

Bradley: Key points from feedback

Question 1. Housing: Which Sites?

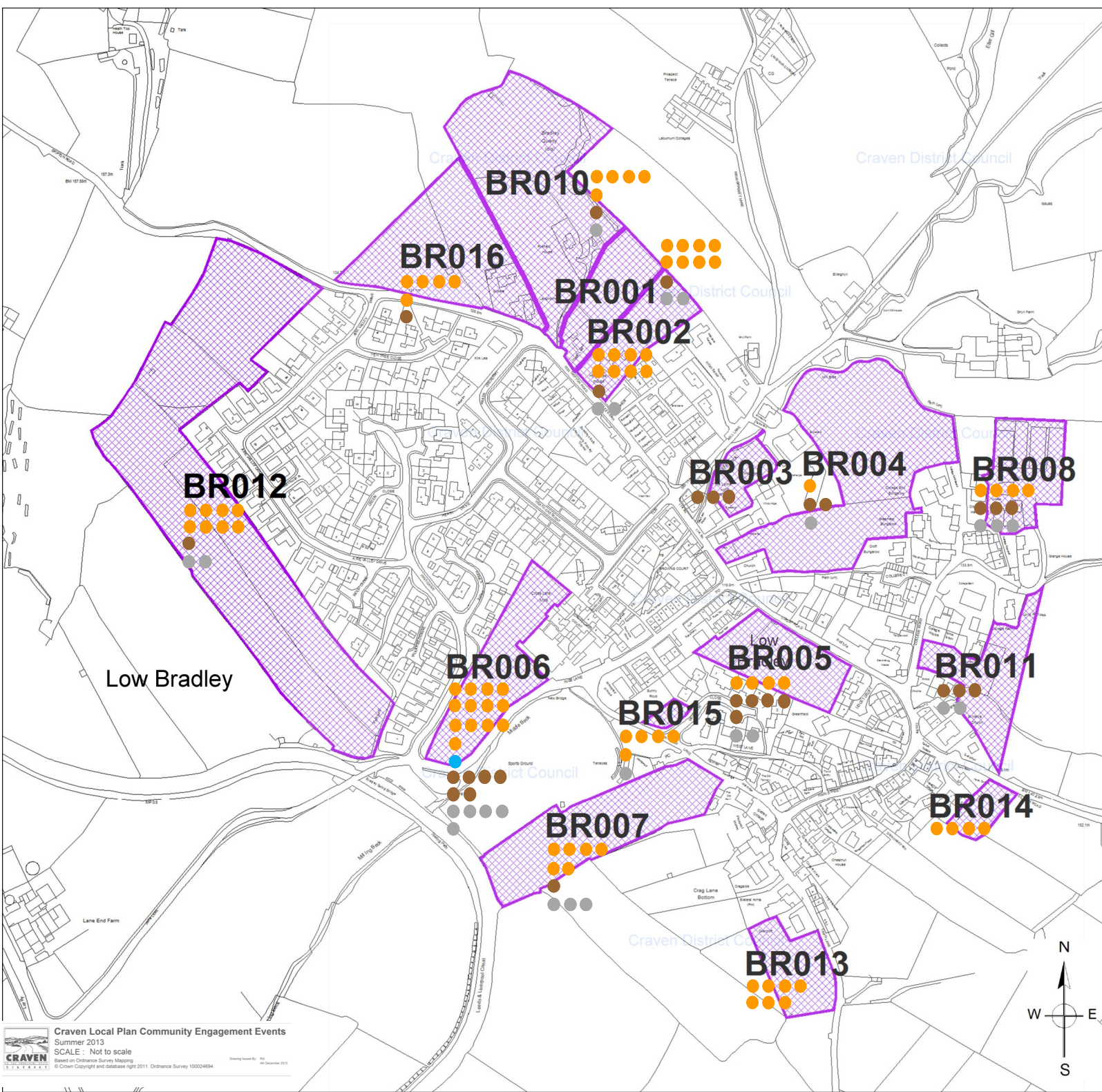
- Sites with the easiest access to the A629, specifically those which do not require access through the village to the main road.
- Site BR006 is the site most preferred but is also subject to the most objections. Comments include development incorporating footpath provision and open space, the need for highway improvements.
- Other sites where there is a level of preference include BR012, BR001 and BR002. These sites are seen as being less disruptive visually.
- The Comments in support of BR012, include this being the best site for affordable housing, the site offering several access options whilst being close to amenities, traffic not having to go through centre of the village.
- Sites BR003, BR008, BR011 and BR004 are identified as some of the least preferred sites due to access problems and the village already being congested.
- Preferred sites for housing: BR006, BR012, BR001, BR002.

