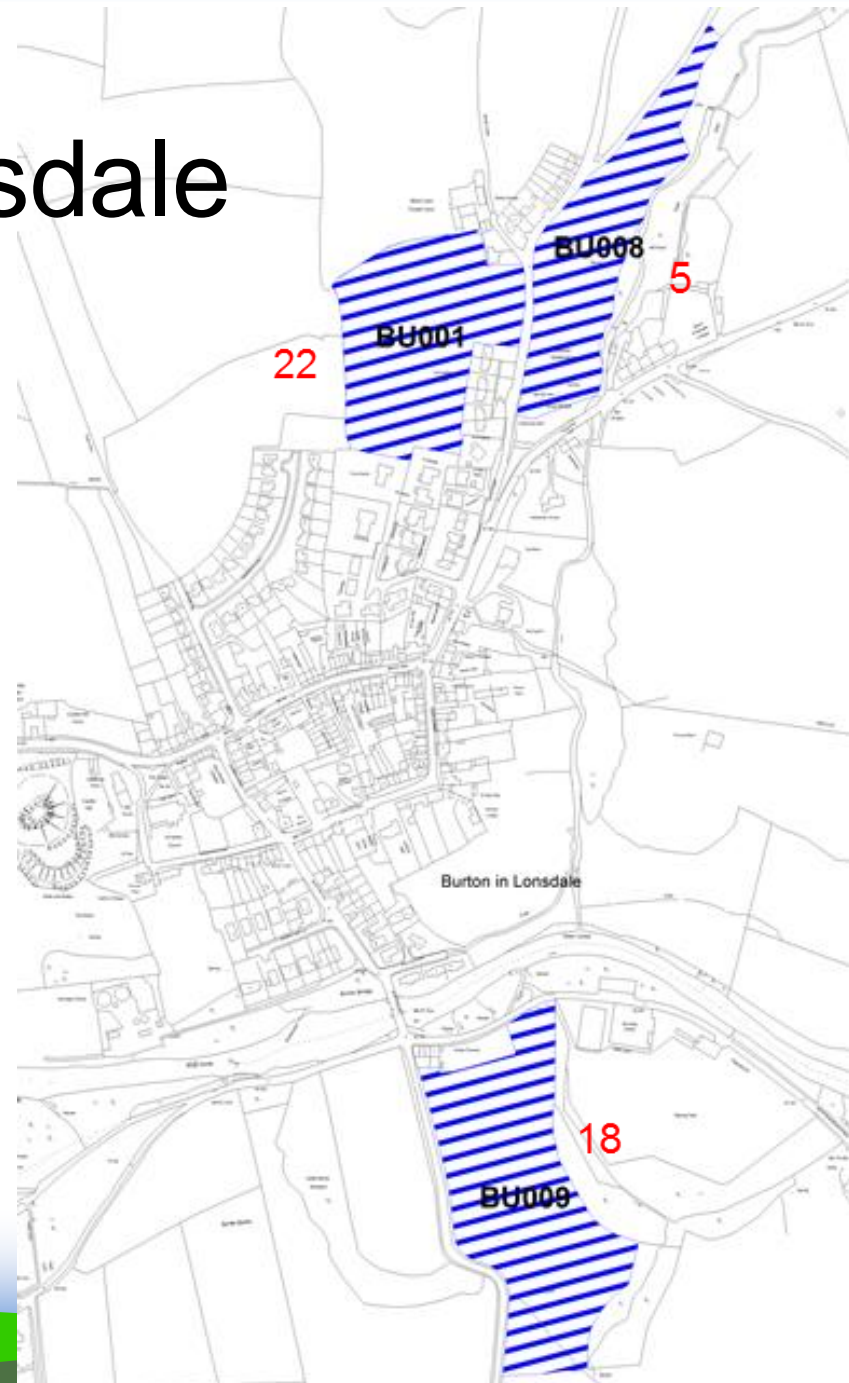
## Burton in Lonsdale Inset

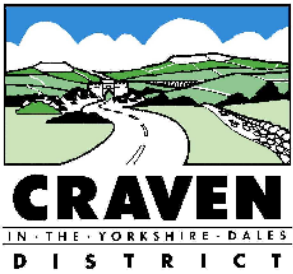
Map: Draft Local Plan Sites

-  Housing
-  Housing – only part of site required
-  Housing – other options
-  Employment
-  Mixed – housing and employment
-  Potential for strategic open space
- 50** Number of dwellings (figures in red are a preliminary estimate for each site)

Not to Scale

SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
BU001	West of Ireby Road	2.207	22	10.0
BU008	Land between Ireby Road & Mill Wood	1.805	5	2.8
BU009	Land to the east of Burton Hill	2.877	18	6.3

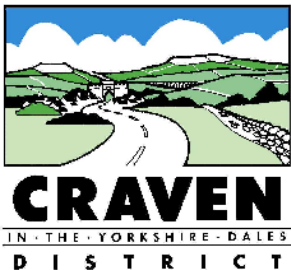




# North Craven








## Burton-in-Lonsdale

- Questions were raised as to the need for this level of housing in the village, which is no longer supported by a primary school or industry.
- Some held the view that BU009 should be deleted from the list of preferred sites due to unsuitable topography, drainage problems and its distance from village centre.
- There was also opposition to site BU008 on sustainability grounds.
- The recently closed primary school was suggested as an alternative site, which could accommodate all the housing needed in the village, but it should not be used as an additional site to those already preferred.

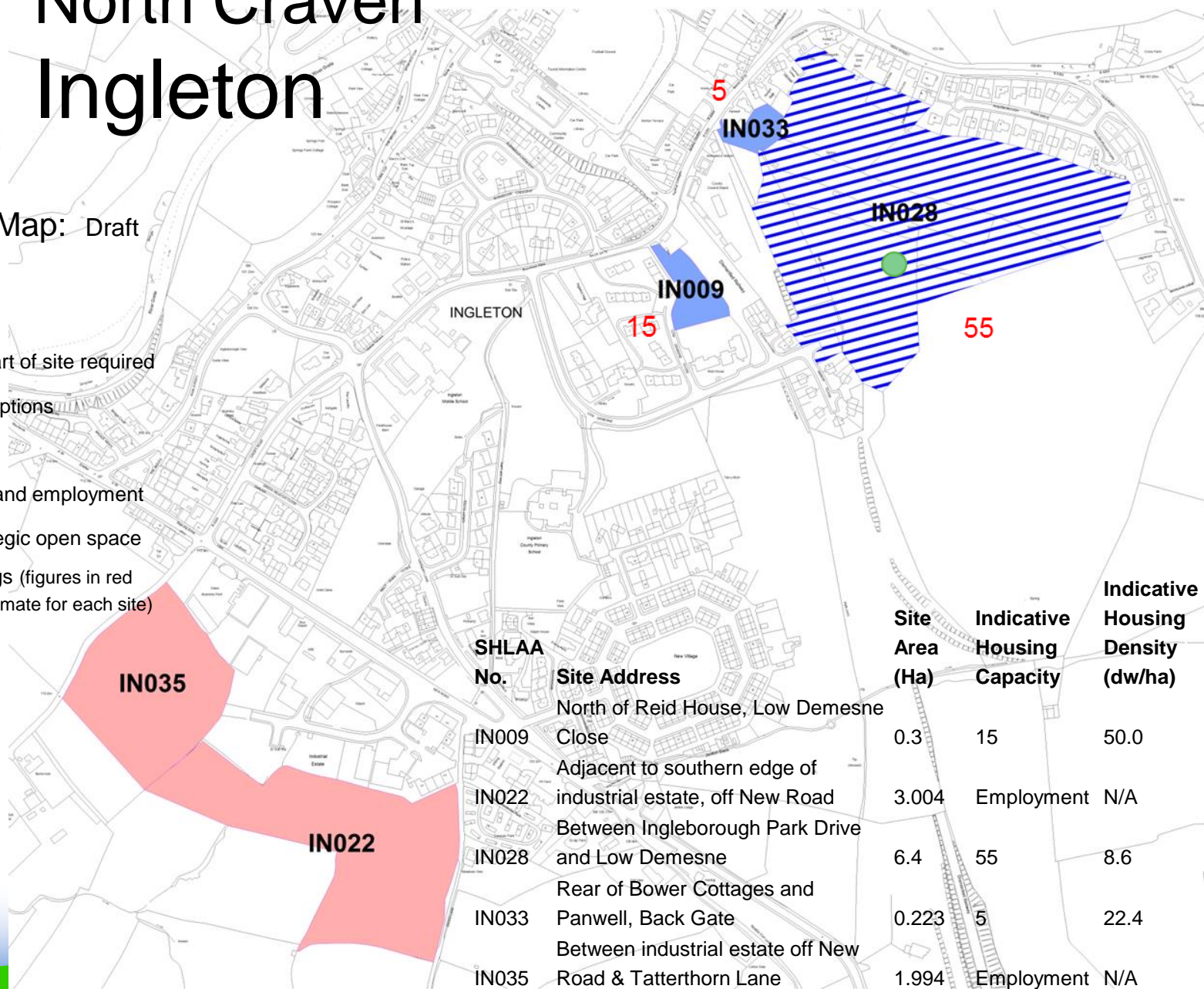


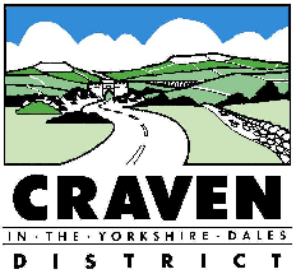
# North Craven Ingleton

Ingleton Inset Map: Draft  
Local Plan Sites

-  Housing
-  Housing – only part of site required
-  Housing – other options
-  Employment
-  Mixed – housing and employment
-  Potential for strategic open space
-  Number of dwellings (figures in red are a preliminary estimate for each site)

Not to Scale

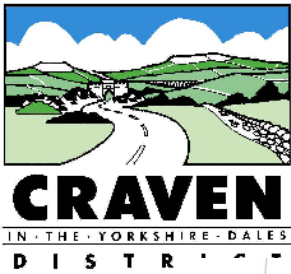




# North Craven Ingleton

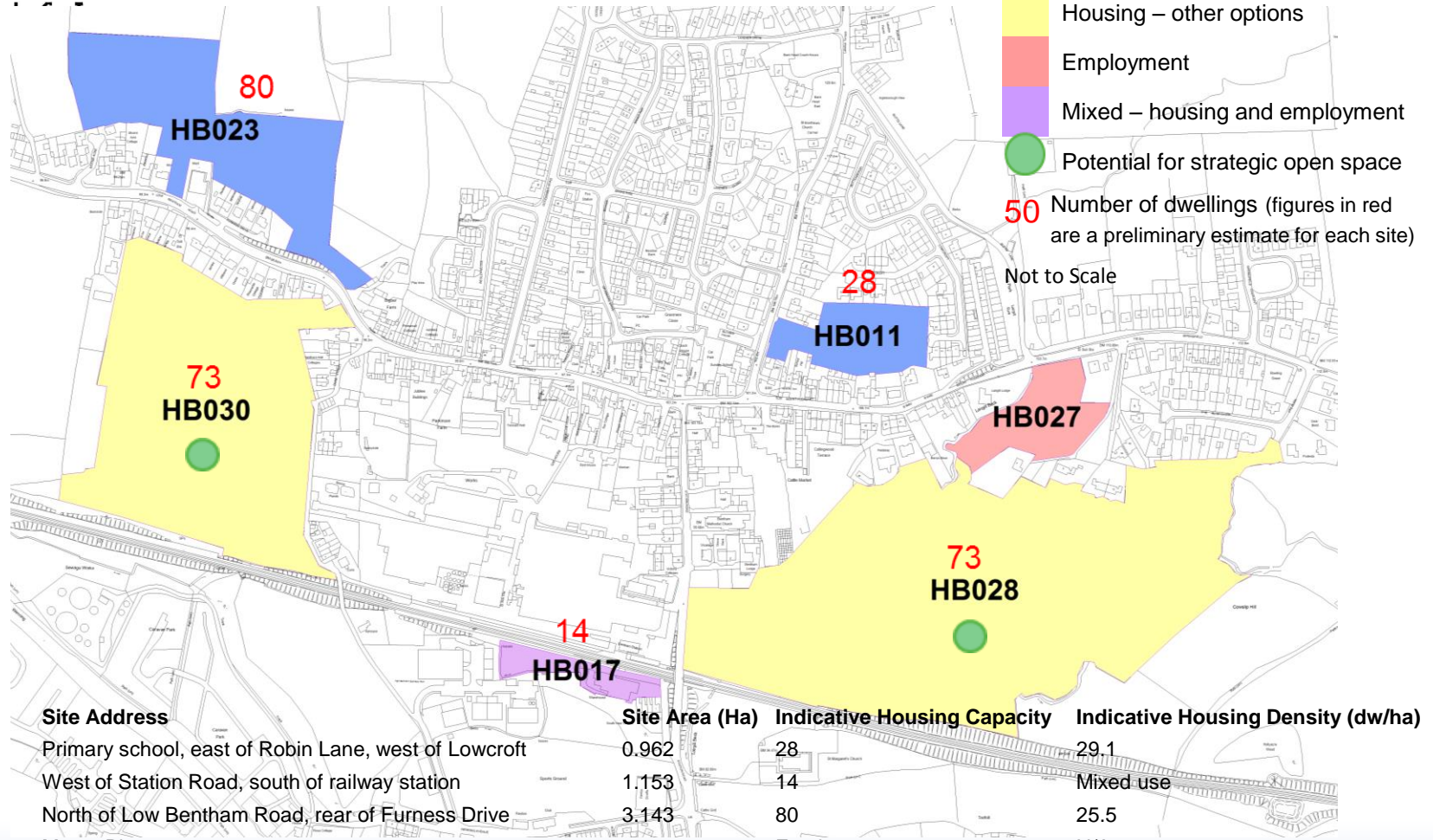
- Ingleton Middle School has been put forward by NYCC Education and could have an impact on future preferred site selection.
- There is support for an increase in the housing numbers (from 5 to 10 per year) which would allow Ingleton to grow.
- Employment sites IN035 and IN022 were preferred to the alternative site of IN031 (the field between IN035 and Bentham Road. This is not shown on the map as it was not identified as a preferred site for development).
- English Heritage comment that an assessment is required of impact of any new development on the Conservation Area and Listed Buildings.



