

Craven Local Plan Community Engagement Events, Summer 2013

Glusburn & Cross Hills: Key points from feedback

Question 1. Housing: Which Sites?

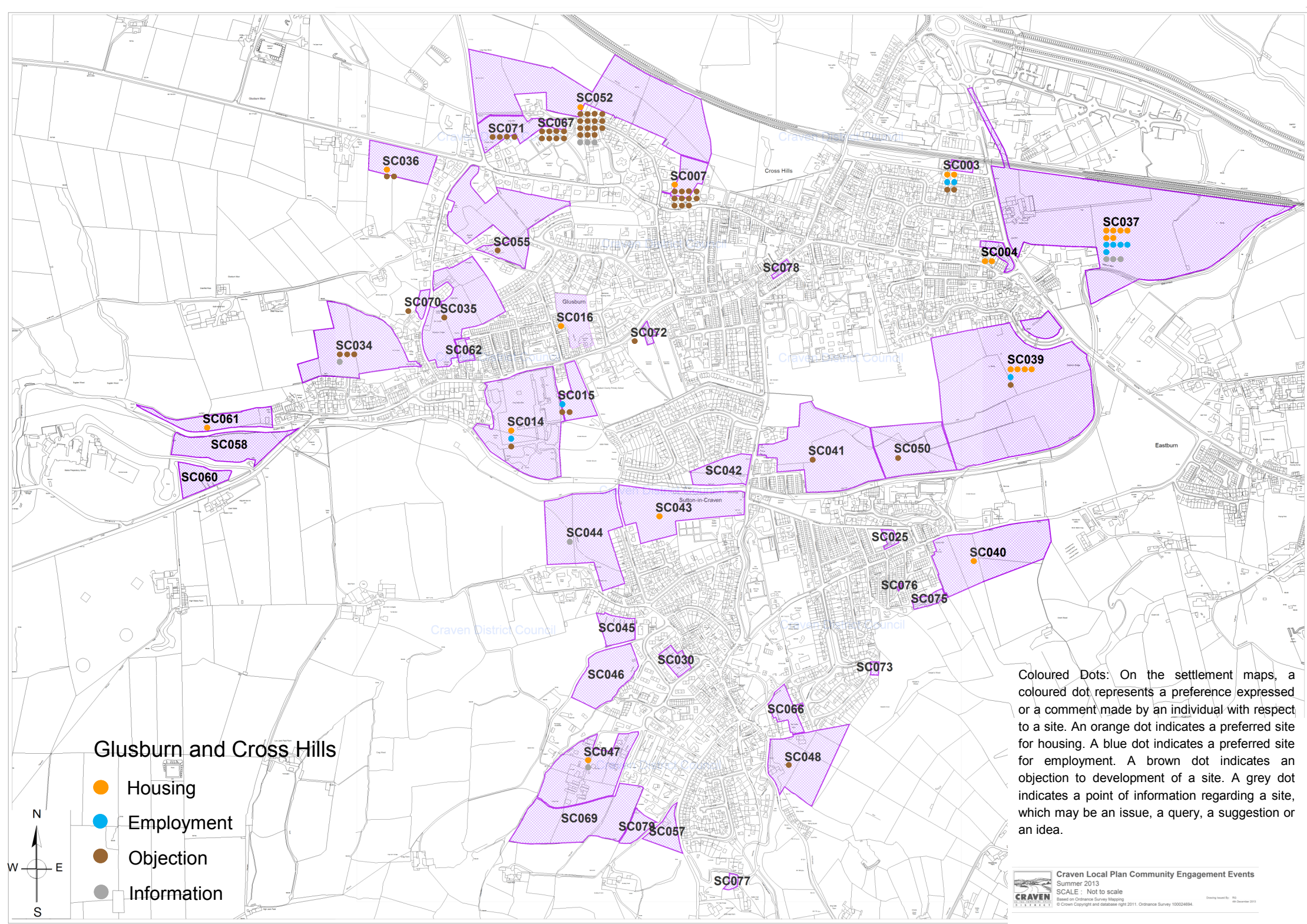
- Sites to the east of the village much preferred.
- Residents group in objection to sites around Baxter Wood, primarily in support of sites SC039 and SC037. Many of these comments regarding SC037 focused around support for the inclusion of a bridge (land identified on the map shown at consultation). In support of both SC037 and SC039 comments included less impact on existing residents and development of these reducing the need for new residents to travel through the village by car.
- However, concern was raised in respect of flooding issues regarding SC039.
- Preferred sites for housing: SC037 and SC039.

