

**Craven District Council**

# **Employment Land Review Update**

**Draft Report for Consultation**

**June 2008**

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## 1.0 INTRODUCTION

### Background

- 1.1 Craven District Council produced a draft Employment Land Review (ELR) in June 2006. Drivers Jonas reviewed this draft in April 2007 on behalf of the District Council and made certain recommendations for its improvement. In September 2007, Envision were commissioned to update, strengthen and complete the Review taking into account a detailed consideration of Drivers Jonas recommendations.
- 1.2 Work started on the ELR in September 2007. In parallel the Council then commissioned Envision to undertake a comprehensive Strategic Housing and Employment Land Availability Assessment (SHELAA). This study is in effect a hybrid combining the requirements of Government guidance on housing land availability and part of the guidance on employment land into one comprehensive study. The approach has two significant benefits: maximising the use of staff and consultant resources and enabling housing and employment land uses to be considered contemporaneously and providing a more co-ordinated approach to identifying development potential. Consequently the programme for updating the ELR redefined so that the supply-side review of employment land could be merged with the SHELAA programme. The draft ELR Update has of necessity therefore followed the production of the draft SHELAA report.

### Purpose

- 1.3 This study sets out to update, strengthen and complete the Draft ELR of June 2006. The report does not replicate or reproduce the work undertaken for that study or the studies listed below upon which the 2006 report was based. The ELR Update does however include a thorough review of existing employment land supply and updates contextual policy where required, notably the Yorkshire and Humber Plan May 2008. In addition this study adds to the 2006 report with a thorough investigation of potential future employment land supply, in conjunction with the SHELAA and the identification of a portfolio of new employment sites. This is to inform and

assist the Council in the preparation of the Local Development Framework (LDF) Core Strategy and Site Allocations Development Plan Document (DPD).

- 1.4 The study will, along with other key documents informing the ELR process, form part of the evidence base for the LDF. The study has carefully addressed the ODPM Guidance Note on Employment Land Reviews 2004 and the methodology is based upon it, taking account of the relatively modest requirements of a smaller District Council like Craven.
- 1.5 The other key documents which form the evidence base with respect to employment land are:
  - Craven District Council, Draft Employment Land Review, June 2006
  - ECOTEC, Craven Business and Employment Needs Study, June 2005
  - Craven District Council, Economic Development Strategy 2005-2010
  - Drivers Jonas, Employment Land Review for Craven District (outside the Yorkshire Dales National Park) Review of Draft Study, April 2008

The study should also be read in conjunction with the SHELAA:

  - Craven District Council, Strategic Housing and Employment Land Availability Assessment, Envision, Final Draft Report June 2008

### Scope

- 1.6 Consistent with the LDF, the ELR covers Craven District outside of the Yorkshire Dales National Park.
- 1.7 The ELR is not concerned with all land uses which generate employment. It does not for example deal with hospitals, educational uses, hotels, leisure or retail activities. The focus is upon employment land uses which are contained in specific structures such as offices, factories, workshops and warehouses. Broadly it covers the following Use Classes:
  - A2 Offices
  - B1 Business
  - B2 General Industry
  - B8 Storage & Distribution
  - An element of *Sui Generis* uses e.g. local government
- 1.8 The prime concern of the study is to assess existing and potential future

employment sites in terms of its attractiveness to investors, developers and occupiers. In doing this the ELR Update has identified a set of *market segments* which may be appropriately applied to Craven District:

- “B1/1” Business including offices, light industry, research and development in small units, including starter units
- “B1/2” business including offices, light industry, research and development in larger footprint buildings and business parks
- “B2” General industry including heavier manufacturing
- “B8” Distribution and warehousing in larger footprint buildings
- “B1/B2/B8” Mixed Employment suitable for a range of uses and footprint sizes

1.9 The 2006 report had a site size threshold of 0.2 hectares which was consistent with the Council’s earlier Urban Potential Study. This study has adopted this threshold although SHELAA sites identified as suited to mixed use which may generate less than equivalent of 0.2 ha of employment land have also been considered.