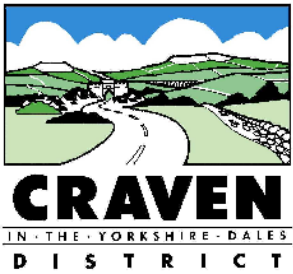


# North Craven High Bentham

## High Bentham Inset Map: Draft Local Plan Sites

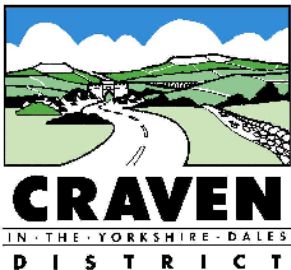


SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
HB011	Primary school, east of Robin Lane, west of Lowcroft	0.962	28	29.1
HB017	West of Station Road, south of railway station	1.153	14	Mixed use
HB023	North of Low Bentham Road, rear of Furness Drive	3.143	80	25.5
HB027	Mount Pleasant	0.952	Employment	N/A
HB028	East of Station Road and south-west of Pye Busk	11.169	73	6.5
HB030	Land off Duke Street	6.287	73	11.6









# North Craven High Bentham

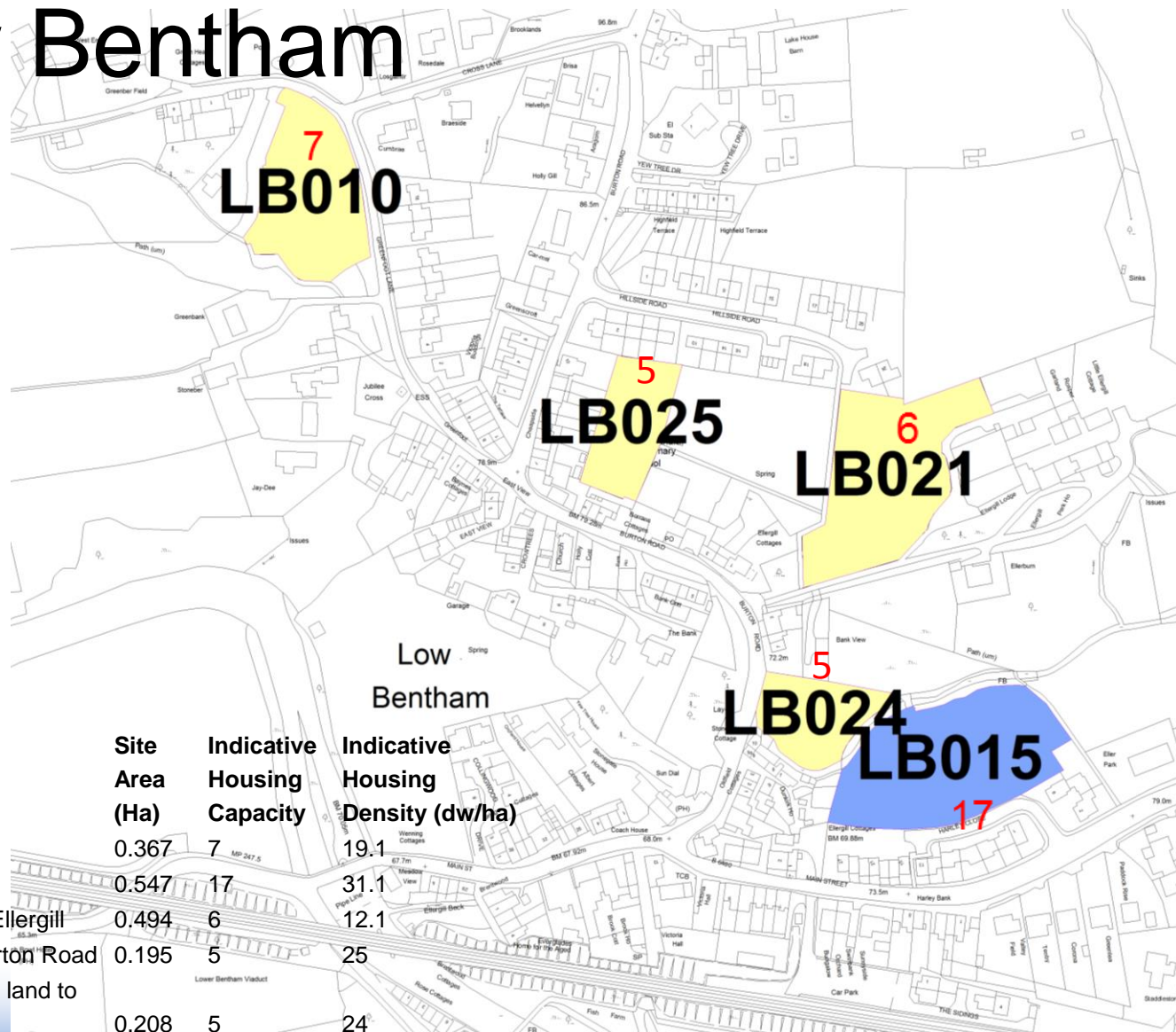
- There was a mix of views on the sites in High Bentham with broad consensus for the need for smaller housing sites, potentially on the road between High and Low Bentham, near the new primary school.
- There was support for HB011 as an extra care housing site and for HB017 as a mixed-use site.
- It was thought that some of the 80 homes proposed on HB023 should be redistributed to other sites in High Bentham. Specific objections to HB023 centred on flooding issues, blind access which compromises the newly designated safe pedestrian route for new school, steep topography and the impact on existing footpaths through the site.
- HB027 is not considered suitable for employment land.
- Development of HB028 or HB030 should include strategic open space, i.e. there is support for parkland on either of these sites.
- A number of specific concerns were raised about HB028 in terms of the impact on both the Auction Mart and the village should a new road be built through the site.
- Other concerns regarding development in High Bentham in general focus on the exacerbation of existing parking issues and the bottlenecking of Main Street and Station Road at peak times.



# North Craven Low Bentham

## Low Bentham Inset Map: Draft Local Plan Sites

-  Housing
-  Housing – only part of site required
-  Housing – other options
-  Employment
-  Mixed – housing and employment
-  Potential for strategic open space
- 50** Number of dwellings (figures in red are a preliminary estimate for each site)
- Not to Scale

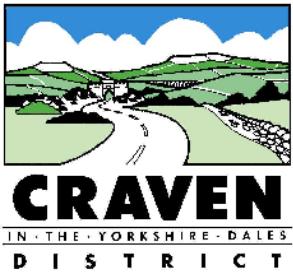


### SHLAA No.

SHLAA No.	Site Address
LB010	West of Greenfoot Lane
LB015	North of Harley Close
LB021	Land between Hillside Road and Ellergill
LB024	Recreation ground adjacent to Burton Road Low Bentham Primary School and land to the north
LB025	the north

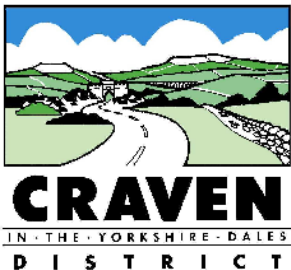
Site	Indicative Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
LB010	0.367	7	19.1
LB015	0.547	17	31.1
LB021	0.494	6	12.1
LB024	0.195	5	25
LB025	0.208	5	24





# North Craven Low Bentham







- A mix of views were received on the option sites in Low Bentham with particular objection to housing on all of site LB021. However there was some support for partial development of LB021 for sheltered/elderly accommodation (bungalows).
- There was some opposition to the other option sites (LB010, LB024, LB025) based on highways visibility issues, poor pedestrian access, and the loss of playspace.
- There was some support for LB015 although this site also has access/visibility issues.
- English Heritage would require an assessment of the impact of new development on the Conservation Area and listed buildings.



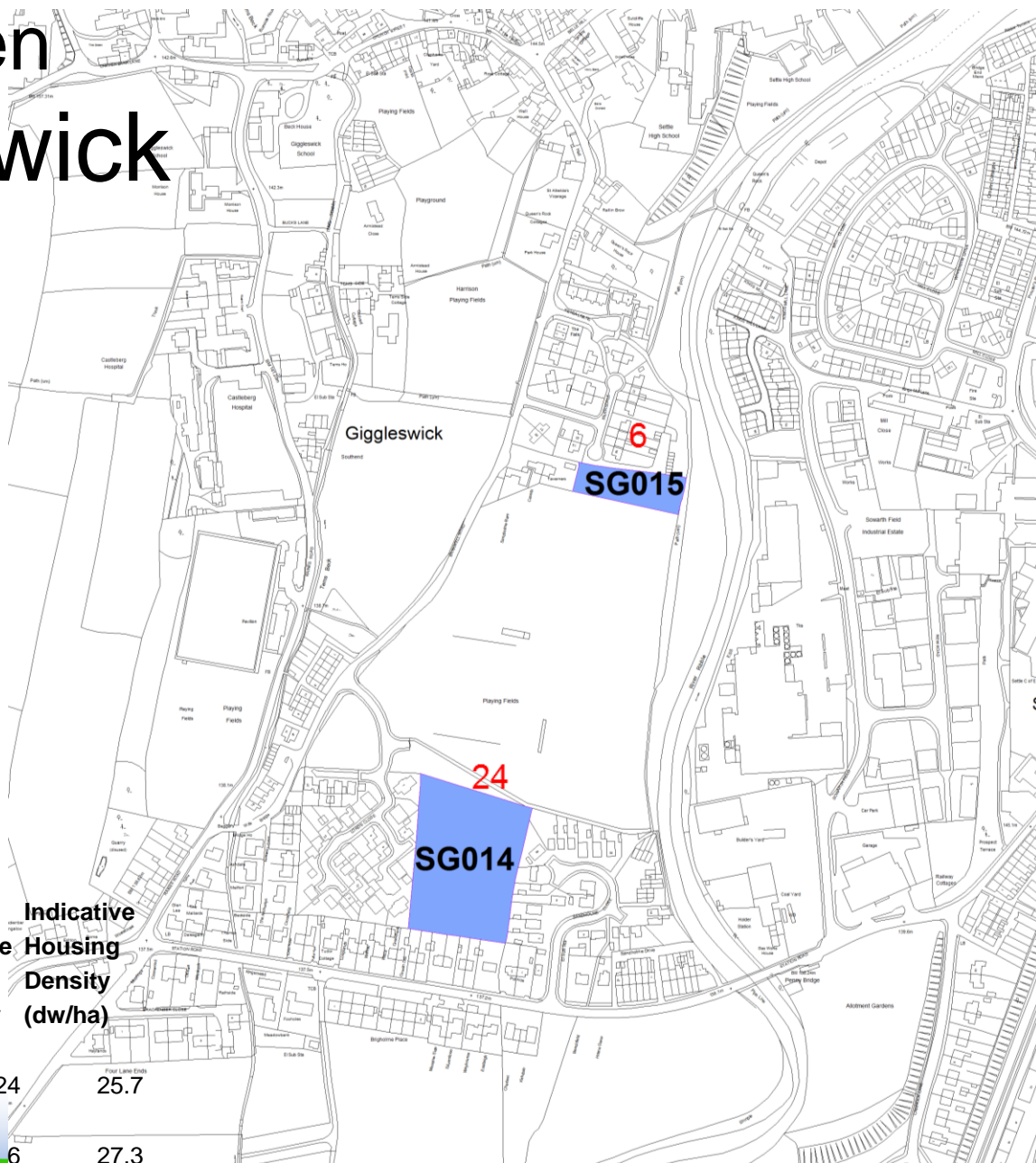
# Mid Craven Giggleswick

## Giggleswick Inset Map:

### Draft Local Plan Sites

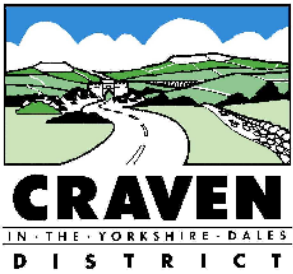
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Not to Scale



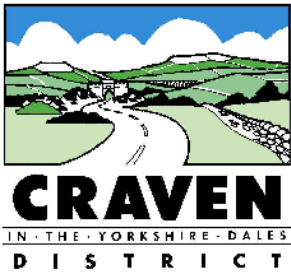
**Indicative**  
Site Area Housing Density  
(Ha) Capacity (dw/ha)

SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Housing Density (dw/ha)
SG014	Land adjacent to Lord's Close and Sandholme Close	0.934	24	25.7
SG015	South of Riversdale and north of school playing fields	0.22	6	27.3



# Mid Craven Giggleswick

- There were comments received that the housing figure is too high for Giggleswick, with opposition raised against SG014 based on the suggested level of development.
- However, there was also support expressed for preferred sites SG014 and SG015 as it was thought these are good 'rounding off' sites, are in Flood Zone 1 and have no highways issues.
- An alternative site (SG004, the playing field south of Church Street and east of Tems Street) received some support.
- Comments were made opposing building on the sports fields.



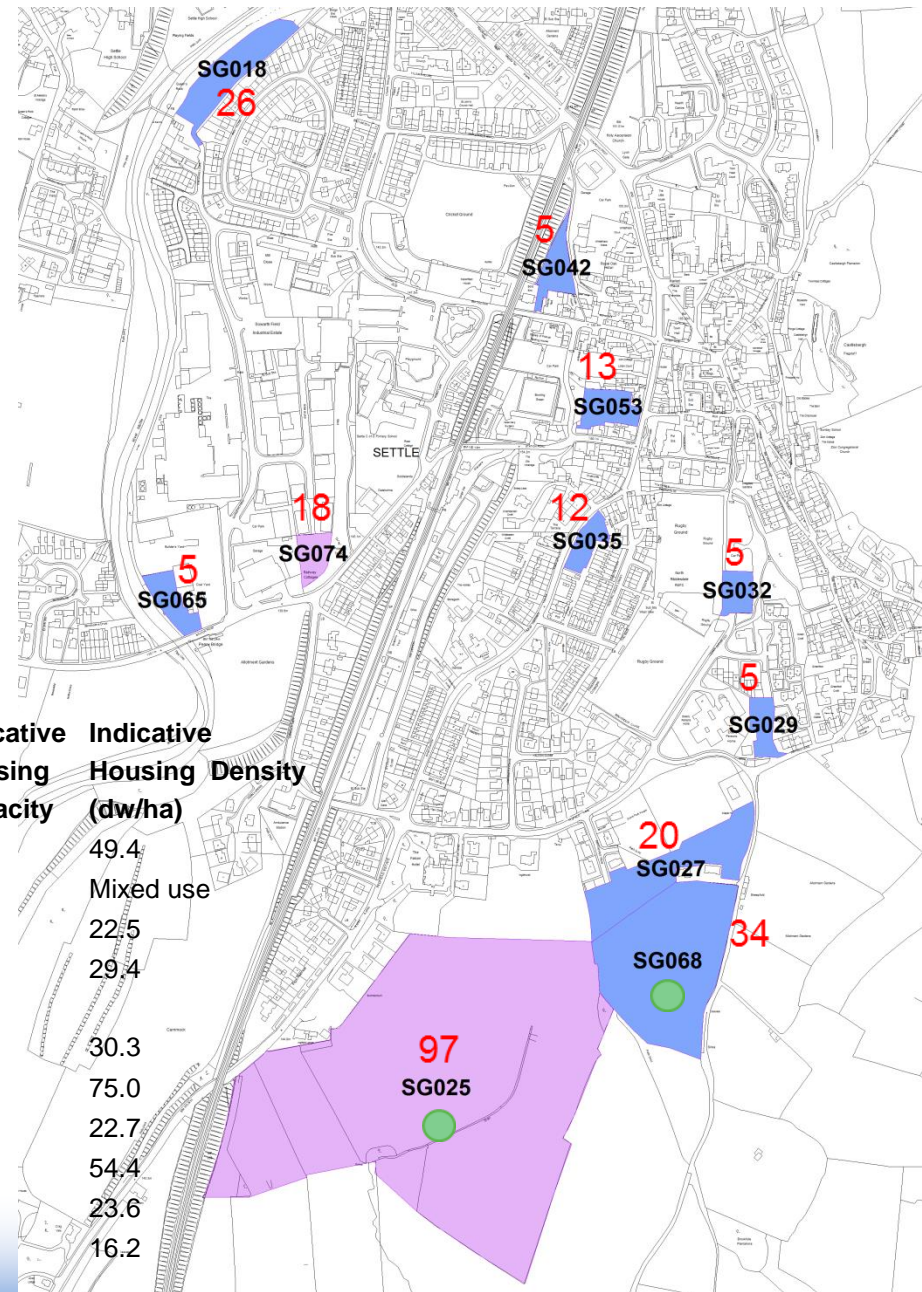
# Mid Craven Settle

## Settle Inset Map: Draft Local Plan Sites

- Housing
  - Housing – only part of site required
  - Housing – other options
  - Employment
  - Mixed – housing and employment
  - Potential for strategic open space
- 50** Number of dwellings (figures in red are a preliminary estimate for each site)
- Not to Scale