Question 2. Employment Land: Which Sites?

- Five sites received comments re employment land (SC014, SC015, SC039, SC003 and SC0037).
- Site SC0037 was identified as the strongly preferred location for allocation. The main comments in support of SC037 focused on it being near to current industrial land, compatibility regarding existing surrounding land uses, potential for mixed use, ready access and whilst being on flood plain easier to build drainage channels around large industrial units than residential dwellings.
- Most preferred site for employment appears to be SC037. A few preferences expressed for SC003, SC014, SC015 and SC039.

Other Information

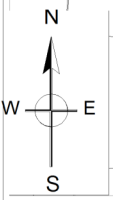
- Residents got together around sites to rear of Baxter Wood, many letters identical but submitted by different people, has resulted in strong objection towards development around sites SC071, SC067, SC052 and SC007. Much of these objections focus around issues of access to the sites, an increase in traffic through Cross Hills, flooding with the site being close to the functional flood plain, destroying the natural characteristics of the area, sewage, problems with parked cars, development of the green wedge. Only other site with any level of objection SC034 where comments were made re rural outlook, reserving the corridor for the future avoid infrastructure problems, and water issues.
- Many comments made in respect of SC003 and being a suitable location for a new train station. General comments included, needing to allocate enough parking spaces, flood and drainage issues. Comments made over need for affordable employment premises.



Glusburn and Cross Hills

- Housing
- Employment
- Objection
- Information

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.



Settlement Event Feedback Report: Glusburn and Cross Hills



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: Glusburn Institute

Date & Time: Friday 12th July 2013, 10am - 8:30pm

Number of attendees: 37

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
SC007/SC052/ SC071/SC067	Flooding on road and on Baxter Wood. Investigation ongoing. Drainage problems on Baxter Wood. Water board investigation.
SC007 -	- Very difficult to access.
SC052 -	- Flooding issues, access issues
SC036 and SC034 -	- Water issues
SC003	Should be safeguarded for potential train station.
SC003	Station at Cross Hills. Reduce traffic movements.
SC014	Potential for redevelopment to address drainage for storm water run off for Town End Place and Colne Road.
SC014	Would cause more traffic along Cross Hills and Station Road.
SC015	Concerned that development of this site will add to flooding problems at Town End Place.
SC016 -	- Ok site no problem.
SC015 -	- No good open space.
SC072 -	- Better as open space.
SC034	Approach next door. Scott House Farm
SC034/SC070/SC035	Ruin rural outlook. Green Lane will become a transport nightmare. Continuous urban development changing the rural character.
SC036	Access is good.

Site	Comment
SC037	Potentially good site. No need to go through Cross Hills. Need road to be available to all. Potential to eliminate crossing problem.
SC039	North east part of the site is pond at some points in year.
SC039	Floodable gardens on Clayton Hall Road. Most gardens need to be paved rather than
SC040 - SC048 -	- Less potential traffic. - Tight corner on narrow road need to go through.
SC041/SC050/SC034	Reserve corridor land. If you develop it we will never have the opportunity to develop a new road through the area. Cause infrastructure problems in the near future.
SC044	Conversion enough unsold apartments. In Steeton market doesn't exist.
SC052, SC007, SC067, SC071	No major concern.
SC052	Extremely busy railway line may affect the suitability for housing on this site.
SC052	Encroachment on to the green wedge would be a severe loss for both communities.
SC052	At risk of flooding. Photo evidence. Important public right of way, popular walking spot.
SC052	Substantial quantities of rock to remove. Builders unaware of this before hand.
SC052	Land adjacent railway line prone to flooding. Baxter Wood classed as flood plain for insurance purposes.
SC052	Dangerous junction Wheatlands Lane and Park Road. Any site at western end of village.
SC061	Would prefer this site developed rather than SC015 or SC034 as would not contribute to flooding in area.
SC004/SC039/SC005	Should be the direction of growth to reduce traffic in Cross Hills.