## Methodology

1.10 The study has followed the three stages identified in the ODPM Guidance Note 2004:

### ***Stage 1: Taking Stock of the Existing Situation.***

- This stage sets out to assess the fitness for purpose of the existing employment land portfolio and identify sites to be retained and protected and to identify sites potentially to be released for other uses.
- This builds on work already undertaken in 2006 in identifying current Local Plan allocations, planning permissions and other sites included in the Council’s regular Sites & Premises Register. This work has been brought up to date.
- The appraisal identifies sites which are developed out for employment or other uses and those in active employment use, which should be

retained. It identifies remaining vacant land from the 2006 Draft ELR and sites with potential for re-development. The appraisal of sites with potential for future employment use is now integrated into the SHELAA and is undertaken as part of Stage 3 (below).

### ***Stage 2: Creating a Picture of Future Requirements***

- The second stage is an assessment of the future requirement for employment land and premises. The Guidance Note suggests using a range of complimentary techniques including labour forecasting and local market demand. The object is to quantify future land requirements across the main business sectors and to compare with the quality of supply thus assessing gaps in provision.
- This study has not sought to undertake or commission any new work. The audit of the local economy in the ECOTEC report provides a robust analysis of local demand although now three years old. This is largely relied upon here but with a limited update where more recent information is available. This being the case, the response of the private sector to this consultation draft, in terms of a more up to date assessment of the market would be of benefit.
- More up to date, if highly generalised, labour forecasts sit behind the new guidance on land and premises for economic development incorporated in the Yorkshire & Humber Plan May 2008 (the revised Regional Spatial Strategy). This policy guidance is taken into account along-side the picture of local market demand.
- The analysis of demand is critically broken down into local areas and market segments. Balancing market-led and policy-led scenarios with travel to work and sustainability considerations and other factors, the report develops conclusions about the range of demand by area and market segment.

### ***Stage 3: Identifying a New Portfolio of Sites***

- The third stage is the detailed site assessment and search. Having

assessed the retention and release of existing sites and the extent to which they will meet future demand, future additional sites are identified and appraised and recommendations made as to which additional sites are to be brought forward.

- This is the stage which has now been fully integrated with the SHELAA. From a variety of sources, the SHELAA identified a wide range of potential housing and employment sites. In stages the sites were surveyed and assessed including consultation with the Council, Parish Councils and the Housing & Employment Marketing Partnership Group. (This is described in detail in the SHELAA report.) This process has been fully integrated with the ELR Update. The outcome, as far as the Update is concerned, is a set of conclusions about the sites which are suitable for employment use either exclusively or as part of a mixed-use development.
- The ELR update has further appraised the potential employment sites against demand, local need and according to market segment. Appraisal Criteria have been reviewed so as to more explicitly reflect the factors which influence investor, developer and occupier decision making in the market place. Separate measures for market *potential* and for physical and policy *constraints* have been devised so as to better inform decisions about future supply.
- On this basis, the study has been able to draw conclusions about priorities for future employment land allocations in the Core Strategy and Site Allocations DPD.

1.11 In broad terms the three ELR Stages are covered in each of the following sections of the report:

2. Existing Supply
3. Future Demand
4. Future Supply

## 2.0 EXISTING SUPPLY

### Taking Stock of the Existing Situation

2.1 This section is concerned with the existing supply of employment sites. The work undertaken comprised a review of all employment sites allocated in the Craven District Local Plan 1999 as:

- Existing Employment Commitments EMP1 EMP2 R7
- Sites for Employment Use/ Retention of Lapsed Consents EMP1 EMP2 R2 R7
- In an Established Industrial Area EMP4 EMP5 R7

together with all other sites (over 0.2ha) identified in the Draft Employment Land Review 2006.

2.2 Apart from and in advance of the survey and assessment of sites undertaken as part of the SHELAA, these sites were visited and assessed in order to bring the data base of existing supply up to date. The existing supply has been analysed by settlement and by the three sub-areas identified in the 2006 Draft ELR, as shown on Plan 2.A:

- Skipton Sub-Area which includes Carleton and Gargrave
- South Craven Sub-Area including Glusburn, Cross Hills, Sutton, Cononley, Cowling, West Marton
- North Craven Sub-Area including Settle & Giggleswick, High & Low Bentham, Ingleton and Hellifield

### Existing Employment Areas

2.3 Existing employment land in Craven is found in a relatively small number of concentrations across the district. These are principally industrial estates housing a mixture of business uses including manufacturing, distribution and office functions. Almost without exception these provide a range of units in terms of size and quality. While there are pockets of quality business space, there are little in the way of high quality managed business parks, although

Airedale Business Park at Cross Hills comes quite close. There are significant office users in Skipton. There are also a number of substantial former textile mills across the south of the district, many of which have been re-developed or converted to other uses.