Question 2. Employment Land: Which Sites?

- Very little comment has been provided in respect of employment, with most comment being there is a not need for employment within Bradley. Only BR006 was mentioned by 1 person as a preferred site. If employment is to be proposed should be adjacent Snaygill.

Other Information

- Number comments made over concern to highways including the village having a number of choke points. The western side is mentioned as preferred as better access.
- Comment made that the bus service is difficult to access as requires crossing A629.
- Comments made over lack of amenities therefore questioning need for housing.
- Support given to small scale development, whilst fear that large sites could result in flood problems.
- Comments made in respect of need for new school.



Coloured Dots: On the settlement maps, a coloured dot represents a preference expressed or a comment made by an individual with respect to a site. An orange dot indicates a preferred site for housing. A blue dot indicates a preferred site for employment. A brown dot indicates an objection to development of a site. A grey dot indicates a point of information regarding a site, which may be an issue, a query, a suggestion or an idea.

- Bradley**
- Housing
 - Employment
 - Objection
 - Information

Settlement Event Feedback Report: Bradley



The questions below were presented at settlement drop-in events along with background information. The questions and information were discussed with those attending—on a one-to-one basis and around a Discussion Table—and feedback was recorded on Post-It notes. Attendees also posted general comments on a Post-It Wall. All responses and comments have been collated and transcribed below.

Event Venue: Bradley Village Hall

Date & Time: 17th July 2013, 3pm—8:30pm

Number of attendees: 48

Question 1. Housing: Which Sites?

Introduction: Hundreds of sites have been suggested to us for inclusion in the local plan as housing development sites and our Strategic Housing Land Availability Assessment (SHLAA) looks into the pros and cons of each one. Only some of the sites will actually be needed to meet our housing requirements and we therefore need to choose the best ones from those available. Our SHLAA contains a lot of useful information, but we also need to know if people have any preferences for particular sites, and why.

Bearing in mind the number of new homes we might need to plan for in this location, which site or sites look preferable to you, and why?

Site	Comment
BR012	Strip farming character and history on this site. Check this out on south west part but northern part might have minimal amenity impacts on neighbours.
BR008	Re-using land would be preferable in principle. For example site BR008.
BR012	Best site for affordable housing.
BR016/BR012 -	- BR016 not extended the village boundary.
BR001/BR002 -	-Possible access problems but would not extend boundary too far.
BR012	Use northern section, this would object the least number of people.
BR006	Interest in requiring the SE corner for highways improvement. Also footpath provision around the boundary on the middle beck side.
BR006 -	- Infill development of this site may be suitable.
BR013 -	- Could be suitable.
BR006	Important entry to the village. Perhaps use the northern section only. Not good for housing.
BR005 & BR006	Unsuitable sites as integral to rural village character.
BR005	An important area of open land to the character of Bradley (+1).
BR005	- Important for the character of the village.
BR0015	- A good site for housing.
BR005	Nice area of green, possible access issues on to the site. Site may need to be levelled.