Question 2. Employment Land: Which Sites?

Introduction: Hundreds of sites have been suggested to us for inclusion in the local plan as housing development sites (these are in our Strategic Housing Land Availability Assessment or SHLAA), but some sites might be needed to meet our employment land requirements instead. We therefore need to identify the best sites for employment, or for a mixture of housing and employment, from those available. Our SHLAA contains a lot of useful information, but we also need to know what you think.

Do you think employment land is needed in this location and, if so, which site or sites look particularly suitable to you? Let us know why.

Site	Comment
SC014/SC015 -	- Positive site, site has been previously developed.
SC052 -	- Flooding, traffic, ground conditions, steep land gradient.
SC014	Mill not suitable for modern business premises.
SC037 -	- Need a bridge! Would reduce impact on Station Road.
SC037	Flooding issues big problem on this site.
SC037	Traffic flow into Cross Hills. Would bring improvement to village.

Other Comments

Housing

2 bedroom lack of supply under £130k. Lack of supply of four bedroom properties £250-£350k.

Smaller sites are preferable.

Need to allocate enough parking spaces.

Housing target—an ageing population can be sustained in Craven. Suggest 34/year through care homes and brownfield sites when they become available. The existing housing can be adapted and families need to be focused on single houses and commute less.

Employment

Providing sufficient employment land. Affordable warehousing not expensive units. Potential loss of companies due to grant funding and cheaper accommodation in Pendle and West Yorkshire.

Knock on impacts of people staying within the area.

Business property prices are far too high. Lack of grant funding available in the area. No incentives to stay. Property needs to be reasonably priced.

General

Sewerage problems in Glusburn near Baxter Wood. Infrastructure.

Ageing population impact on precept. Increase in houses result in increase in precept and therefore increased money available within area.

Drainage capacity are a major issue.

Car parking and infrastructure need desperate improvement.

Rail solution Cononley/Glusburn—Bring Cononley station closer to Glusburn residents by using CIL to fund a pedestrian/cycle route and footbridge to avoid walking all the way round and waiting at level crossing.

Barn conversions/existing buildings in fringe countryside close to towns/villages. Don't be so strict on existing buildings for conversion to residential where they are located close to villages but outside development limits.

Development to north of rail line subject to flooding, flood zone 3b.

Settlement Feedback Forms Report: Glusburn and Cross Hills



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: Glusburn Institute

Date & Time: Friday 12th July 2013, 10am-8.30pm

Number of Forms & Letters: 27

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
Site next to hospital	Would not create dangerous traffic issues and is not on a floodplain.
SC037 and SC003	Development would be built with a bridge which would take traffic off Station Road/allow quick access for emergency vehicles. With train station at SC003 numerous benefits cause no impact on Cross Hills. Would actively support as benefits residents of Cross Hills. (2 letter and Reduction in traffic Steeton and Eastburn, provide much needed infrastructure. 2 letters and petition with 28 names
SC043/SC037	Less impact on the village as residents will not need to go through the village to access their properties. SC037 also solves crossing problem.
SC037/SC003	Far better alternative would impact on fewer people, land is effectively brownfield. If part of land were to include railway station any negative heavily outweighed by the benefit to all residents. The land earmarked by the bridge more palatable alternative lesser number of people would be impacted and the inclusion of a bridge over the level crossing would be positive and I imagine attract support. Malsis School—noticed have applied for planning permission. Unpopular due to destruction of greenfield land, if somebody is to make a profit from housing surely this would be better if were a school who are promising to provide facilities to the wider community than a property developer/private landowner.
SC037 & SC003	Would not only benefit Crosshills/Glusburn residents but much further afield due to the additional benefits of a station in Cross Hills and the inclusion of a bridge which would alleviate horrendous traffic situation on Station Road as a shortcut. Proposal would also benefit emergency services who currently can be stopped at the level crossing for a considerable amount of time. For years people have campaigned for a bridge at the level crossing, we believe that this proposal would gather support. Without a bridge the level crossing currently causes traffic issues as Steeton also becomes congested which in turn represents safety risks as motorists use back roads and 'A' roads to avoid the number/timing of delays caused by the crossing.