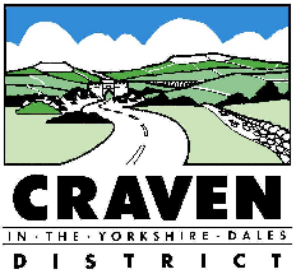
### SHLAA

No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
SG018	NYCC Depot, north of King's Mill	0.526	26	49.4
SG025	Land to the south of Ingfield Lane	10.273	97	Mixed use
SG027	South of Ingfield Lane, east of Brockhole View	0.89	20	22.5
SG029	CDC garaging and car parking, Ingfield Lane	0.17	5	29.4
SG032	Street	0.165	5	30.3
SG035	West Yorkshire Garage, Duke Street	0.16	12	75.0
SG042	NYCC Depot, Kirkgate	0.22	5	22.7
SG053	Site of Settle Social Club, Undercliffe	0.239	13	54.4
SG065	Gas Works House, Station Road	0.212	5	23.6
SG068	Land to the west of Brockhole Lane	2.102	34	16.2
SG074	Land to southern end of Sowarth Field Industrial Estate	0.173	18	Mixed use



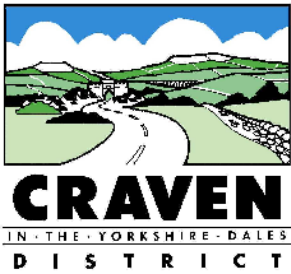
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SG018	NYCC Depot, north of King's Mill	0.526	26	49.4
SG025	Land to the south of Ingfield Lane	10.273	97	Mixed use
SG027	South of Ingfield Lane, east of Brockhole View	0.89	20	22.5
SG029	CDC garaging and car parking, Ingfield Lane	0.17	5	29.4
SG032	Street	0.165	5	30.3
SG035	West Yorkshire Garage, Duke Street	0.16	12	75.0
SG042	NYCC Depot, Kirkgate	0.22	5	22.7
SG053	Site of Settle Social Club, Undercliffe	0.239	13	54.4
SG065	Gas Works House, Station Road	0.212	5	23.6
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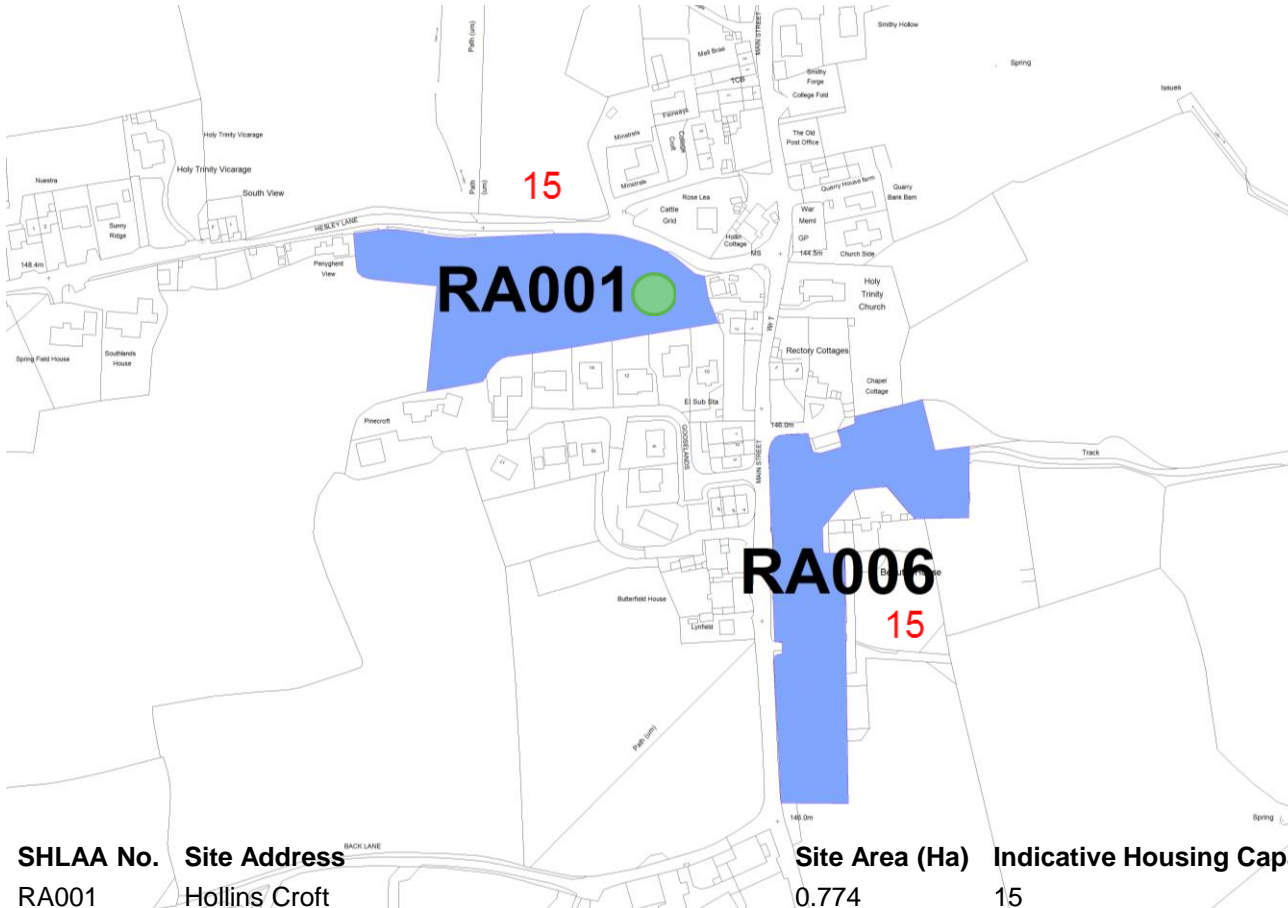
# Mid Craven Settle







- The relationship between the amount of land for housing and employment needs to be more equitable, i.e. there is a need for more employment sites for the number of housing suggested in plan.
- Site SG025 (and to a lesser degree SG068) at the south of the town attracted substantial objections, mainly on flood risk grounds, but also on amenity issues and overdevelopment. It was suggested that these sites do not present steady and natural growth as advocated in the draft Local Plan.
- Support was expressed to build housing on existing industrial sites in the town centre, and relocate the industrial function out of town.
- Comment from English Heritage with regards to all preferred sites in Settle, that an assessment is required of impact of new development on the Conservation Area and listed buildings.
- Objections were also raised with regards to the social club site and Greenfoot car park site.



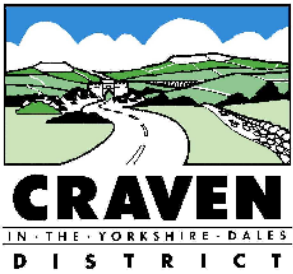
# Mid Craven Rathmell

## Rathmell Inset Map: Draft Local Plan Sites



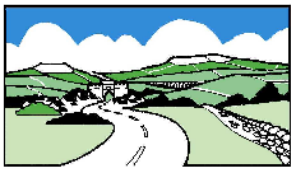
-  Housing
-  Housing – only part of site required
-  Housing – other options
-  Employment
-  Mixed – housing and employment
-  Potential for strategic open space
- 50** Number of dwellings (figures in red are a preliminary estimate for each site)
- Not to Scale

SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
RA001	Hollins Croft	0.774	15	19.4
RA006	Land to the north of Beauty House, Main Street	0.794	15	18.9



# Mid Craven Rathmell







- More clarity was required on the definition of "potential for strategic open space". Would this allow for community use?
- Highway safety improvements should be made in conjunction with development of the preferred sites, including the widening of footpaths, e.g. along Hesley Lane and Main Street.
- There are flooding issues on RA001 and development of RA006 should have regard to the grade II listed Beauty Farmhouse.



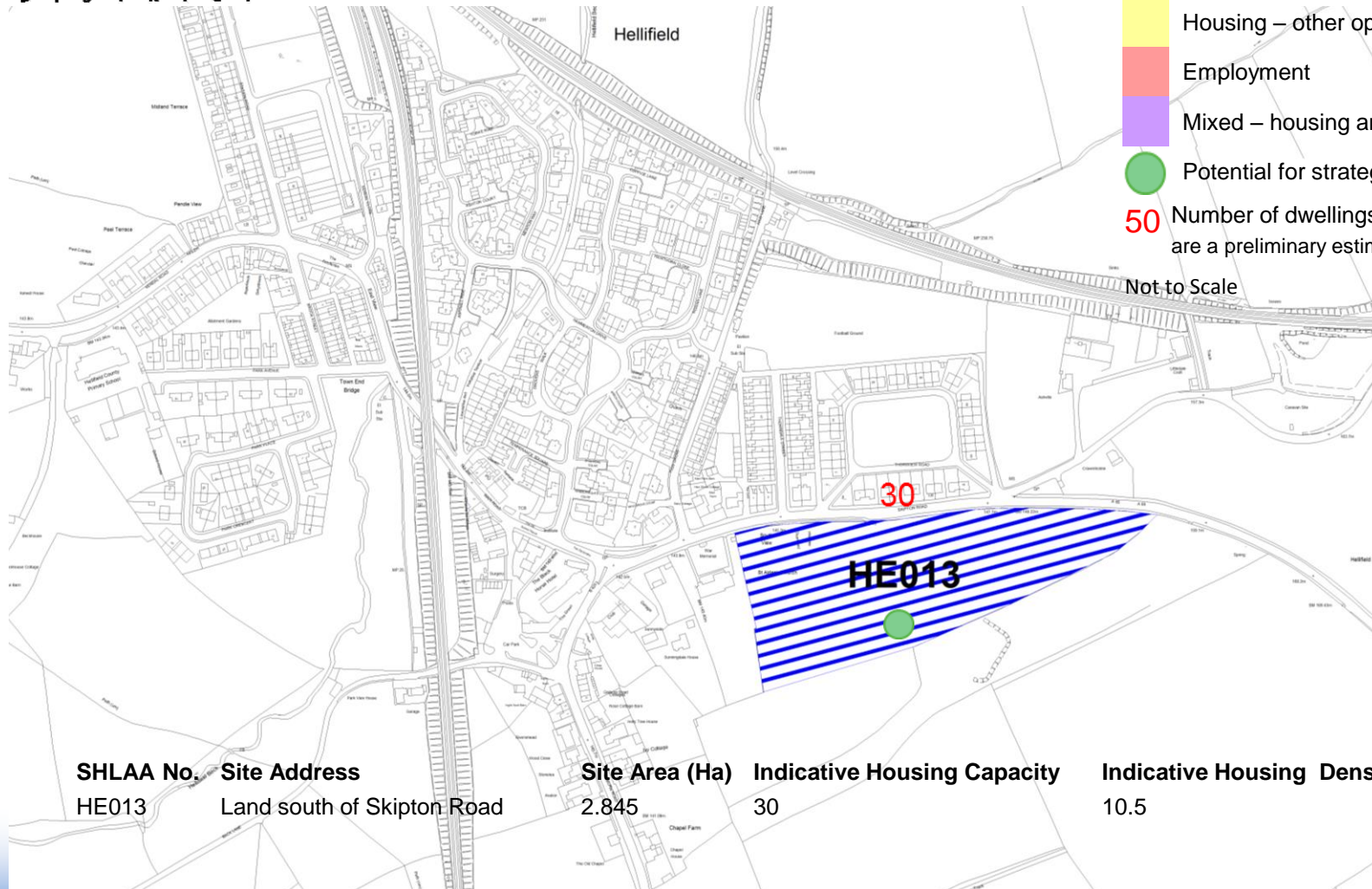
**CRAVEN**  
IN THE YORKSHIRE DALES  
DISTRICT

# Mid Craven Hellifield

Hellifield Inset Map: Draft  
Local Plan Sites

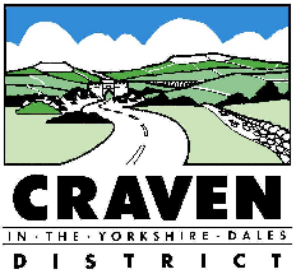
-  Housing
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-  Potential for strategic open space
- 50** Number of dwellings (figures in red are a preliminary estimate for each site)

Not to Scale



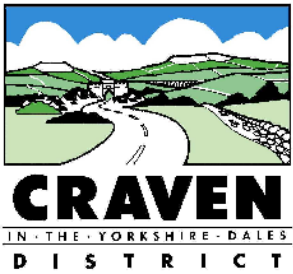
SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
HE013	Land south of Sipton Road	2.845	30	10.5