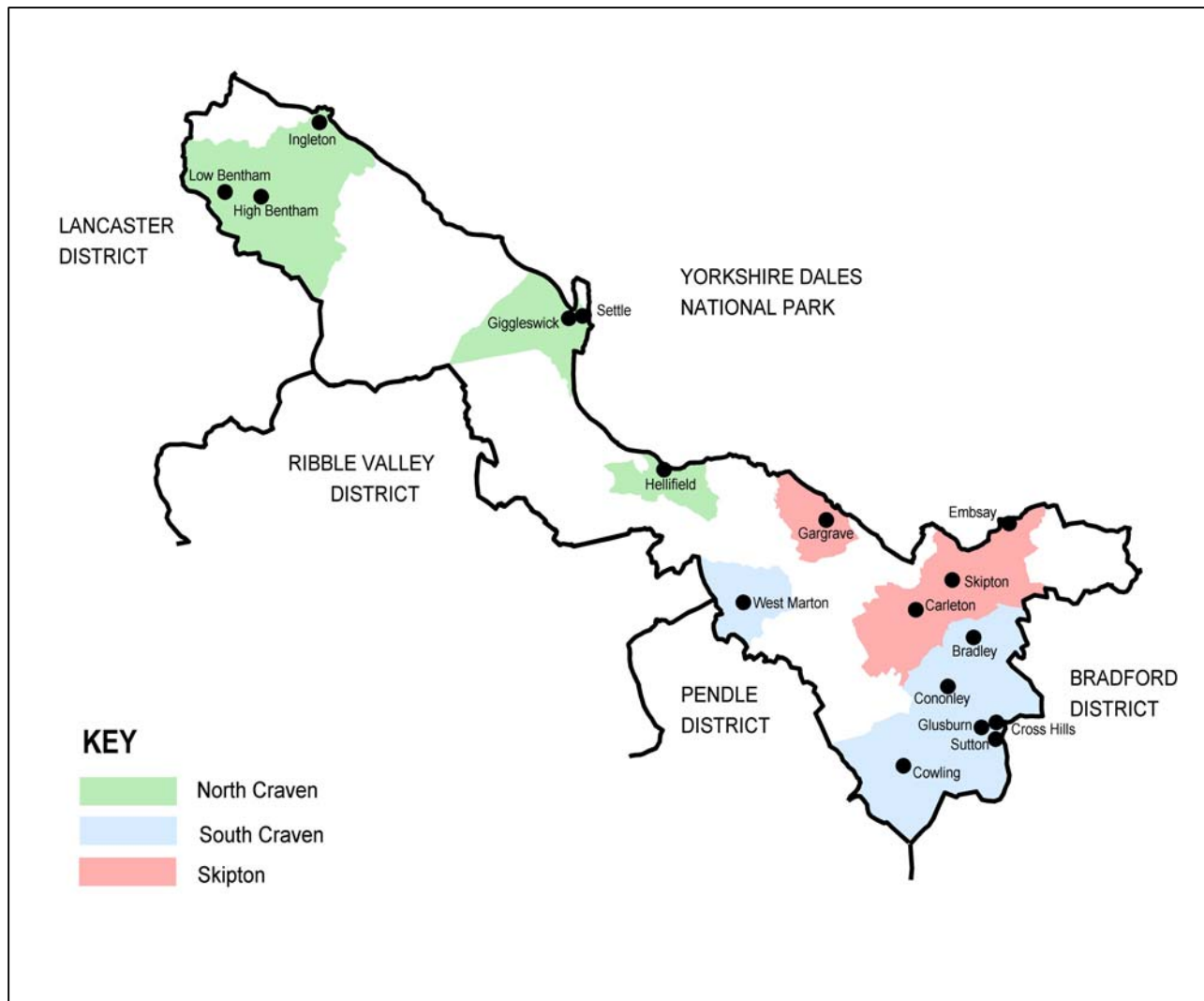
### *Skipton Sub-Area*

2.4 *Snaygill* is the most extensive employment area. It lies to the south of Skipton and adjacent to the A629(T) western by-pass. This is an area of mixed employment uses and mixed quality, having been developed out from north to south gradually over the past 40 or so years. The better quality units are the newer developments to the south including the Airedale Business Centre and Acorn Business Park. The area is well occupied and almost all the sites available in the 2006 Draft ELR have been developed. The small number of potential sites identified (later) in this report are either constrained or recently created opportunities for re-development. The area as a whole is successful and is likely to remain so and should be retained as area for employment uses.

2.5 *Engine Shed Lane / Carleton New Road*. The second most significant concentration of employment land in Skipton lies to the south of the railway and close to Skipton Station in broadly two blocks: along Engine Shed Lane and Carleton New Road. These areas also have a mix of uses and quality of buildings. While much of the development is relatively modern, the quality overall of the business environment is average to poor largely as a result of congestion and a lack of external space for parking and servicing. Nevertheless the areas are well occupied and successful and should be retained as an area for employment use.

2.6 *Offices*. The most notable office users in Skipton are the Skipton Building Society and Craven District Council. The Skipton Building Society is intending to expand its Homeloan Management Ltd subsidiary on a new site off Gargrave Road, Skipton, which it is to share with Craven District Council, who are to re-locate from their present site. The new site has planning permission.

PLAN 2.A: EMPLOYMENT LAND REVIEW SUB-AREAS Based on Draft Employment Land Review 2006



- 2.7 *Gargrave* is home to the user of the largest single employment site in the district. Johnson & Johnson occupy over 8.5 ha on a site outside Gargrave. This site should also be retained.