Preferable Sites (cont.) Comment

SC037 and SC039	Appear the most likely sites would have limited impact on existing residents and also provide the opportunity to relieve congestion at Kildwick level crossing (impact on Station Road). No flood risk from River Aire at these sites and close to a potential new railway station.
SC037, SC003, SC039	Better access to main roads.
SC039	Large area of available land with current access to transport and amenities adaptable to needs of new housing. Could help promote much needed and highly desirable re-opening of Cross Hills railway station and even more desirable prospect of a road bridge over the railway line.
SC004/SC039	If a bridge was built over the railway near the A629 junction these would be good sites for residential development as traffic could access A629 without having to pass through congested centre of Cross Hills. Bridge would carry traffic away from Eastburn and Steeton.

Other Sites Comment

SC052, SC067, SC007, SC071	<p>Objection</p> <p>Access—there is no suitable access. Cononley Road not a solution.</p> <p>Traffic—dramatically increase traffic through Cross Hills. At peak times the village is gridlocked. Development would exacerbate. Any further development in Craven area must have ready access without going through congested centre of Cross Hills.</p> <p>Flooding - the above areas are already liable to flooding (close to flood plain). Any additional building would increase the likelihood in this area.</p> <p>Services are at their limit.</p> <p>Loss of local amenities—public footpaths are used extensively by local people for exercise and recreation. Any loss would adversely affect the whole community.</p> <p>Development would destroy an area of natural beauty in a green belt area.</p>
Sites to the rear of Baxter Wood	<p>Object.</p> <p>On a floodplain. Surely considering a site on a floodplain is a non starter. Flooded 3 times per year last 13 years.</p> <p>Sewerage—existing problems would be made worse by further development. Raw sewerage, Yorkshire Water have been required to come out regularly over last 5 years.</p> <p>Traffic - exit off Baxter Wood dangerous onto junction with Park Road/Lothersdale Rd. Would mean more roads built on flood plain/or extra access Baxter Rd/Lothersdale Rd/or back road to Cononley. Increase to existing dangerous traffic issues. Crosshills already bottleneck.</p> <p>Ludicrous this site should be considered when there are better alternatives.</p>
SC052, SC0067, SC007	<p>Access—Baxter Wood single file. Access to site through Baxter Wood not equipped. Already a hazard. Could not support significant increase in two way traffic flow. Road too narrow, pedestrians walk in road, parked cars cause obstruction. Access to Baxter Wood dangerous now. Junction with Park Rd accident potential. Access totally unrealistic.</p> <p>Access from Cononley Rd untenable. Hazard at present and would be increased. Cars down Lothersdale Rd/Cononley Rd too fast. Safety concerns cars turning in.</p> <p>Baxter Wood parking - Cars park outside of houses as most houses have more than one car. Problem when emergency vehicles tried to access top of Baxter Wood. Since 1996—12 new houses built plus 5 extended, new house Lingah Farm.</p>

Flooding - land in fields is flood plain—heavy rain—floods on Baxter Wood side of railway line. Water flowing off fields quicker would put further pressure on river/drains etc. Water table would rise and cause flooding.

Sewage - Baxter Wood major problem, with main sewerage to run down Baxter Wood. Health hazard. Pipe on Baxter Wood requires upgrading. New houses would add to problem.

Station Road - add to congestion. Cononley not suitable alternative.

Public footpath – once gone can never be replaced, well used for exercise.

Green belt - brownfield first. Rights of ways through fields how will this be dealt with?

Agricultural land - regularly used by sheep.

Identity - green wedge. Compromise the gap between Cross Hills, Farnhill, Kildwick. Large scale development beyond settlement boundary. Adverse impact on individual character and identity of the settlements.

2 letters and petition with 28 names

SC036/SC055/
SC071/SC052/SC067

Object.

Outside village boundaries—blot on the landscape.