# Mid Craven Hellifield

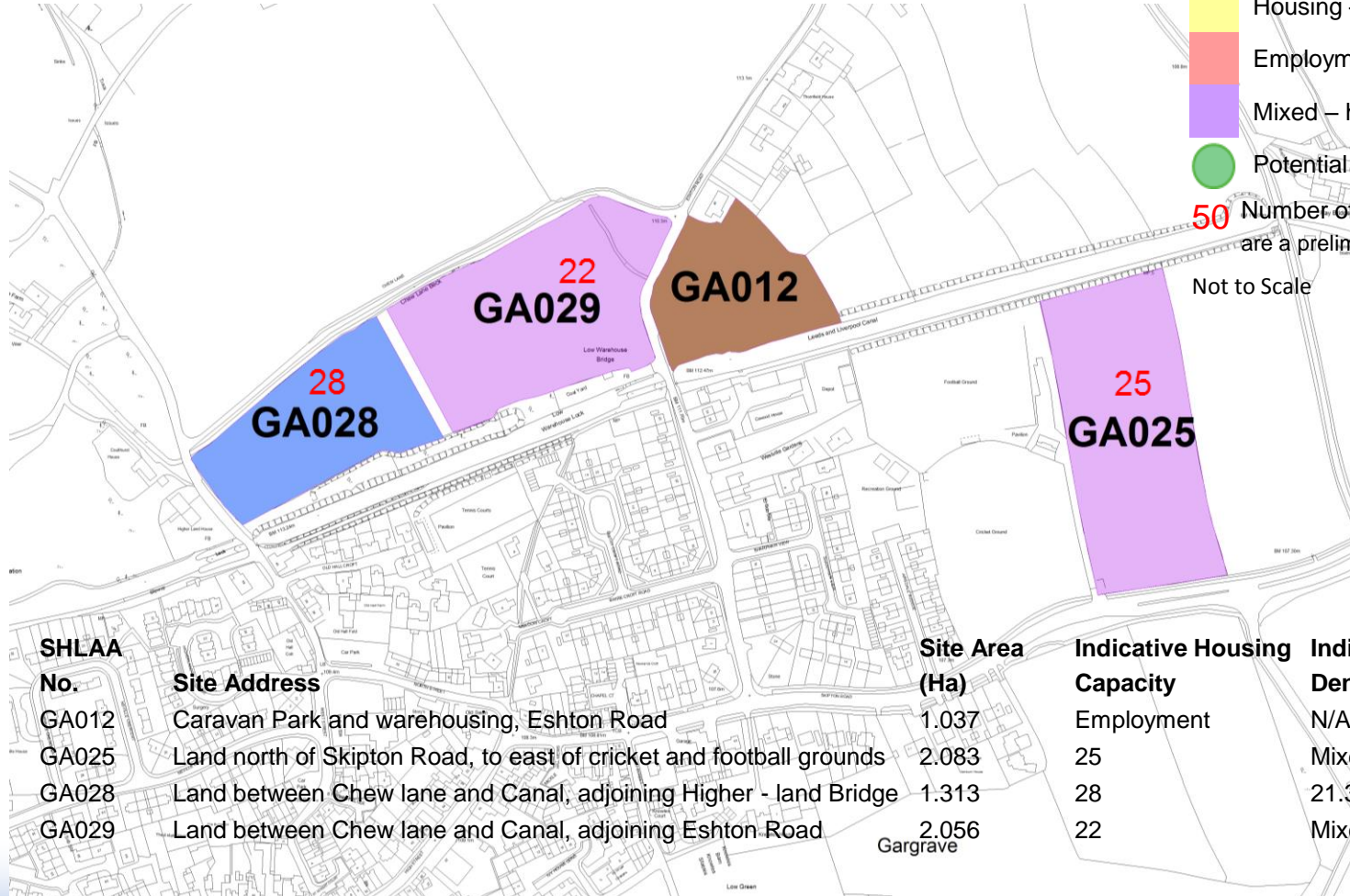
- There was concern that the draft plan is unclear how existing planning permissions will be taken into account in terms of the overall housing requirement figure for the village and how development would be phased.
- There was support for development of smaller infill sites rather than on one large site. If HE013 is taken forward the yield of 30 dwellings should not change and the site boundary should be reduced, given that the existing site could potentially yield more than 30 houses.
- Reasons for objection to site HE013 include that development would detract from the character and appearance of the village i.e., church and Hellifield Peel and the impact on existing schools and other services.
- It was felt that no development is necessary given the large amount of housing development over past years.
- English Heritage would require an assessment of the impact of new development on the Conservation Area and Listed Buildings including St Aiden's Church.



# South Craven Gargrave

## Gargrave Inset Map: Draft Local Plan Sites

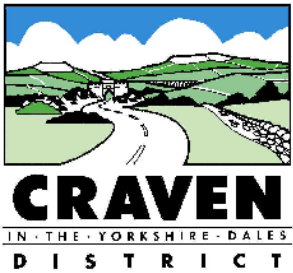
-  Housing
-  Housing – only part of site required
-  Housing – other options
-  Employment
-  Mixed – housing and employment
-  Potential for strategic open space
-  50 Number of dwellings (figures in red are a preliminary estimate for each site)



Not to Scale

SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
GA012	Caravan Park and warehousing, Eshton Road	1.037	Employment	N/A
GA025	Land north of Skipton Road, to east of cricket and football grounds	2.083	25	Mixed use
GA028	Land between Chew lane and Canal, adjoining Higher - land Bridge	1.313	28	21.3
GA029	Land between Chew lane and Canal, adjoining Eshton Road	2.056	22	Mixed use

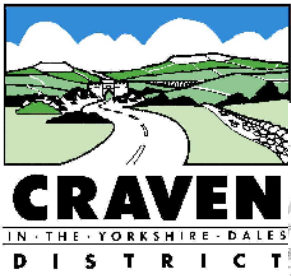
Gargrave



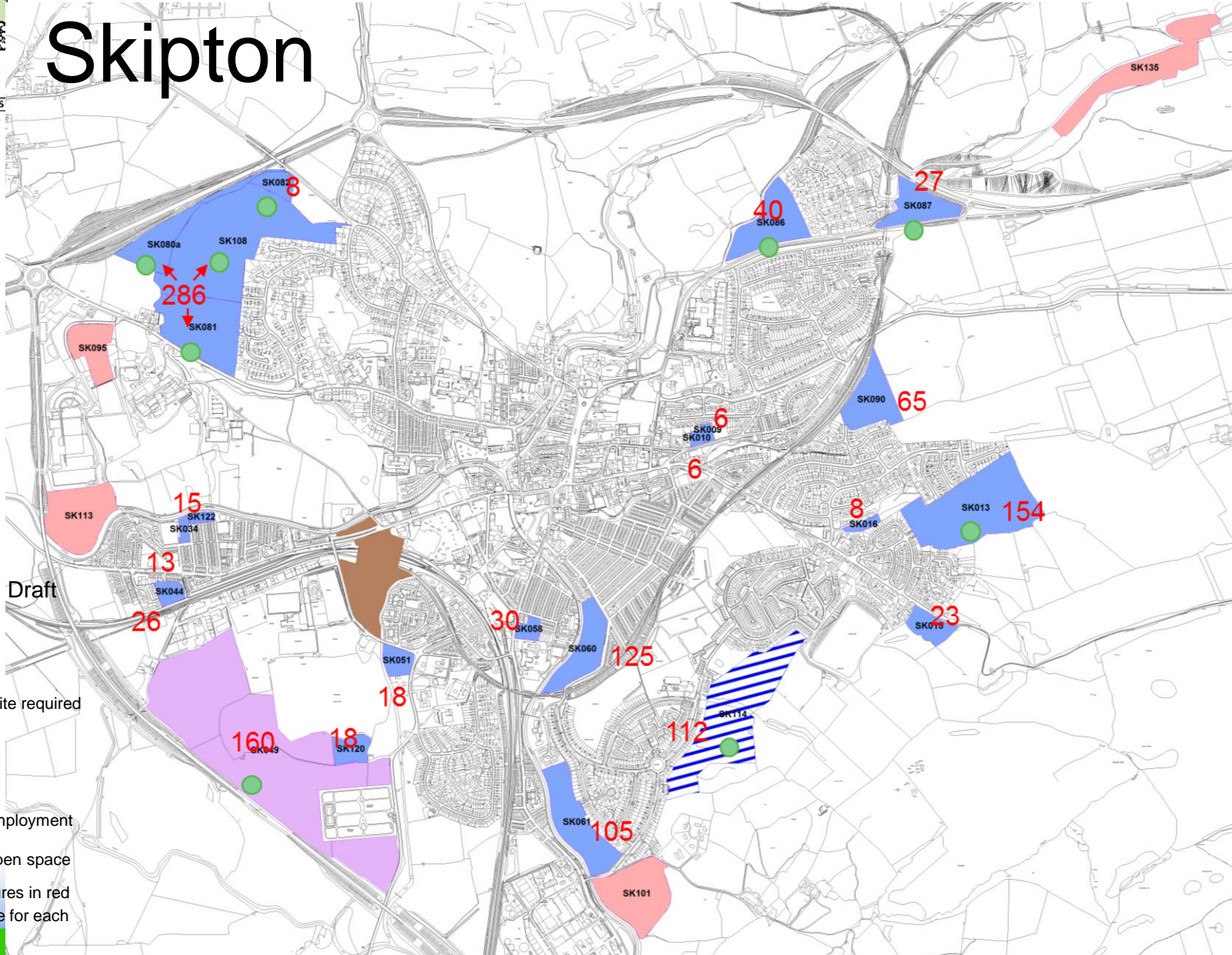
# South Craven Gargrave

- Substantive comments were made on the sites in Gargrave, with many objections to the preferred sites for housing (GA025, GA028 and GA029) based on amenity issues, flood risk, access issues, proximity to heritage assets and preservation of wildlife.
- Both the local plan and neighbourhood plan process have found it challenging to get consensus on the sites to choose from. Many residents feel that CDC should leave the site allocations to the neighbourhood plan.
- There was support for the sensitive development GA012 for employment/tourism, and opposition to employment development on preferred site GA025.
- It was suggested that the Systagenix site is re-examined for further employments space.





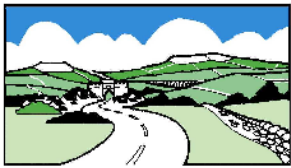
# South Craven Skipton



**Skipton Inset Map:** Draft  
Local Plan Sites

- Housing
- Housing – only part of site required
- Housing – other options
- Employment
- Mixed – housing and employment
- Potential for strategic open space
- 50 Number of dwellings (figures in red are a preliminary estimate for each site)

Not to Scale



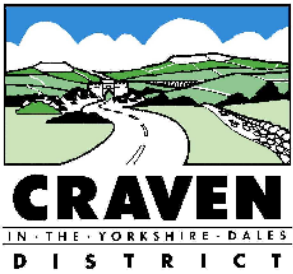
**CRAVEN**

IN THE YORKSHIRE DALES

D I S T R I C T

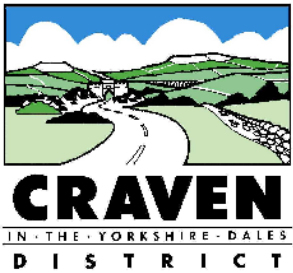
# South Craven Skipton

SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
SK009	Chinthurst Guest House	0.193	6	31.1
SK010	Peter Watson garage site, Otley Road	0.197	6	30.5
SK013	East of Aldersley Avenue and south of Moorview Way	7.777	154	19.8
SK015	Cefn Glas and land to south-east, Shortbank Road	1.132	23	20.3
SK016	Land south of Shortbank Close	0.299	8	26.8
SK034	Mill and builders yard north of Marton Street	0.27	13	48.1
SK044	Former allotments and garages, Broughton Road,	0.591	26	44.0
SK049	East of A629, south of Sandylands, west of Carleton Road	23.484	160	Mixed use
SK051	West of the junction of Carleton New Road and Carleton Road	0.81	18	22.2
SK058	Whitakers Factory Site, Keighley Road	0.492	30	61.0
SK060	Business premises and land, west of Firth Street	2.49	125	50.2
SK061	East of Canal, west of Sharpaw Avenue	3.66	105	28.7
SK80a, SK081, SK108	Land west of Park Wood Drive and Stirtonber	18.504	286	15.5
SK082	Land bounded by White Hills Lane and A65	0.843	8	9.5
SK086	East of junction of Skipton Road and Embsay Road	3.26	40	12.3
SK087	East of Overdale Caravan Park, south of A65	2.11	27	12.8
SK090	Land north of Airedale Avenue east of railway line	2.616	65	24.8
SK095	Auction Mart and access land to north	2	Employment	N/A
SK101	East of Keighley Road and south of Cawder Lane	3.999	Employment	N/A
SK113	Land between Skipton Auction Mart and canal	3.84	Employment	N/A
SK114	Cawder Gill / Horse Close	8.284	112	13.5
SK120	Former ATS Site, Carleton Road	1.012	18	17.8
SK122	Mill and builders yard north east of Sawley Street	0.271	15	55.4
SK135	Skipton Rock Quarry, Harrogate Road	4.61	Employment	N/A



# South Craven Skipton

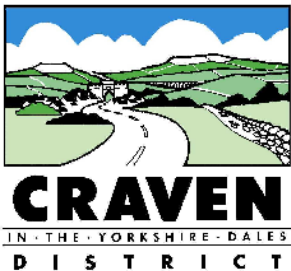
- There were objections received in relation to all the larger development sites and groups of development sites. Common concerns regarding development of sites were: the capacity of existing infrastructure to cope with the amount of development proposed, in particular schools, health centres and the road network (concerns of increased congestion, lack of car parking and pedestrian safety); the unknown impact of other large sites in Skipton which have consent to be developed but have yet to be built e.g. Eley Croft; and, the location of many sites on the road approaches into Skipton and the impact development would have on the setting of the Town.
- A number of sites were identified as being heritage assets important to the setting of the Conservation Area. It was recommended that Conservation Area Impact Assessments were carried out for these sites. For example, the mill buildings at SK034 (north of Marton Road) and SK058 (Whittakers factory) and SK060 (Merritt and Fryers).



# South Craven Skipton







- Other comments received in relation to specific sites:
- SK009 (Chinthurst Guest House) and SK010 (Peter Watson Garage) –both sites are within the Conservation Area and have significant historical and architectural merit, which should be preserved.
- SK013 – There was objection to the development of this site. The surrounding properties are prone to flooding from surface water run-off on this site and development would exacerbate the problem. Past planning applications have also highlighted problems with the water supply to the site and drainage of sewerage from the site. Flooding issues were also raised in relation to the development of other, nearby sites SK015, SK016 and SK090.
- SK049 – South Skipton. Development of this site would need to respect the adjacent Waltonwrays Cemetery. A significant buffer would need to be retained to protect the tranquillity of the Cemetery and to allow for its future expansion. The development of SK049, SK051 and SK120 is dependent on the completion of the Skipton flood Alleviation Scheme.
- SK080a, SK081, SK082 and SK180 (sites north of Gargrave Road) – Objections to the development of these sites as a group and of SK081 in particular, due to the scale of the proposed development and their prominent, greenfield location. SK081 is very steep and has existing trees on the site should be protected. Reduced housing numbers have been suggested for these sites, and the potential to create a green link between Aireville Park and White Hills should be explored.