- 2.8 *Mill buildings*. A number of mill buildings in Skipton are being re-developed or converted and others have potential for re-development. The prominent Belle View Mills complex is being refurbished for mixed use, largely housing while providing an element of office space. The smaller Park Mill has permission for a mixed use scheme for dwellings and offices.
- 2.9 *Broughton Hall*. Over the past ten years buildings at Broughton Hall, three miles west of Skipton, have been converted into 3,103 sq m of B1/offices. This managed and environmentally attractive location has clearly met a demand for smaller businesses having attracted 40 companies employing around 500 people.

### **South Craven Sub-Area**

- 2.10 *The Crossings (Riparian Way) Cross Hills* is the most extensive business area in South Craven. It lies north of the railway and with good access to the A629(T). This relatively modern business park of good quality with a mix of employment uses and is well occupied. There is space to the east where expansion could take place although this is constrained by the need to provide flood mitigation measures. The employment area should be retained.
- 2.11 *Skipton Road/ Station Road, Cross Hills*. This also lies to the north of the railway and adjoining the A629(T). While a good employment location, the area has evolved in a piecemeal way. Station Road to the east is a key route into Glusburn. It is congested at peak periods and also provides direct access to dwellings alongside the road, yet some businesses share this road as their main access. Access to businesses from Skipton Road to the west is also poor and further impaired by delays at the level crossing to the south. A substantial re-development of the site would be ideal but also challenging in view of the multiple ownerships and continuing access constraints.

- 2.12 *Mill buildings*. In recent years, a number of former textile mills in South Craven have been re-developed or refurbished for alternative uses, notably Greenroyd Mills, Sutton; Mill Acre Road, Cowling; Aireside Mills, Cononley; the Cotton Mill, Ickornshaw (in part). Three mill complexes remain in employment use: Hayfield Mills, Glusburn (Cirteq); Woodrow Universal, Glusburn; and Station Works, Cononley, although the latter is under-used. The former Creamery at West Marton is also being re-developed although an element of employment space is to be provided.