Roads are over busy for their quality. Cononley Rd, Green Lane, Park Rd used by drivers seeking to avoid queues on the main road and Cross Hills. Additional traffic generated by development would cause roads to be unacceptably busy and more dangerous. Concerned about access roads to site.

Local services—sewerage/drainage already overstretched development on scale envisaged would cause greater problems with overflow.

Detrimental impact on visual aspects of the area. Sites are prominent to people driving between Skipton and Keighley. Development would spoil an attractive area.

SC052

Traffic - Station Road is a bottleneck at peak times, infrastructure not fit for purpose. Increased housing stock will compound issue. Aside from environmental issues, danger emergency vehicles being delayed to and from Airedale Hospital.

Road safety—traffic forced through Cononley village to avoid congestion at Cross Hills, dangerous as roads inappropriate. Increase in housing will increase problem.

Access—two access routes proposed are unsuitable. Baxter Wood single land road and blind corner when turning left from Park Road. Bad enough at present. Cononley Road is a country road with no street lighting, unsuitable for expected volumes of traffic. To gain access would involve driving through Cononley village which is unequipped to deal with these problems.

Environment - The area proposed for development is a beautiful rural space which is free to enjoy and extensively used by the whole community due to the public footpath running through it. Negative impact on wider community.

Local facilities—Increase housing stock should come with plans to increase investment in local facilities, previous developments not resulted in this.

Better alternatives exist (text in question 1).

SC052, SC067,
SC007

Object.

Access in Baxter Wood from Park Road/Wheatlands Lane is overused and dangerous. Any further development would render even more hazardous. No footpaths in immediate area and the road only wide enough for single file traffic causing problems for pedestrians.

Utility services problems with overloading incl. sewerage. Yorkshire Water say would cost millions to put right. Regular power cuts and flooding without further development.

Other Sites	Comment
SC052	<p>Two fields subject to flooding, water collects at bottom section of field. Flooding increased in recent years. Surface water drains on Baxter Wood cannot cope with in extreme conditions, results in build up of water on Baxter Wood finds way down access lane through properties to third field. Five occasions of flooding past two years where floodwater has entered field. Subject to informal investigation (CDC Flood Officer, Yorkshire Water, NYCC Highways). Cost of rectification prohibitive.</p> <p>Footpath - Station Road to Cononley Brow used by large number of residents for recreation and walking groups. Its loss would cause difficulty for dog owners, impact on young children's safety, restrict walking groups, cut out element of link (shortcut) between Cross Hills/Cononley. Impact on tourism.</p> <p>Railway line—line is at near full capacity at peak (0700-1900hrs) working week, with heavy goods trains running through the night. Noise would be unacceptable if properties very close (under 90 yds) from track.</p> <p>Green wedge—land extending from Cononley Brow to Station Road provides attractive landscape with combination of steep and gentle slopes, network of drystone walls in keeping with Craven as a 'tourist area.'</p>
SC052, SC007, SC071, SC067	<p>Sewer which runs length of Baxter Wood not capable of taking further volume. Drain blocked twice in last 7 years, raw sewage problem. Environmental Health, Yorkshire Water involved in helping clear up problem. Sewage pipe serving Baxter Wood had not been upgraded when 9 new houses built on old reservoir.</p> <p>Agricultural land—Grade 3 land—good to moderate quality. Preservation paramount.</p>
SC007	<p>Road safety—planned access onto Baxter Wood, serious road safety issues. Exit from Baxter Wood onto Park Road problematic. Entrance on to Baxter Wood is single car width, drivers required to edge out of Baxter Wood. Visibility restrictions. Increased level of traffic accessing Baxter Wood create even more hazardous junction.</p>
SC052, SC007	<p>Access issues, congestion, environmental impact. Liable to flooding. Park issues, drainage issues. Increased congestion through Cross Hills (already grid locked).</p>
SC007	<p>Objection</p> <p>Access too small for any houses</p> <p>Emergency services not able to access easily and quickly.</p> <p>Junction (Baxter Wood/Park Road) already dangerous due to speed and volume of traffic to/from Lothersdale direction. Large increase in houses cause havoc and near certainty of accidents.</p> <p>Bought a house with adequate parking for three cars, number in household. If not allowed to park outside Baxter Wood where could I?</p> <p>House deeds state own strip of land on road by house. How would it be possible to stop me parking on my land.</p>
SC052, SC067, SC007	<p>Opposed</p> <p>Fields below Baxter Wood are on flood plain.. Area under water for days on end during last winter and many previous years.</p> <p>To encourage more people to commute to Leeds/Bradford is a desperate and totally unacceptable measure. Overwhelmed with volume of traffic on roads, from experience trains are often dangerously overcrowded.</p> <p>Inadequate parking at Cononley and Steeton. More residents will only exacerbate situation.</p> <p>Access to Baxter Wood single file, egress difficult, blind junction with Park Road. Access to fields ludicrous.</p>