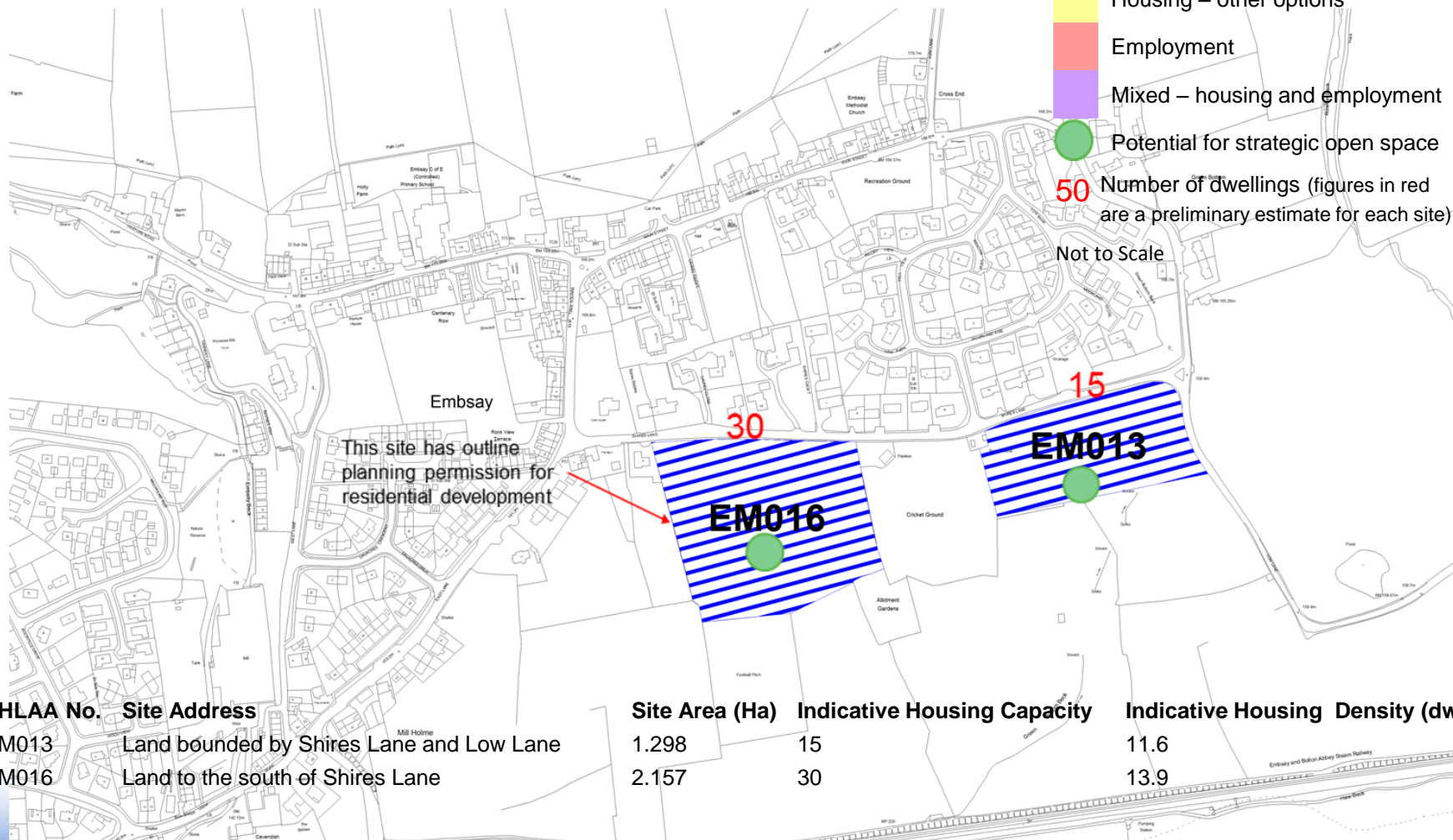




# South Craven Embsay

## Embsay Inset Map: Draft Local Plan Sites

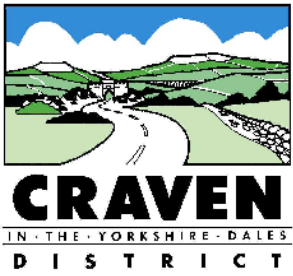
-  Housing
-  Housing – only part of site required
-  Housing – other options
-  Employment
-  Mixed – housing and employment
-  Potential for strategic open space
- 50 Number of dwellings (figures in red are a preliminary estimate for each site)



Not to Scale

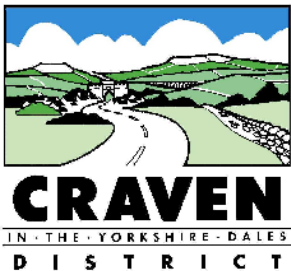
SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
EM013	Land bounded by Shires Lane and Low Lane	1.298	15	11.6
EM016	Land to the south of Shires Lane	2.157	30	13.9











# South Craven Embsay

- There were mixed responses received on the preferred sites.
- Support for the sites was given as they would provide the least impact in terms of traffic, wildlife and impact on the fabric of the villages. Some respondents favour a reduced number of houses on the site EM013, located near the cricket field and screened. An extension to site EM016 is supported as all housing could be provided on a single site.
- Reasons for objections to the preferred sites include flooding, that development would change the rural nature of the village and provide a more residential feel along Shires Lane.
- Some responses related to SHLAA sites not preferred in the draft plan.

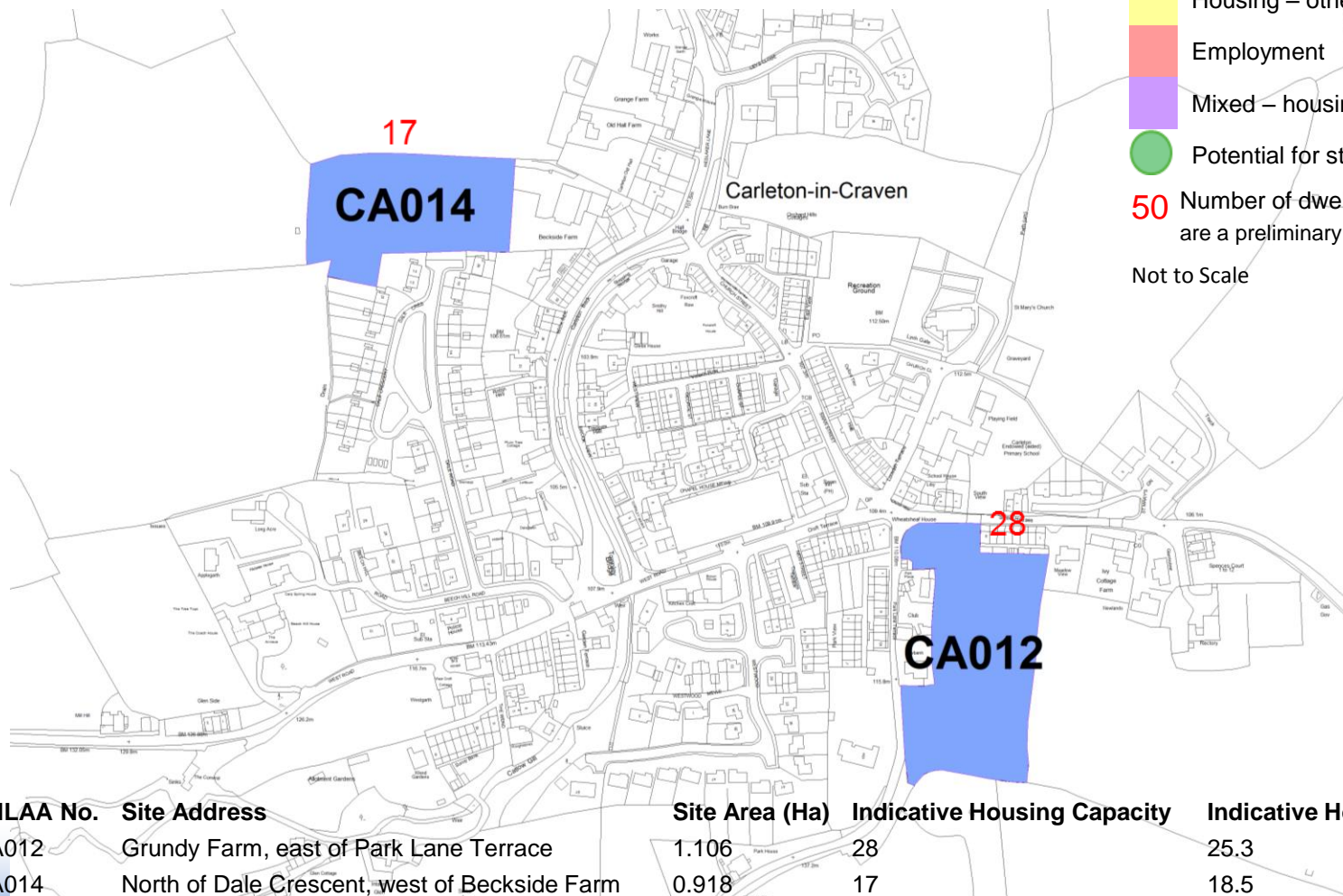


# South Craven Carleton

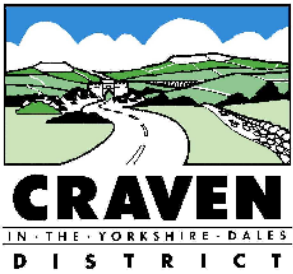
## Carleton Inset Map: Draft Local Plan Sites

-  Housing
-  Housing – only part of site required
-  Housing – other options
-  Employment
-  Mixed – housing and employment
-  Potential for strategic open space
- 50** Number of dwellings (figures in red are a preliminary estimate for each site)

Not to Scale

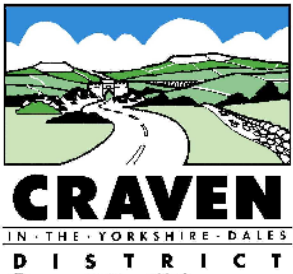


SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
CA012	Grundy Farm, east of Park Lane Terrace	1.106	28	25.3
CA014	North of Dale Crescent, west of Beckside Farm	0.918	17	18.5









# South Craven Carleton

- It was thought the mix of housing should be more prescribed and include older persons housing on site CA012, closest to the village centre.
- English Heritage comment that an assessment is required of impact of new development on the Conservation Area and listed buildings.

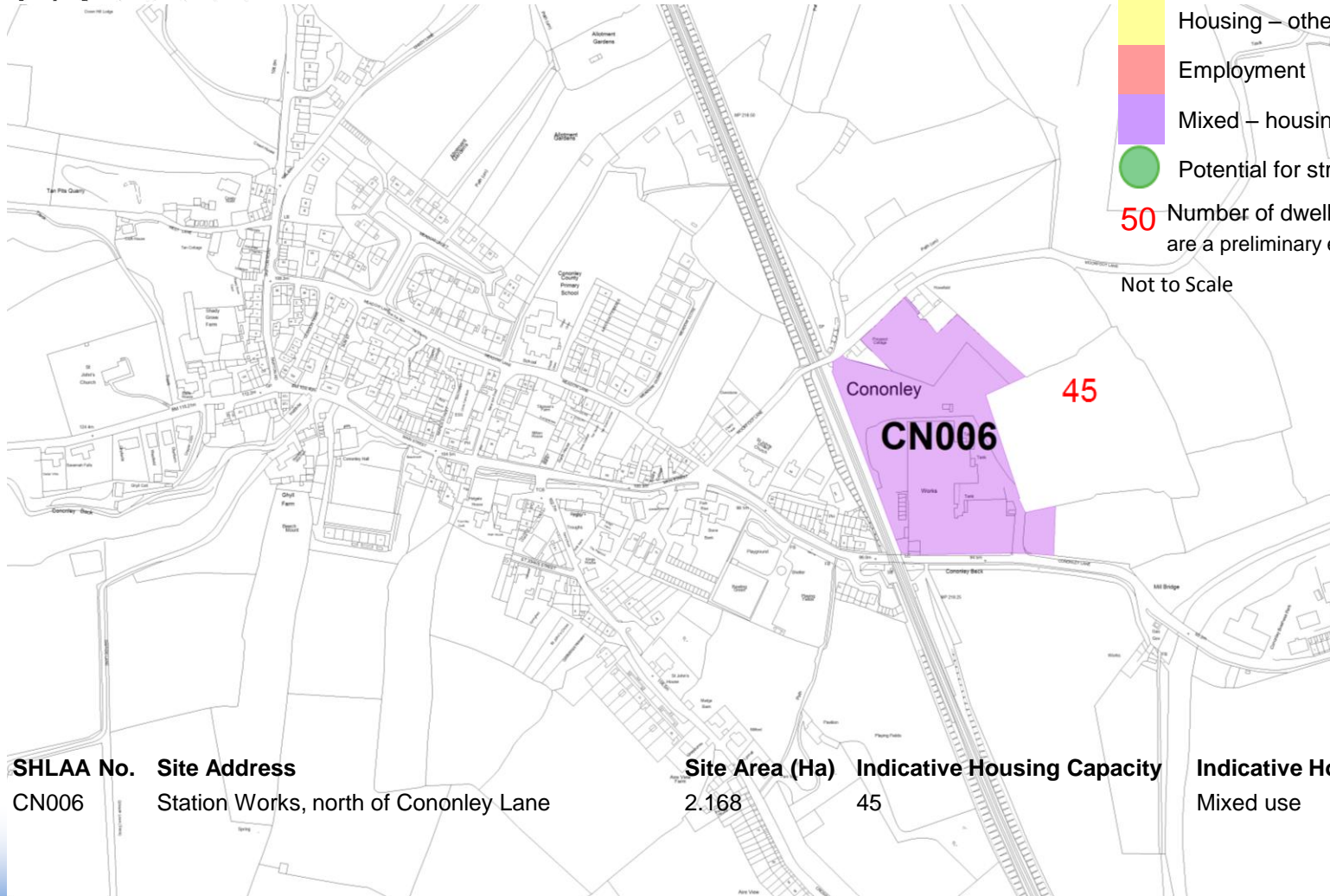


# South Craven Cononley

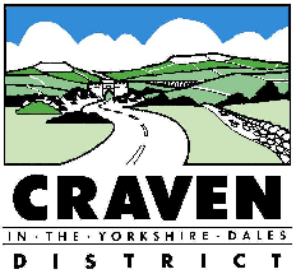
## Cononley Inset Map: Draft Local Plan Sites

-  Housing
  -  Housing – only part of site required
  -  Housing – other options
  -  Employment
  -  Mixed – housing and employment
  -  Potential for strategic open space
- 50** Number of dwellings (figures in red are a preliminary estimate for each site)

Not to Scale



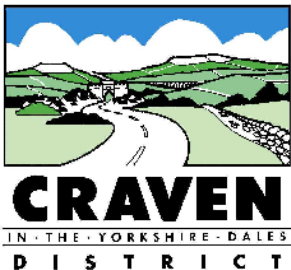
SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
CN006	Station Works, north of Cononley Lane	2.168	45	Mixed use



# South Craven Cononley

- Mill site (CN006) should be restricted to the curtilage of the existing buildings.
- There was support for additional housing sites within the village, to the west of the railway line (CN005 and CN019, not shown on the map as not previously identified as preferred sites) to accommodate the potential need to uplift the housing figure for Cononley.