Site	Comment
BR005	Access very narrow, only real possible access opposite village hall.
BR003, BR004, BR005	Poor sites due to village congestion in proximity.
BR006 & BR007	Important not to spoil attractive entrance to the village.
BR006/BR007	Cricket balls land half way across the site from the cricket field opposite. Might be a problem with BR007 too.
BR015	Potentially a suitable site.
BR015 -	- Good site for a few houses.
BR016, BR010 -	- Good site for a few houses.
BR001, BR002	Good sites for housing as existing people dwelling there would welcome the development.
BR001 and BR002	Development would follow the building line. Fantastic views/location for properties. Good links to main road . Good position for houses not overlooked.
BR001 and BR002	The most suitable sites re access in and out of the village, avoiding pedestrian safety issues on Lidget Road and Mill Lane.
BR004, BR003 and BR011	Sites which would be accessed by Ings Lane and Heath Crescent or Main Street would have severe impact upon road network. BR004, BR003 and BR011 access problems
BR003 -	- Keep this as a nice plot of land.
BR005 -	- An important part of the village not to develop.
BR004	Loss of Methodist car park would result in additional traffic problem. Any development scheme could include car park not just BR006.
BR004	Could be accommodated within wider landscape.
BR007	Impact village character particularly given prominent relationship with main village recreation rest and play areas.
BR011	Would accentuate localised flooding.
BR011	Impact on character. Trees with gill running through site. Heritage—impact on setting of listed buildings. On edge of village with land rising sharply. Amenity issues.
BR008	Would accentuate poor road conditions. Maintenance issues.
BR008	Highway safety issues.
BR008	College Road is very narrow. May be too many access points Lydiat Road/Skipton Road.
BR008 -	- Use existing building footprint. This would improve the look of the site.
BR007 -	- Separated from village would not upset anybody.
BR010, BR001, BR002	Checkout location and extent of 'crinkle crankle' walls.
BR010, BR012, BR016	All too much of a visual impact on the village.

Site	Comment
BR006	Is there a possibility of relocating the school to site BR006 and redeveloping the school site for housing. Both sites look good for development
BR013 -	- Using the southern portion of this site would enable existing dwelling to retain outlook of countryside.
BR014 -	- Would have less impact upon existing housing

Other Comments

Housing

Lack of private rental properties. Affordable housing is important. Bradley is lacking—shared ownership.

Skipton offers a more affordable housing market.

House prices in Bradley are expensive. Significant price differences in village. Lack of 2-3 bedroom houses, shared back yards.

Keep away from the old SE half of the village which has highway safety constraints. Go for a site in the NW part of the village built in 1970's to accommodate cars.

Rather than cram the middle of the village, it would be preferable to allow it to grow on the edges.

Sites that would allow people/traffic to leave the village and return without passing through the congested centre would be preferable.

In time a new area or phase of village development would be a natural progression, in contemporary style, but in character and of good design.

Land to the west of the village, closer to A629 (which isn't included on the map) would have the advantage of easier access to the A629, especially if access was via a roundabout.

Perhaps the development should be spread more thinly throughout the village.

It would be preferable to have development on a few smaller sites rather than a larger single site.

Bradley has an existing mix of housing types with a range of people.

Sites on the north west edge would seem the most sensible. Access would be less troublesome. (BR012 to BR002).

Employment

Small units for local business on the perimeter as part of a new village area may be a useful addition.

No community of common interest for Snaygill to address the broad range & size of business.

High speed data and good mobile phone communication are essential.

Alternative business location to research west of Snaygill.

General

A car intensive village with poor public transport. Preference for those sites where village roads are wider.

Stronger links are being developed with Leeds.

Bus service very difficult to access if elderly.

Bradley utilities. Water tanks to the east of the village check capacity.

When A629 flooded/roadworks/ accident a lot of people use Bradley as a rat run.

Most people from Bradley go to Cononley Station, parking situation real problem.

Car share scheme, Skipton train station—pay & display car park results in most people using Cononley train station.

Junction with village shop very busy. Skipton Road. Village shop is good because has available parking. Narrow road, pavement. Lydiat Road/Skipton Road narrow.

Ings Lane—swing bridge and junction with A629 could be improved. A roundabout on the A629 as proposed by NYCC previously would help.

A629 rat run, very congested when there is an accident or roadworks. Emergency services need fast access not always possible.

A629—difficult to access bus as road very busy.

A need for more business land near Bradley. An asset of Bradley is the school. Provide reasonably priced housing for family housing and affordable housing.