Cross Hills main street already at stand still. Heavy lorries and buses to South Craven and beyond, vie with commuters and children on foot trying to get to schools, which are full to capacity.

Cross Hills health centre full.

Inadequate pavements/sometimes none along Baxter Wood. People have to walk in road, blind bend.

Compounded by residents parking on pavements that do exist, not enough width to allow people to park outside homes.

Most residents have at least two cars per family, many have three to four vehicles. Chicane for large vehicles. Together with children on bikes scooters etc. very hazardous for pedestrians and vehicles.

Baxter Wood major problems with sewerage and drainage several houses been flooded in recent years. No progress can be made unless huge investment made to upgrade entire system.

Area is a green wedge between Cross Hills, Kildwick/Farnhill need to retain that for our community identity.

With proposed developments at Malsis School and Green Lane large number of properties for sale on regular basis, South Craven surely achieving Government's targets without further despoiling the Aire Valley.

Please strive to retain our few green spaces so regularly threatened. View from train en route to Leeds reveals many brownfield sites and much derelict land. These sites must be utilised first.

Fate of this attractive area may well live in hands of those who do not live here. Please respect the feelings of those who have chosen to make it their home.

SC052

Objection

Wrote in 2008 similar proposal put forward. Problems then have not improved. Cross Hills has got worse because of developments that have taken place.

Main problem keep allowing more houses to be built in Baxter Wood without upgrading drainage and sewage pipes not adequate for amount of houses, keep getting flooded with sewage—totally unacceptable.

Highways Department cannot do what say need to do unless Water Boards puts in larger drain as will make worse for residents.

Application at top of Baxter Wood add to problem.

Houses at top of Baxter Wood should not have been built without holding tank.

Main road through Cross Hills not suitable for traffic and HGV's - too narrow and very dangerous for pedestrians, already a bottle neck. Access to sites make more horrendous than already.

Damage to tourism and economy if continue to build use up land.

Does any one from planning office check plans are adhered to, very much doubt it.

SC036/SC055/
SC071/SC052/SC067

Object.

Outside village boundaries—blot on the landscape.

Roads are over busy for their quality. Cononley Rd, Green Lane, Park Rd used by drivers seeking to avoid queues on the main road and Cross Hills. Additional traffic generated by development would cause roads to be unacceptably busy and more dangerous. Concerned about access roads to site.