# South Craven Bradley

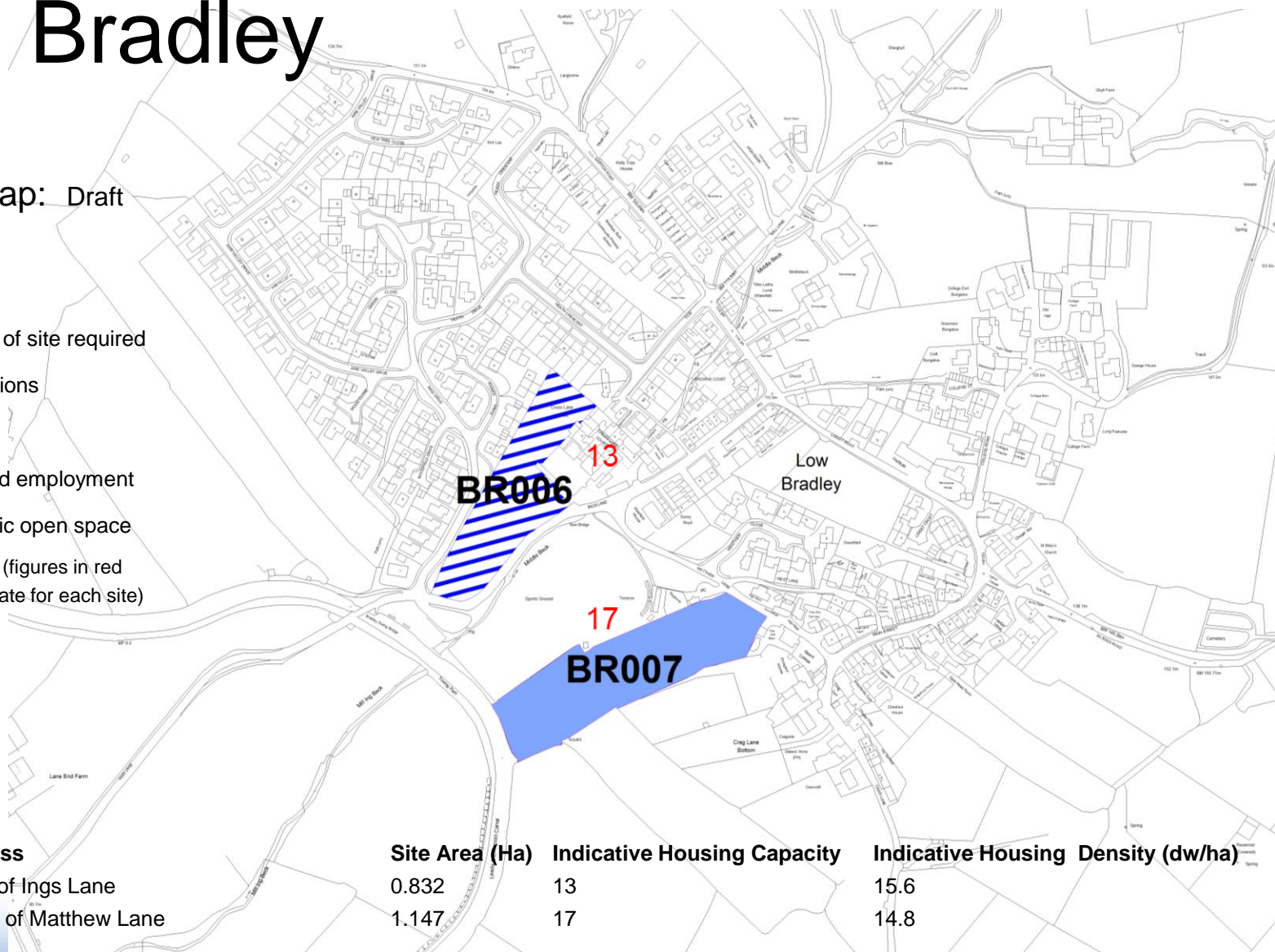
Bradley Inset Map: Draft

Local Plan Sites

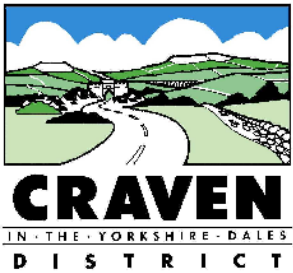
-  Housing
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-  Potential for strategic open space

**50** Number of dwellings (figures in red are a preliminary estimate for each site)

Not to Scale

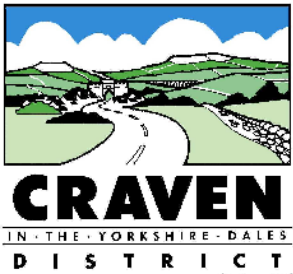


SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
BR006	Land west of Ings Lane	0.832	13	15.6
BR007	South west of Matthew Lane	1.147	17	14.8



# South Craven Bradley

- A number of objections were received for sites BR006 and BR007. These were in relation to: the loss of important green space adjacent to Cross Lane Mill; the impact on Low Bradley Conservation Area; flooding; the number of homes proposed (it was felt this should be reduced); increased congestion, especially when the canal bridge is not operational; impact on the access to A629; and, existing highway constraints e.g., access onto Matthew Lane. The development of smaller sites is favoured.
- There was also support for BR006 and BR007 as they are obvious places for new housing close to the village centre, would minimise traffic in the village centre and mean that housing could be provided on two large rather than smaller sites.
- Additional sites to north and west of the village are preferred. Note: Bradley Parish Council are currently preparing a Neighbourhood Plan, which can make land allocations.









# South Craven Glusburn and Crosshills

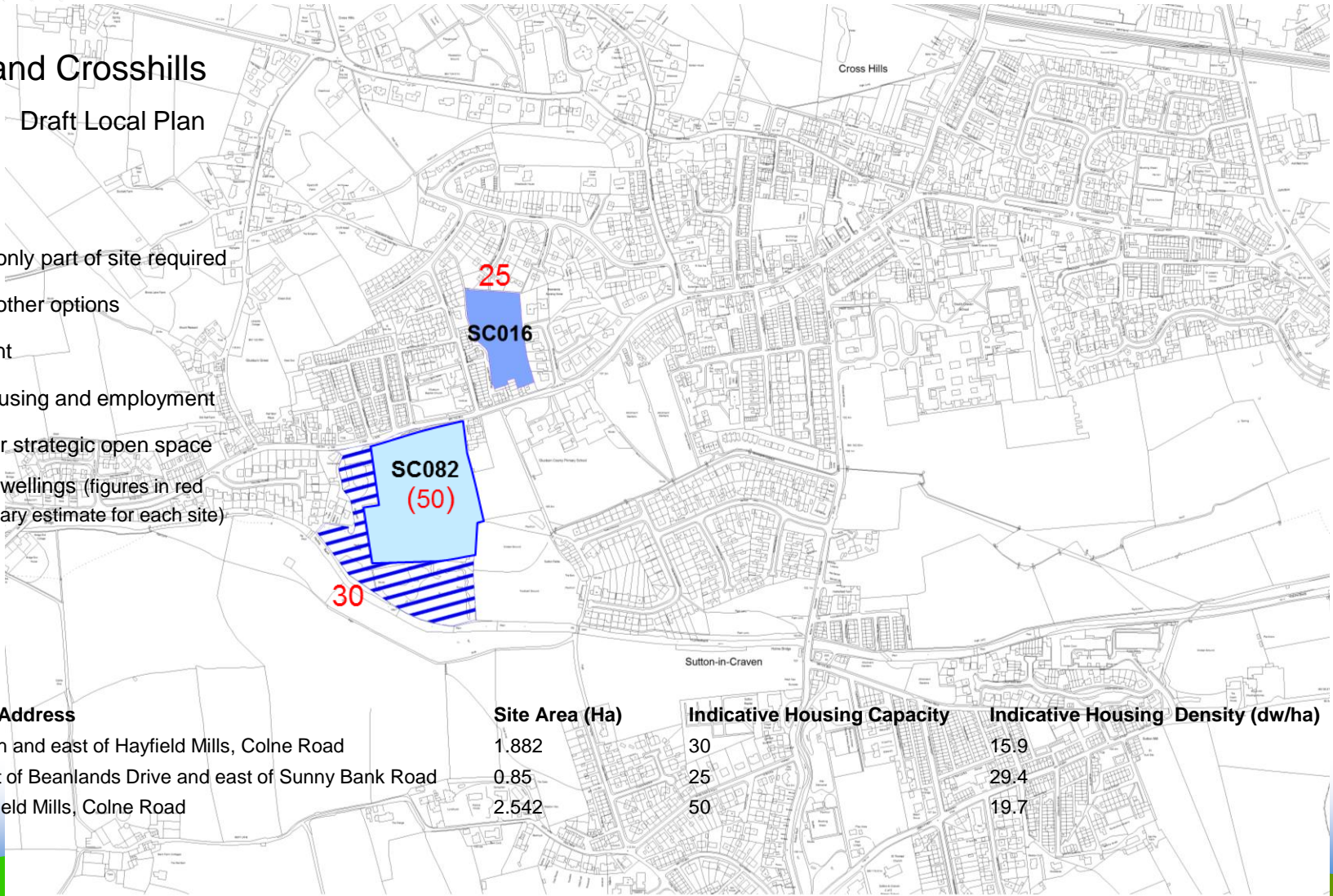
## Glusburn and Crosshills

Inset Map: Draft Local Plan

### Sites

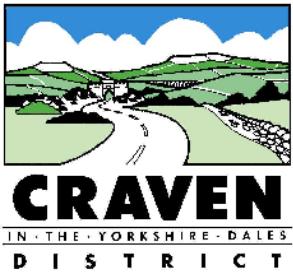
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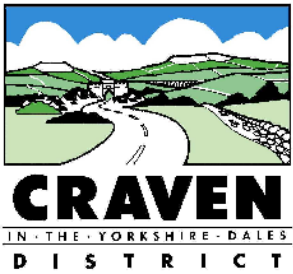
SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
SC014	South and east of Hayfield Mills, Colne Road	1.882	30	15.9
SC016	West of Beanlands Drive and east of Sunny Bank Road	0.85	25	29.4
SC082	Hayfield Mills, Colne Road	2.542	50	19.7



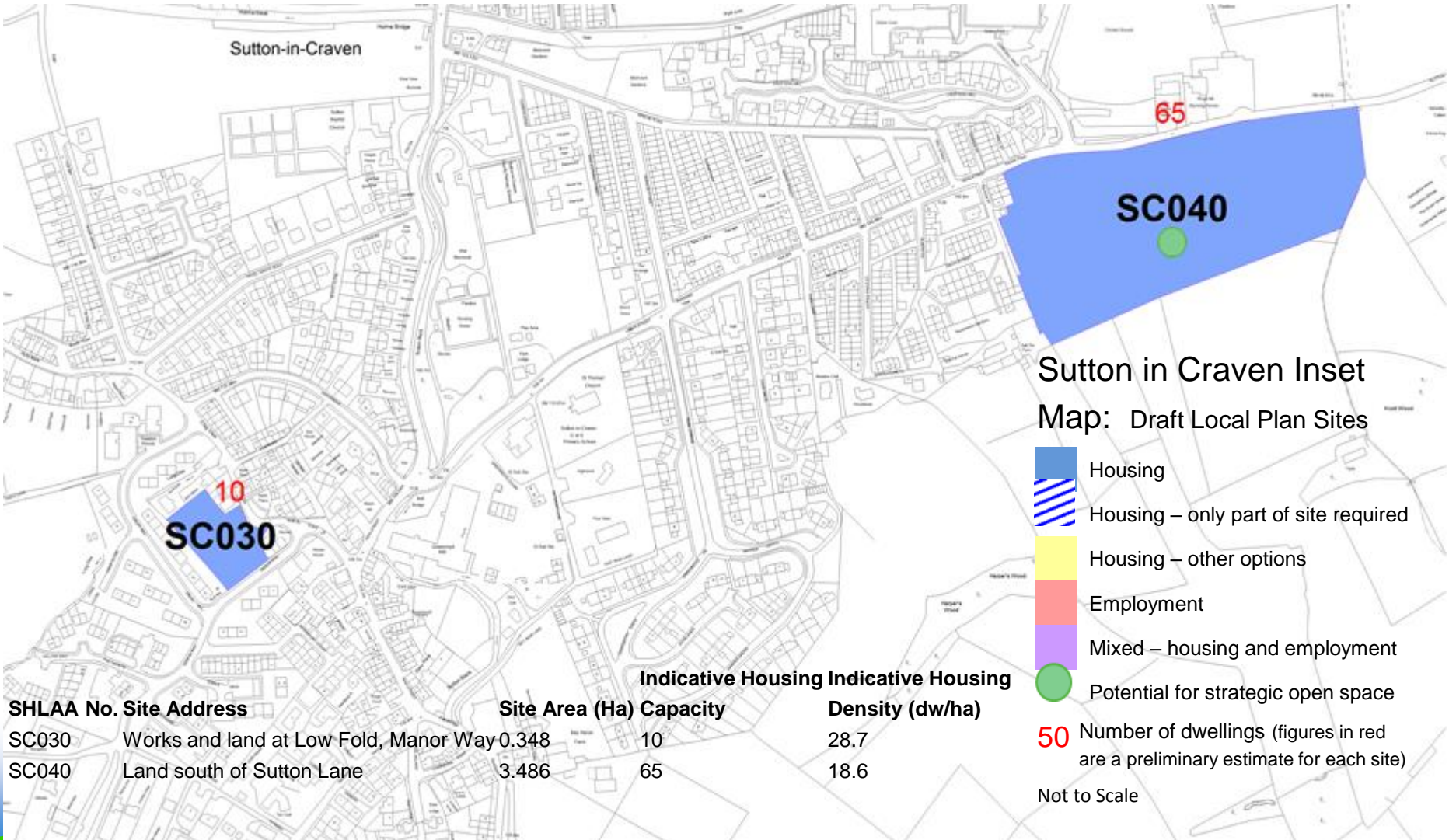


# South Craven Glusburn and Crosshills







- Responses predominately from planning consultants relating to sites SC014 and SC082, stating that the capacity of this brownfield site is greater than stated in the plan and could accommodate the entire housing figure for Glusburn and Cross Hills.
- These sites are sequentially preferable to preferred site SC016, which is greenfield.
- Request that additional sites are considered e.g., Malsis School and Ashfield Farm.