Other Comments

Housing	Employment	General
<p>Need some housing to keep the village alive. Newly qualified people returning from education or first jobs outside the district. A local connection even if have lived away for several years.</p> <p>Rose Terrace/Browns Court—rented properties generally available in this area. House shares.</p> <p>Bradley—A wide range of ages in the village currently. A fear is that the village is ageing. Want a mix of housing to encourage and maintain a social mix.</p> <p>Sites to the north west edge of the village would avoid congested village centre and would have easier access. (BR012, BR016, BR010, BR001 and BR002).</p>		<p>Junction improvements at Ings Lane. A629 would be beneficial especially to support growth in that area.</p> <p>Bradley CIL. Pedestrian access to A629 bus stop both in a continuous (fill in gap) between village boundary and A629 and also either buses within edge of BR006.</p> <p>Could accommodate school expansion; the school site could be redeveloped in character with an existing point of access.</p> <p>Skipton railway station's car park isn't big enough. It is not feasible to get the bus from Bradley to the station.</p> <p>Bradley CIL. Street lighting around bus stop re: personal security because the vicinity is partly sheltered. Also would illuminate crossing of the road. Also need a refuge as well as a pedestrian crossing.</p>

Settlement Feedback Forms Report: Bradley



The questions below were presented and discussed at settlement events, along with background information, and appeared on the Settlement Feedback Forms. Copies of feedback forms and background information were available at events and on the Council's website. Forms could be completed at events, after events or in response to information on the website. All responses and comments have been collated and transcribed below.

Event Venue: Bradley Village Hall

Date & Time: 17th July 2013, 3pm to 8:30pm

Number of Forms & Letters: 16

Question 1. Housing: Which Sites?

Introduction: Hundreds of sites have been suggested to us for inclusion in the local plan as housing development sites and our Strategic Housing Land Availability Assessment (SHLAA) looks into the pros and cons of each one. Only some of the sites will actually be needed to meet our housing requirements and we therefore need to choose the best ones from those available. Our SHLAA contains a lot of useful information, but we also need to know if people have any preferences for particular sites, and why.

Bearing in mind the number of new homes we might need to plan for in this location, which site or sites look preferable to you, and why?

Preferable Sites	Comment
BR007	Only appropriate if development kept to the road end of the site. Development down to the canal would be very intrusive but small number of properties adjacent Matthew Lane may be feasible.
BR006, BR015, BR002, BR001, BR010.	Could all be developed to some extent providing the quota needed for some years. Parts of BR010 lower parts might also be suitable. BR006 could be accessed via Ings Drive.
BR008	Would only be suitable if agricultural buildings relocated and would be concerned that they might be moved to a more obtrusive site up the valley side.
BR013/BR014	Might be suitable for small scale development.
BR005	Might provide opportunity for limited development keep same as green space but it opens on to Lidget Road—narrow and busy.
Most sites (except BR005)	Most of the sites appear acceptable
BR007 and BR012	Possible where access from the edge of the village would be possible and traffic would not have to go through the centre of the village.
BR006	Could be safely developed with a provision for pedestrian access along Ings Lane. This benefiting the village.
BR007/BR015	Could be developed with little impact to existing access and traffic problems. Likewise BR015.
BR012	The largest plot offering several options for access which would not affect the village centre or access to school, shop, church and public house.
Ings Lane	Land at Ings Lane can be developed without losing the views on the approach to the village. A linear park can be created which provides a new footpath into the village for residents, therefore improving safety.
BR013	Crag Lane will have additional landscaping around outside and has good access. It is on the edge of the village but still close to shop and pub. Will have desirable views without making village feel it is built up.

Preferable Sites (cont.) Comment

Sites edge of village	Any areas not near to the centre of the village due to traffic congestion.
BR010, BR016, Possibly BR007, BR006	Any sites to the edges of the village near to the exit roads to Keighley Road so that cars do not have to go through the middle of the village to exit.
BR006	We like the idea that the landowner is prepared to give something back to the village i.e. widening the footpath.
BR012	A wide open space on the outside of the village.
BR014/BR007	Are plots which are situated in the village which will not affect current homes.
BR006	Could be developed without losing views on the approach to the village.
BR013	Could be developed with additional landscaping on the perimeter.
BR006	A portion of the site could be used as public gardens/seating area. This site would lend itself on the approach to the village.
BR005	This site would tidy up the central section of the village also the footpath could be widened to help children/pushchairs.
BR013	Splendid location to live and revenue to the village.
BR014	Splendid location to live and revenue to the village. Bringing revenue to local amenities, especially the local shop.
BR005, BR006	Is isolated from adjacent farming land. It is not viable as farm land due to its limited size and location. BR005 would benefit from development and could incorporate a wider footpath to help with the safety of school children and push chairs.
BR005	Ideal for new development and a wider footpath could make life less endangered for the 'walk to school bus' to the local primary school.
BR006	Developed with part given back to the village for picnic areas and seating plus flower borders.
BR012, BR016, BR010	The village is becoming congested with traffic, therefore development on the edge of the existing housing will at least allow some of the extra traffic into and out of the development without coming through the centre of the village. BR012, BR016 and BR010 are better in this respect. (BR003, BR004, BR005, BR008, BR011 and BR014 should not be considered for this reason).
BR006	Should only be considered if some of the land is used to widen the road and add a pedestrian path for safety.
BR012	Difficult site. Adding properties behind the lower part Aire Valley Drive (infilling towards the canal) might allow a few houses to be built but we believe building on the higher parts of the site would spoil the long distance views along the Aire Valley.
BR001, BR002, BR0012	These sites are located on the side of the village where new housing growth has already occurred. Access is likely to be easier from existing roads & the visual impact lessened as new buildings will be against an existing backdrop of housing.
BRO08	Is previously developed land (former farm buildings)