Other Sites	Comment
	<p>Local services—sewerage/drainage already overstretched development on scale envisaged would cause greater problems with overflow.</p> <p>Detrimental impact on visual aspects of the area. Sites are prominent to people driving between Skipton and Keighley. Development would spoil an attractive area.</p>
SC052	<p>Traffic - Station Road is a bottleneck at peak times, infrastructure not fit for purpose. Increased housing stock will compound issue. Aside from environmental issues, danger emergency vehicles being delayed to and from Airedale Hospital.</p> <p>Road safety—traffic forced through Cononley village to avoid congestion at Cross Hills, dangerous as roads inappropriate. Increase in housing will increase problem.</p> <p>Access—two access routes proposed are unsuitable. Baxter Wood single land road and blind corner when turning left from Park Road. Bad enough at present. Cononley Road is a country road with no street lighting, unsuitable for expected volumes of traffic. To gain access would involve driving through Cononley village which is unequipped to deal with these problems.</p> <p>Environment - The area proposed for development is a beautiful rural space which is free to enjoy and extensively used by the whole community due to the public footpath running through it. Negative impact on wider community.</p> <p>Local facilities—Increase housing stock should come with plans to increase investment in local facilities, previous developments not resulted in this.</p> <p>Better alternatives exist (text in question 1).</p>
SC052, SC067, SC007	<p>Object.</p> <p>Access in Baxter Wood from Park Road/Wheatlands Lane is overused and dangerous. Any further development would render even more hazardous. No footpaths in immediate area and the road only wide enough for single file traffic causing problems for pedestrians.</p> <p>Utility services problems with overloading incl. sewerage. Yorkshire Water say would cost millions to put right. Regular power cuts and flooding without further development.</p>
SC052	<p>Two fields subject to flooding, water collects at bottom section of field. Flooding increased in recent years. Surface water drains on Baxter Wood cannot cope with in extreme conditions, results in build up of water on Baxter Wood finds way down access lane through properties to third field. Five occasions of flooding past two years where floodwater has entered field. Subject to informal investigation (CDC Flood Officer, Yorkshire Water, NYCC Highways). Cost of rectification prohibitive.</p> <p>Footpath - Station Road to Cononley Brow used by large number of residents for recreation and walking groups. Its loss would cause difficulty for dog owners, impact on young children's safety, restrict walking groups, cut out element of link (shortcut) between Cross Hills/Cononley. Impact on tourism.</p> <p>Railway line—line is at near full capacity at peak (0700-1900hrs) working week, with heavy goods trains running through the night. Noise would be unacceptable if properties very close (under 90 yds) from track. Green wedge—land extending from Cononley Brow to Station Road provides attractive landscape with combination of steep and gentle slopes, network of drystone walls in keeping with Craven as a 'tourist area.'</p>
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Other Sites

Comment

Please strive to retain our few green spaces so regularly threatened. View from train en route to Leeds reveals many brownfield sites and much derelict land. These sites must be utilised first.

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SC052

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Main road through Cross Hills not suitable for traffic and HGV's - too narrow and very dangerous for pedestrians, already a bottle neck. Access to sites make more horrendous than already. Damage to tourism and economy if continue to build use up land.

Other Comments

Since living in Carrhead Lane over the past 12 years there has been considerable housing development over this period. Noticed the detrimental effects on increased run off of water in Lumb Mill Beck. Any further development on too large scale will compound. In 2012 noticeable the increase in speed which water reaches the beck. Future housing policy needs discussing with the Environment Agency. Please be consider environmental issues carefully.

If proposed development of Malsis School (49 dwellings) goes ahead it would obviate any need for additional development in Cross Hills for considerable time to come.

Other Feedback (Summarised)

SHLAA—if all sites developed Craven's population would be larger than Leeds. (2 letters and petition with 28 names)

7 per year - Green New Lane and Malsis School give credit for number of years. Council will not adhere to 7 per year, flood gates would open. Selling/renting would be more difficult. Over supply—house prices fall. Negative equity—homelessness.

Baxter Wood provides sheltered route to back of Glusburn Park, preferred route for children, walking and cycling so as to avoid traffic on Park Road. Junction with Park Road extremely hazardous limited visibility, cars travelling at speed past the exit from Baxter Wood. Increase in housing in this area will increase traffic on Baxter Wood and the end of Park Road between Baxter Wood and the Co-op. 20mph zone with poor visibility at points. Near misses involving children as a result of inappropriate use of the road, we have had three stationary cars written off in last seven years as a result of speeding/poorly driven vehicles. Four others in this time. Believe high level due to high level of traffic at particular times of day. Access from Cononley Brow equally problematic. Cars travel great speed in both directions despite no footpath and being a popular walking route Cross Hills, Glusburn to Cononley. Number of public footpaths exit onto carriageway no other link between them. Traffic poses a risk especially at times of day when used as a rat run to avoid congestion in Cross Hills. To increase traffic and add hazardous junction heighten risks to unacceptable level. Take real danger to pedestrians (especially children) and cyclists into account when considering action that may increase traffic Difficult to envisage any development where traffic would not lead to further risks on hazardous route.