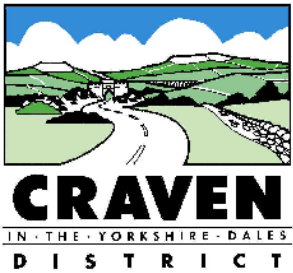
# South Craven Sutton in Craven



Sutton in Craven Inset  
Map: Draft Local Plan Sites

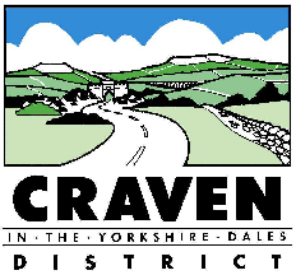
-  Housing
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-  Mixed – housing and employment
-  Potential for strategic open space
- 50** Number of dwellings (figures in red are a preliminary estimate for each site)
- Not to Scale

SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
SC030	Works and land at Low Fold, Manor Way	0.348	10	28.7
SC040	Land south of Sutton Lane	3.486	65	18.6



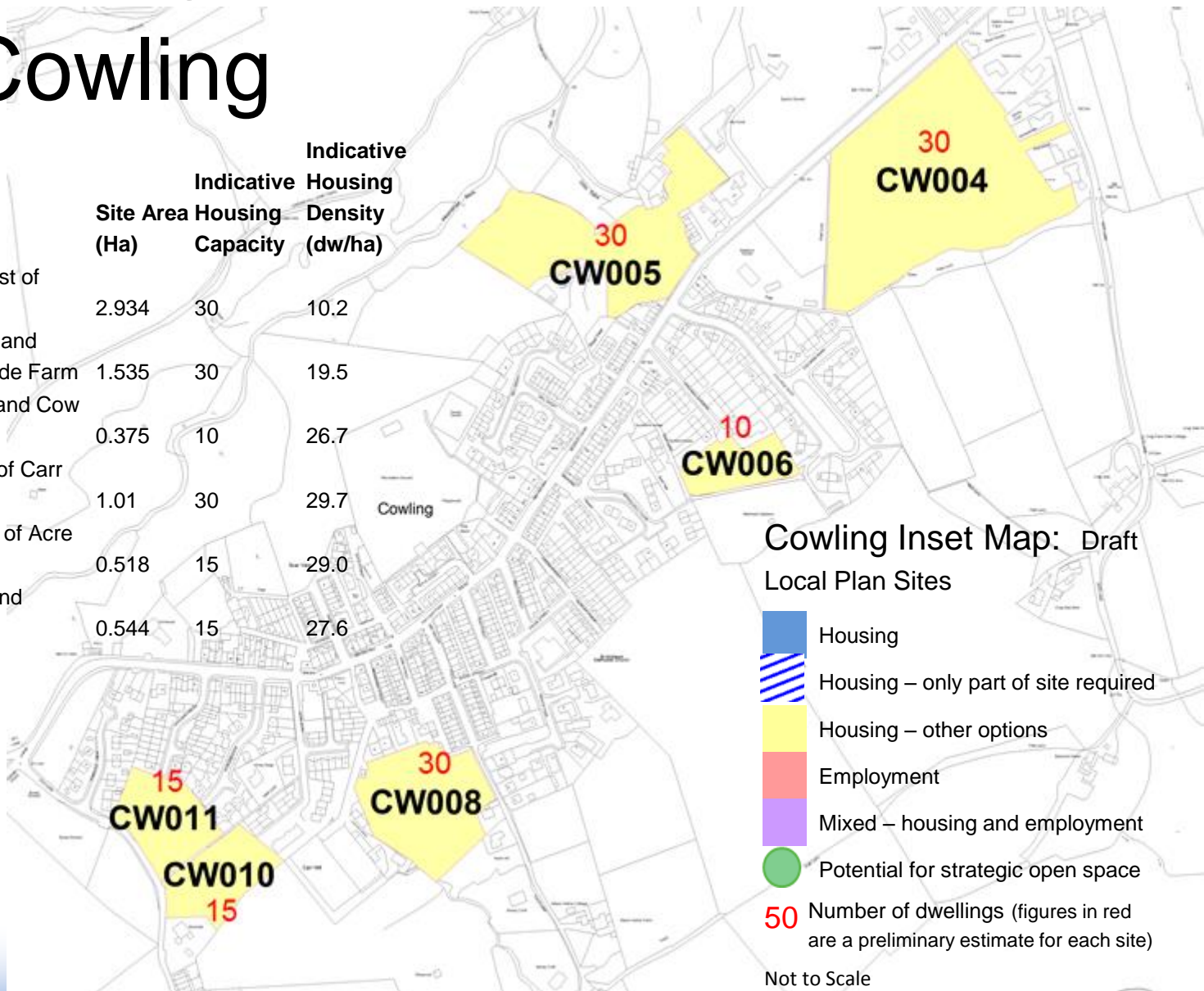
# South Craven Sutton in Craven

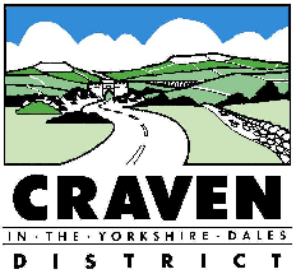
- Huge negative response to SC040 (81 individual letters of objection received). Objectors expressed concern that the site is in a prominent, greenfield location which provides valuable agricultural land and wildlife habitat. Development of the site would mean Sutton would lose its rural identity and no longer be separate from neighbouring villages in Bradford Met.
- Other concerns relate to the feeling that Sutton has already seen a large amount of development over recent years (including a large number of affordable homes), which has put pressure on the existing facilities and infrastructure, particularly the Aire Valley Trunk Sewer, the Health Centre, schools and the roads within the village (which are narrow, highly congested and in the case of Sutton Lane, dangerous for pedestrians).
- There is a preference for brownfield development, with alternative sites being suggested (e.g. the old Yeadon House site).



# South Craven Cowling

SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
CW004	South of Colne Road, east of Welbeck House	2.934	30	10.2
CW005	Former sewerage works and adjoining land at Woodside Farm	1.535	30	19.5
CW006	Between Collinge Road and Cow Lane	0.375	10	26.7
CW008	West of Fold Lane, east of Carr Mill	1.01	30	29.7
CW010	Land off Old Lane, south of Acre Meadow	0.518	15	29.0
CW011	South of Acre Meadow and Laycock Fields	0.544	15	27.6

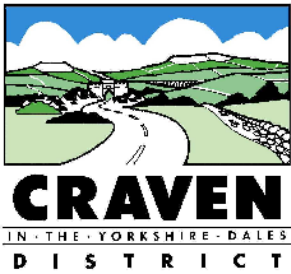




# South Craven Cowling

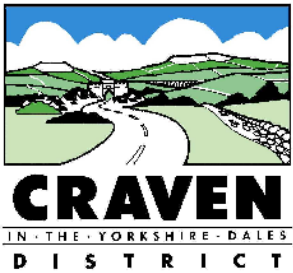
- Very few responses were received on the Cowling sites.
- English Heritage commented that an assessment is required of impact of new development on the Conservation Area.
- The only other response was from a resident requesting that the preferred sites be reviewed with further, more extensive, public consultation.





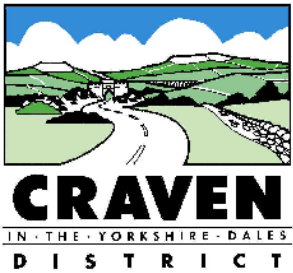
# Comments Relating to Chapters and Policies of the draft Local Plan

The comments made in relation to the document text have been summarised over the following pages. The summaries are intended to give an overview of the main issues raised and are not a complete report of all the comments made on each section of the Plan.



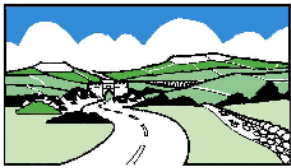
# Section 1: Introduction

- NYCC have requested that the next draft of the Local Plan be accompanied by the sustainability appraisal work undertaken to show that the chosen approach has been assessed against all other reasonable alternatives that may be available. Natural England also require the sustainability appraisal in order to make detailed comments on plan.
- The Council needs to demonstrate how it has fulfilled the legal requirements of the duty to cooperate with neighbouring authorities, and how this has led to action being taken in the preparation of the plan. In particular, how it has worked with the Yorkshire Dales National Park in apportioning the housing requirement.



# Section 2: Context

- It was thought the context did not say enough about links to towns and villages outside of Craven, and the impact of development in those towns and villages on Craven. All neighbouring authorities and their links with Craven should be shown on the maps.
- Respondents disagreed with the statement that Craven has an extensive rail network coverage – links to Leeds and Bradford are good from Skipton, but there is no rail link to towns in East Lancashire and Manchester, and train services between Skipton and the rest of Craven are infrequent.
- Road links also need improving between Skipton and Colne/ Lancashire, and there is not enough emphasis on the major local transportation infrastructure pressures around Crosshills (problems at Kildwick Level Crossing and the lack of a train station at Crosshills).
- Pendle Core Strategy proposes to construct a bypass between Colne and Foulridge, and supports the reinstatement of the Skipton to Colne railway line. Both of these should be recognised and supported in the Craven Local Plan.
- English Heritage comments that the context section should be broadened to include more detail on Craven's high quality environment and the need to reconcile development with its protection. Specific heritage assets should be mentioned in the sub-area descriptions.
- It was thought Clapham would be better located in the mid-sub area as road and rail links from Clapham are better to Skipton and Settle than to Bentham and Lancashire.



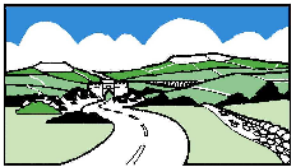
**CRAVEN**

IN THE YORKSHIRE DALES

D I S T R I C T

## Vision

- There is general support for the vision, subject to a few minor alterations, e.g. stronger wording in relation to the protection and enhancement of heritage and environmental assets.
- Respondents would like the vision to be backed up by evidence of infrastructure improvements to show that development could be accommodated. This was mentioned for all the sub-areas
- The Vision for the South Sub Area should acknowledge linkages with Pennine Lancashire and/or the Central Lancashire City Region, specifically the A56 or the A6068, which are important traffic arteries from Skipton and Cross Hills/Cowling respectively.
- The vision should try and address the aging population of the District and seek to stabilise and reverse the process.



**CRAVEN**

IN THE YORKSHIRE DALES

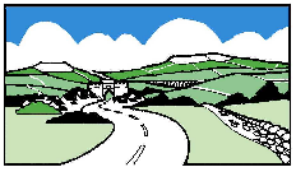
D I S T R I C T

# Section 3: Strategy

## Objectives

- General support for objectives, but it was thought the language of the strategies should be strengthened in some cases to ensure the aims are achieved.
- Natural England would like to see an objective covering the conservation and enhancement of landscape character and the setting of protected landscapes. English Heritage would like additional emphasis on reinforcing local distinctiveness and protecting the landscape settings of towns and villages.
- Again, there was a request for infrastructure improvements to be tied into the objectives
- It would be helpful to show which strategic policies are linked to, and will help deliver each of the objectives
- Planning Consultants and the home building industry comments that the objectives seem to prioritise the use of brownfield land, which is contrary to the NPPF, which states that the reuse of brownfield land should only be encouraged.





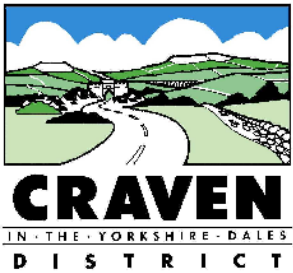
**CRAVEN**

IN THE YORKSHIRE DALES  
D I S T R I C T

# Section 3: Strategy

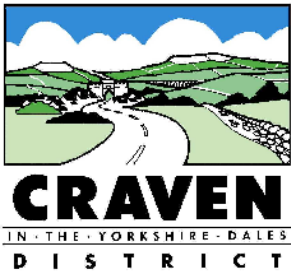
## Spatial Strategy

- There is general support to the sub-area approach to allocating development, with the south sub-area identified as the Primary Area for Growth, and Skipton as the Primary Focus for Growth.
- It was thought the housing numbers for Sutton and Hellifield were too high given the amount of development seen over recent years and the lack of infrastructure to accommodate more. The housing number for Rathmell was also considered to be too high in relation to the size of the existing village.
- Bolton Abbey would like to be identified as a service village and have specific policy support for development in order to enhance and maintain its existing role.
- There is support for the intention to build on the existing and individual roles of the market towns and villages and retain their character and identity.
- There is concern that the plan accepts a need for greenfield development. It was thought that there should be a firm 'brownfield first' policy. Respondents also wanted greater clarity on the type, size and location of windfall development that would be allowed.
- There was some confusion over the average yearly build rates given for settlements and whether building would be restricted to this number per year.



# Section 3: Strategy

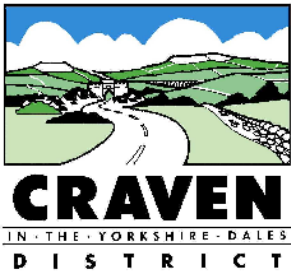
- **Key Diagram** - Suggestion that wider location of Craven is shown on maps, to show major towns and cities nearby, including Leeds, Bradford, Harrogate, York, Preston, Liverpool, Manchester and various towns in East Lancashire.
- **Sustainable Development** - A clearer definition of sustainable development should be given, along with details of how it will be enforced. The policy should be firm in its requirements and new houses should be built to the Code for Sustainable Homes Levels 5 or 6.
- **Neighbourhood Planning** - General support for this part of the Plan. The list of proposals that can be included in the neighbourhood plan should include protection of biodiversity. There is concern that Parishes may struggle to produce Neighbourhood Plans given the specialist expertise needed. This section should perhaps make reference to the Community Infrastructure Levy.



# Section 4: Environment

## Countryside and Landscape

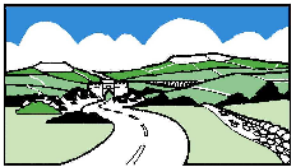
- There is support for the policy aim of maintaining gaps between settlements, especially in South Craven.
- There was a desire to see more small housing sites in High Bentham rather than large developments on the outskirts to stop development encroaching into the surrounding countryside.
- The policy should make reference to two Registered Historic Parks and Gardens in the plan area. Reference should also be made to the Council's legal duty of regard under the CROW Act 2000.
- The policy should give better recognition to the statutory duty for local authorities relating to AONB's and should include reference to the Forest of Bowland AONB Landscape Character Assessment, 2009.
- Responsibility for implementation of the policy should be clarified. It was thought CDC should take on greater responsibility for landscape protection itself, and should appoint a Conservation Officer.
- The inclusion of a 'Dark Skies' policy is supported but it is thought the policy should be more strongly worded and supported by maps showing designated zones for lighting standards.



# Section 4: Environment

## Heritage

- A map showing heritage assets and conservation areas would be beneficial.
- Definition of the term 'heritage assets' would also be beneficial. The definition should include locally significant features that are not currently statutorily protected but which make an important contribution to the distinct identity of towns and villages. The Dales vernacular needs to be recognised as an enormously valuable heritage asset.
- English Heritage had a number of comments to make on the policy, including:
  - The policy is too generic and should set out and map those aspects of the historic environment which are especially important to the distinct character of the District.
  - It should better reflect the approach and terminology used in the NPPF.
  - It should give greater certainty on how planning applications will be determined.
  - Development Principles should be set out for the preferred sites.
- English Heritage would like appraisals to be undertaken for the 21 Conservation Areas that do not currently have up-to-date appraisals, and for an assessment to be made of whether Conservation Areas should be designated in Low Bentham and Glusburn.