Other Sites	Comment
BR004	Entirely unsuitable. Access would have to be through the land adjacent the Methodist Chapel on Skipton Road. This is right at the heart of the village next to existing junctions and amenities such as the village shop. Already a busy congested area and building on this site would add to the congestion. A water course runs through the site which at times of heavy rain drains water away from existing properties.
BR003	Access would have same problems as BR004 (see above), would have to be on to Skipton Road in the centre of the village.
BR003, BR004, BR005	Much too central to the village would create a congestion of houses in a rural area. No further building should be allowed where access from Skipton Road or Main Street is needed. Nightmare at present especially school times. Potentially very dangerous
BR001, BR002, BR003, BR004, BR005, BR008, BR011, BR013	Would have a negative impact on the village and create additional problems. It would also reduce options for green areas within the village.
BR005, BR006	Very isolated from adjacent farm land due to size and location. Livestock has to be transported through busy village to access fields.
BR003, BR004, BR008, BR011, BR015, BR014	Problems with traffic congestion (parking during rush hours and school drop offs) through village, exclude these sites. Particularly BR006, BR007 would ruin the open aspect around the playing fields which is an important facility for the village and community.
BR007, BR006	Would cause a problem if car park of church is removed/relocated as elderly people would not have easy access to church and parents who park there would begin to park on Skipton Road causing more congestion. Parking and traffic is already an issue from the village hall to the school and Main Street/Ings Lane. Building on BR003, BR004, BR005 would exacerbate this causing access to property problems into drives for emergency vehicles as parking at school times is often nose to tail to the edges of the access roads to properties and additional vehicles parking outside the shop and school would add to this. Yes people who live in the village do drive children to school and bus stops and park their cars up often for 30 minutes while they chat school gates.
BR005/BR006	These plots are isolated from adjacent farming land and are not viable due to size and location.
BR005	I am extremely concerned that the field to the rear (of 4 Lidget Croft) could be developed for housing. At present the rear of the house enjoys a considerable degree of privacy and the existence of the field provides a high degree of tranquillity. Although this field is not a public open space it nevertheless provides a visual amenity which I have no doubt is also appreciated by the other properties bordering the field.
BR011/BR008	Only realistic vehicular access along College Road (unpractical via Jackson's Lane). College Road used for parking by existing residents and is unsuitable for additional traffic from development. BR008 has additional problem that the site is completely inaccessible from any adopted highway. Falls within existing heritage area.
BR004	Huge area, if fully developed would provide more housing than currently envisaged. Will destroy one of the green fields extending into the centre of the village and much of the village's current configuration and appeal. Access entirely inadequate. Access bad via Mill Lane. Existing car park of Methodist church only possible access route, less than ideal as existing T junction inconvenient and difficult to negotiate. Another asymmetrical addition to junction would be dangerous even if visibility splay sufficient. Significant detriment to appearance of an important part of the village if converted to large traffic junction.

Other Comments

The village currently has several 'choke points' due to offstreet parking and peak travel (marked on map). In order not to create additional safety issues these areas and access through them should be avoided.

Note from the Parish Profile (2012) the village has few amenities and has been overdeveloped in the past. These developments include the estate around Aire Valley Drive, Browns Court and Bradley Mill, both in the centre of the village. Further development may harm the nature of the community turning it into a suburb of Skipton rather than it being a recognisable village. Geography of Bradley also limits where development can be located. Village bounded one side by canal (obvious limit) and development around other sides would move buildings higher up the valley sides impacting on long views across the Aire valley. Also believe green spaces within village built up area are vital, taking all into account feel that proposals from District Council that house building should be limited to approximately 2 new properties per year.

Support small scale developments and opposed to large scale developments. Significant additional housing will remove land that can be used to soak up rainfall and will add to run off which has led to flooding of lower lying houses in the centre of the village. Flood risk must not be discounted. Small scale infill appropriate. These should be smaller houses for those getting on property ladder. The elderly are already well catered for and there are a lot of larger expensive properties within the parish boundary.

Site BR011 should not be allocated for housing due to its topography, edge of settlement location, existence of a ghyll running through the site containing significant tree specimens, the fact that it is within Bradley Conservation Area, difficulty in achieving access, existence of a stone wall fronting College Rd which should be retained & impact on setting of surrounding listed buildings. Development of the site could have a detrimental impact on existing neighbours in terms of being overbearing, loss of light & privacy. Other sites identified could be preferable for development having less significant on site development costs & able to be assimilated into the village landscape.

No	Comment
No	No land suitable on the outskirts of Bradley (due to access and families) for factories/offices
No	There is no precedent for employment land within Bradley village with the exception of farming and supporting employment. There are adequate brown field sites on Snaygill and adjoining areas which can be supported by commuting from Bradley.
No	Employment land (if required) should be made available adjacent to the existing industrial park in Snaygill.
No	This is not so vital in Bradley.

Other Comments

No land seems to have been proposed for employment in Low Bradley. Should be borne in mind when considering whether really necessary to provide additional housing in Bradley. Will there be any demand for housing if there are no jobs? Has any consideration been given to changing patterns of employment and working methods which seem likely to make commuting less attractive (fuel costs)?

Other Feedback (Summarised)

Q1. sub area Without any information about the studies of population change undertaken by the authority impossible to comment on housing number. Hard evidence not presented. 1,600 houses over 10 years needs to be approached with considerable scepticism given no major expansion of employment likely.

Q2. sub area Assuming significant further housing necessary , seems sensible to concentrate it, so far as possible, in areas where services such as education, medical facilities etc. are present. Increased housing will mean necessary to expand provision of services, some of which (notably education) will have to be funded by the local authority. Will the increased revenue from council charges payable by the owners of new housing fund those services? No consideration seems to have been given in current consultation?

Q3. sub area Employment sub area - question what forms of development are anticipated and is there a market for them? What research has been undertaken? What are its results?

Question biased, only asks which are preferable, proceeds from unverified assumption that some house building necessary. Residents will object to development in his/her immediate locality. LA will ignore responses on the basis they are self interested and impose its own preferences. Suggests entire consultation process bogus.

Significant problems of principle any development Low Bradley. Proposals envisage 30 houses over 10 years. Impose a significant additional burden on scarce existing services, in particular primary school which is now full has no room on current site for expansion. No medical services in the village. Services constructed for much smaller community. Cost of improving services should fall on the developer rather than local council tax payers.

Consultation not asked questions such as type of housing, design, landscaping. Speculative development Low Bradley since 1960's been of poor quality. If new housing has to be built good standards of design and landscaping would go a long way to improving visual quality of the village and softening impact along with careful consideration of density. Important archaeological and historical considerations relating to development Low Bradley. Village characteristic late medieval/early modern 'linear settlement,' current configuration reflects pattern of development with green fields extending into core of village. Needs to be preserved and is recognised by current 1999 'heritage area.' Should continue to be respected and not be overridden. Many residents alarmed to be confronted with extensive areas offered for development. In aggregate extend to well beyond requirement. An explanation of how these have been offered is needed urgently. In its absence difficult not to suspect the process is being driven by developers, their associates and lobbyists.

Difficult to believe current consultation seriously intended to involve the local community: information provided inadequate, questions are biased, entire process fails to involve local bodies concentrated on individual responses likely to be of limited use. Advertising inadequate, why not advertise in local shop?