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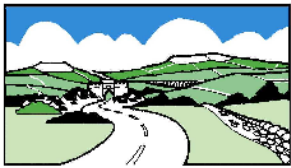
D I S T R I C T

# Section 4: Environment

## Good Design

- United Utilities would like the policy to include an additional point regarding the incorporation of water efficiency measures in the design of new development. The sustainability point should refer to reducing water use as well as energy.
- It is thought there should be more emphasis on easy access to natural green spaces and wildlife in this policy, e.g. fields with footpaths. Existing footpaths through fields near town/village centres should be protected from development.
- More emphasis should be placed on the value of the arts and creative arts development, and developers should contribute to their provision.





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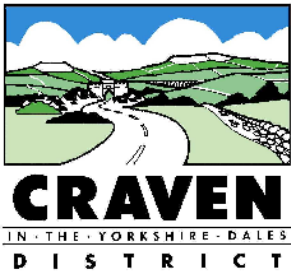
IN THE YORKSHIRE DALES

D I S T R I C T

# Section 4: Environment

## Biodiversity

- To conform with EU law (Habitats Directive) the Council must undertake a Screening Assessment, and if necessary a full Appropriate Assessment to test for likely significant effects of the plan on European sites of nature conservation.
- Buffer zones of no development should be put in place around Sites of Importance for Nature Conservation (SINCs).
- There is some concern that biodiversity policy SP7 is unattainable and therefore not NPPF compliant.
- Others (including statutory bodies), believe policy SP7 should be clearer in its aims of securing net gain and putting the onus on the developer to deliver ecological benefits. Criteria based policy wording is suggested for the protection of biodiversity and geodiversity sites.
- The Craven Biodiversity Action Plan should be updated to provide the best possible information on biodiversity. The locations of biodiversity sites should be mapped. The plan should also identify areas of high biodiversity potential, map these as opportunity areas, and have them progressed to designated sites where possible (e.g. Hellifield Flashes).



# Section 4: Environment

## Green Infrastructure

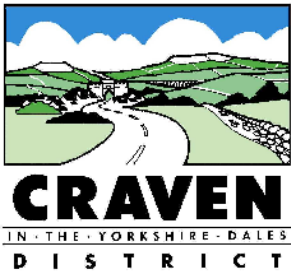
- Many comments were made on Aireville Park and its absence from the draft Local Plan. Aireville Park is a much valued local resource. Specific mention should be made of the Park and its Master Plan. It should be listed as a protected green space, and the Plan should ensure continued investment in the Park.
- Provision for the future needs of Sport and Recreation was also thought to be lacking (this point was specifically made with regard to Skipton). The Plan should be accompanied by an up-to-date Sports and Open Space Assessment, which should identify what facilities are needed and how and where these will be provided.
- The plan should include designations of important green spaces, and show these on the accompanying maps (e.g. Raikes Road Burial Ground and the Wilderness in Skipton). Local ecological networks should also be mapped.
- There is concern from some planning consultants and home builders that the policy wording is too strong, would place unreasonable burden on developers, and is therefore not compliant with NPPF.



# Section 4: Environment

## Flood Risk, Water Resources and Land and Air Quality

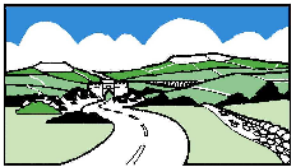
- The Environment Agency and United Utilities have made detailed comments with suggested amendments to the policy wording to provide more clarity and to deal specifically with each aspect (for example by splitting the policy and covering flood risk management on its own).
- The Environment Agency comment that development should be directed to areas of lowest flood risk through a 'sequential' approach to land allocations, and, if necessary, and 'exceptions test' should be carried out before development is allocated to areas of higher flood risk. The site allocations process needs to be evidenced by a sequential test based on up to date flood zones produced by EA.
- Planning consultants and the building industry comment that, as water management is to become part of the Building Regulations, the Council will need to produce solid evidence if they wish to impose further standards. This policy will not be compliant with national policy once these changes come into force.
- The Coal Authority would like the policy to include information on potential hazards relating to the legacy of coal mining in Craven, and policy criteria requiring new development to take account of any risks. Site Allocations should be reviewed with regard to coal mining features.



# Section 4: Environment

## Renewable and Low Carbon Energy

- There is concern surrounding the impact of wind development on the landscape, and it is not thought that the District is suitable for this kind of energy. The policy should be more assertive in protecting the environmental, heritage and biodiversity assets of the District from harm from any renewable energy technology.
- However, there is also support all renewable energy projects and a believe that changes to the landscape are necessary. There was support for a stronger policy identifying specific locations for renewable energy production.
- The plan should include a solid plan for avoiding cumulative impacts of numerous small scale renewable energy projects.
- This section should make reference to the Forest of Bowland AONB Renewable Energy Positions Statement 2011 (Revised).



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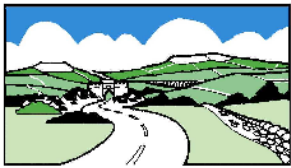
D I S T R I C T

# Section 5: Housing

## Housing Growth

- There was a lot of concern from residents regarding the housing allocated to each settlement, a fear of overdevelopment spoiling the character of the area, and the uncertainty of windfall development. There was also confusion on how existing planning consents would be taken into account.
- Again, the need for infrastructure to support new homes was strongly emphasised.
- A large number of respondents consider that the current housing target is too low. It should be revised in line with more up-to-date evidence on population/household projections and an updated Strategic Housing Market Assessment.
- A higher housing target would help address the issue of the aging population in Craven by allowing more working-age people to move into the area.
- It was thought that the Local Plan is likely to be found unsound at examination if it progresses further with a housing requirement figure of 160 dwellings per annum, as it would not be compliant with the NPPF.





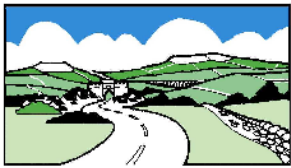
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D I S T R I C T

# Section 5: Housing

## New Homes

- Many comments related to the need for different types of housing in each of the settlements, i.e. stating what type of housing they would like to see.
- The mix of housing and range of households needed should be fully explored in the evidence base so that the Council can set out detailed policies of how the need will be met.
- Policies surrounding windfall development are not currently supported by the evidence and therefore need further justification. There were comments that windfall development should not be capped.
- There is concern about the lack of detail on the development of the preferred sites. More information and certainty was requested on the type and tenure of housing to be built on each site and the density of development.



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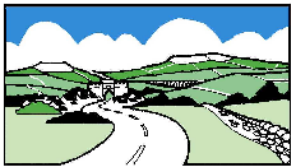
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# Section 5: Housing

## Affordable Housing

- There was an understanding of the need for more affordable homes. There was a request for clarity on the types of affordable housing that would be provided, and a demand for housing tailored to younger people to stop the working age population moving out of the area.
- Self-building was suggested as an alternative way to provide affordable housing.
- The difference between the affordable housing need, as identified in the Strategic Housing Market Assessment (SHMA), and the overall housing target for the District was noted. The affordable housing requirement should be based on an up-to-date SHMA, and the overall housing target should be increased to meet the objectively assessed need of the District and to ensure greater provision of affordable housing.
- Whilst the need for affordable housing was accepted, it was thought the target of 40% was too high, was unviable, and not justified by the evidence. The target should be lowered and the threshold for provision should be raised to 10 units.



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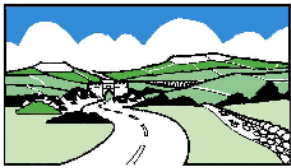
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D I S T R I C T

# Section 5: Housing

## **Gypsies, Travellers and Showpeople**

- The community preferred to be referred to as Gypsies, Travellers, Showmen and Roma. The policy should be amended to reflect this.
- It was thought that planning conditions should be applied to new sites, and facilities provided by the Council to ensure that they can be maintained in a good state. This should include temporary toilet and waste disposal facilities for temporary sites.



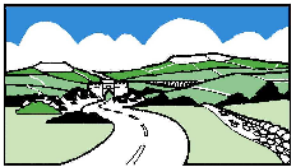
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D I S T R I C T

# Section 6: Economy

## Business Growth

- Transport connectivity improvements could enhance economic links between Craven and opportunities and skills in Lancashire and Greater Manchester.
- There is support for the sustainable growth of Broughton Hall Business Park to ensure the Business Park remains competitive in the tough local and regional office markets.
- The language in the draft plan over emphasises economic growth and there is a danger of the plan area becoming too commercialised.
- The loss of employment generating sites (such as Glusburn Mill, Cononley Mill, Skipton South site being allocated as housing/mixed use) may outweigh the benefits of developing a brownfield site for housing. These sites should be treated as windfall sites and not included within the Plan.
- South Craven is identified as a major employment provider but there are no allocations in the South Craven settlements.
- The Settle area has plenty of provision for new housing with no serious provision for employment which will result in an increased burden on the A65 as residents commute out of the area to work.



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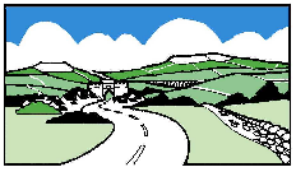
D I S T R I C T

# Section 6: Economy

## **New Land and Premises for Business**

- The Local Plan should include a reference to the emerging North Yorkshire County Council, City of York Council and North York Moors National Park Authority Minerals and Waste Joint Plan and how it will influence decision making in Craven.
- With regards to the Skipton Rock Quarry site (identified for employment) it will be important to ensure that development would not prevent minerals extraction in the future, and would safeguard coating plant infrastructure. (NYCC Planning, Minerals and Waste)
- Various objections to the allocation of 2ha of new employment land in the Settle south area (near A65) as this allocation is based on uncertain evidence and will only benefit a small number of already successful businesses who would like to relocate near to the A65 but lack a business case for the necessary infrastructure investment. Concerns also expressed about the loss of the area as green space, the detrimental effect industrial development would have on the approach to Settle, the loss of grade 3 agricultural land, flooding issues, and effect on the vibrancy of the town centre should businesses move out to this site.
- The Local Plan should include an Appendix which sets out detailed considerations which would need to be taken into account in the development of employment sites.





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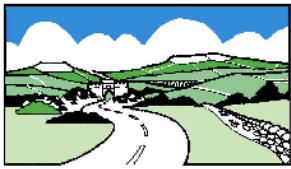
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D I S T R I C T

# Section 6: Economy

## Strategic Employment Site

- There were opposing views of both support and objection expressed for the mixed use development at the Skipton South site, which will deliver B1, B2 and B8 uses, along with residential development. It was thought this site should deliver new formal playing pitches (i.e. in north-eastern corner of site).
- English Heritage commented that an assessment is required of impact of the proposed Skipton South site on the adjoining Skipton Conservation Area.
- Likely traffic flows between the A629 and the Skipton South site should be analysed, and the link road should be restricted to its primary purpose of routing HGVs.



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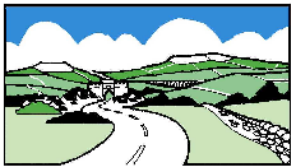
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# Section 6: Economy

## Rural Economy

- There is a need to sustain/maintain rural farming via good husbandry and forestry practises in relation to biodiversity and adaptation to climate change (i.e. organic farming, appropriate tree planting).
- Mention should be made in the plan of the need for good communication links to support rural businesses (broadband)
- SP018 should also include reference to the need to protect natural and historic assets of Craven when redeveloping rural farm buildings.



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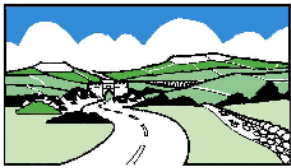
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D I S T R I C T

## Tourism

# Section 6: Economy

- The plan should not encourage tourism which would destroy the valuable assets of the area (tranquil settings, wildlife, and small-scale activities and hospitality).
- Sustainable tourism growth should be supported by visitor friendly fees (i.e. for car parking), accessible pedestrian routes and consistent, regular transport services.
- Policy SP19 should make express reference to land at Hellifield being available for tourism uses.
- There was support for the development of Bentham as a visitor gateway for the Forest of Bowland AONB, in particular linked to the Way of the Roses.
- Tourism in Settle is detracted by HGVs travelling through the town. Relocating business premises to an out of town location (such as proposed Settle Bypass site) would alleviate the HGV problem.
- Plan should include examples of South Craven tourism opportunities such as the moors, local walks, canal and river fishing, historic buildings, village trails, and local pubs.
- Skipton would benefit from an increase in safe, cycling friendly routes by adaption of available roads and lanes and better signing on highways both in and out of town.



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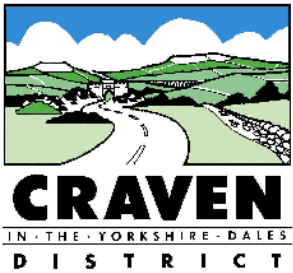
IN THE YORKSHIRE DALES

D I S T R I C T

# Section 6: Economy

## Retail and Town Centres

- There was a view that empty properties need to be considered for renovation/occupation before new builds.
- Various suggestions were made for alterations to the town centre map boundaries. It was also queried whether a town centre map was needed for Glusburn/Crosshills.
- It was thought the plan area needed to attract, support and retain independent shops as opposed to national chain shops.
- The plan needs to avoid any substantial out of town retail developments which could weaken the position of Skipton High Street. It should strengthen the emphasis on the protection of the core retail area.
- It was thought the retail offer in town/village centres should match housing growth.
- The reference to High Bentham markets is inaccurate. The monthly farmers market no longer occurs and the weekly market consists of two stalls and was therefore not thought to be important to the town's continued vitality.

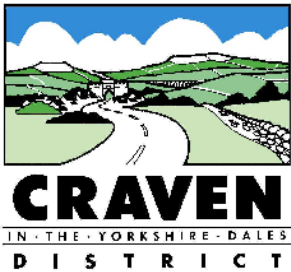


# Section 7: Infrastructure, Services and Facilities

## **Sustainable Buildings, Infrastructure and Planning Obligations**

- There was substantial concern that housing growth will not be matched by appropriate level of infrastructure investment (i.e. schools, road improvements to support industry and residents, health services, telecommunications, additional car parking, adequate public transport including rail improvements).
- It was thought that minimising the volume of HGV quarry traffic through Craven would positively contribute to meeting the objectives of the Local Plan. Plan needs to encourage the use of rail.
- The plan should include a specific policy on telecommunications to reflect the vital role they play in supporting the economy and social fabric of communities.
- United Utilities suggests the inclusion of a policy which seeks to ensure that new development is supported by essential infrastructure. Delivery of development should be coordinated with timing for the delivery of infrastructure improvements.
- It was thought that infrastructure improvements sought via Planning Obligations is insufficient if not supported by an effective enforcement structure.





# Section 7: Infrastructure, Services and Facilities

## Community Buildings and Social Spaces

- Sport England have stated that they will challenge the soundness of the Local Plan if it is not justified by; an up to date playing pitch strategy (within 3 years) and an up to date built sports facilities strategy (within 5 years).
- Aireville Park and the master plan for the park need to be included in the local plan.