### **North Craven Sub-Area**

- 2.13 The principal employment areas in North Craven are Settle, Ingleton and High Bentham.
- 2.14 *Settle* has the largest concentration of employment land in the North Craven Sub-Area. The principal concentration is the *Sowarth Field Industrial Estate* which has a mix of uses and buildings, many of indifferent quality. Some land has been lost recently to supermarket development and at its northern end, the boundary between the Estate and residential areas (some new) presents difficulties both visually and in terms of shared access, which needs to be resolved. Nevertheless the area is well used including major investment in dairy processing and distribution by Arla. There is little vacancy and the employment area should be retained.
- 2.15 *The Sidings* offers a range of units along one side of a cul-de-sac, also of indifferent quality and well occupied. Settle Station approach is juxtaposed to the northern part of the area. There is little space for manoeuvring or parking vehicles on the approach to Settle Station, which is a significant tourist destination. There is potential to re-develop part of The Sidings in order to create a better entrance to the Station, which could also accommodate alternative business space.
- 2.16 *Watershed Mill* has been converted to largely retail uses and is lost to employment uses (as defined in this study).
- 2.17 *Ingleton*. Here employment land is concentrated south of the A65(T). There is a range of uses and building quality in the area from open storage to good



quality small B1 units. Some space is taken up by retail outlets. Just under 2 ha of the 1999 Local Plan allocation remains undeveloped. The employment area should be retained.

- 2.18 *High Bentham.* The main concentration of industry is south-west of the town centre either side of the railway. The small amount of land currently allocated for development is unattractive to investment because of poor highway access and a relatively poor local environment.
- 2.19 *Low Bentham.* Here a former mill at Mill Lane has been re-developed in part for housing and in part for small industrial workshops, of which half are built and, of those, half are occupied.

### Assessment of Existing Supply

- 2.20 Table 2.1 below lists 20 sites identified in the Local Plan 1999 and the Draft ELR 2006 which have now been developed out as at April 2008 or were assessed as having little or no redevelopment potential.

This list includes:

- four sites which are currently in active use including Johnson & Johnson at Gargrave, Woodrow Universal at Glusburn and Whitakers Chocolate in Skipton;
- 11 sites developed out for employment uses, primarily in the Skipton Sub-Area, where most development activity has taken place in recent years;
- Two former mills developed or being developed out for housing at Cowling and Sutton and one for largely retail use at Settle.

- 2.21 These sites extend to over 24.5 ha. Five sites totalling 5.42 ha are lost to

employment uses. 15 sites totalling 19.13 ha are retained in employment use. This is summarised in Table 2.2 below.

- 2.22 Table 2.3 shows three Local-Plan and 2006 ELR sites which are presently being redeveloped. In each case employment uses are being replaced by mixed use schemes which while providing some new employment floor-space also represent a loss of employment land. The three sites at Skipton, West Marton and Low Bentham cover some 4.6 ha of which over 3.6 ha is lost to other uses. Around 3,400 sq m of new employment space is being created.
- 2.23 There are only six sites, totalling just under 6.5 ha, from the Local Plan / 2006 ELR list which remain undeveloped. These are shown on Table 2.4. Around half of the undeveloped land is in the higher demand Skipton and South Craven Sub-Areas but two of these sites (in Skipton) have significant constraints and one (in Sutton) is the subject of a planning application for housing. The other sites are at High Bentham and Ingleton in the lower demand areas in the North Craven Sub-Area.
- 2.24 Table 2.5 identifies the remaining Local Plan and 2006 ELR sites that offer potential for re-development. On first examination around two-thirds of these sites would appear to offer greater potential for uses other than employment including, in the longer term, certain existing and poorly located employment sites. All these sites, alongside the sites remaining undeveloped (Table 2.4) were put forward into the SHELAA study and appraised alongside all the additional potential sites which have been identified. This analysis is covered in Section 4, below.

**Table 2.1: LOCAL PLAN AND 2006 ELR SITES\* DEVELOPED OUT & WITH LITTLE REDEVELOPMENT POTENTIAL April 08**

Site	ELR SHELAA refs	Local Plan	Area Ha	Comments	Retain as Empl. Site (ha)	Lost as Empl. Site (ha)
<b>SKIPTON</b>						
Whitakers Chocolate Factory, Keighley Rd, Skipton	ELR 43	-	0.61	Operational, in good condition.	0.61	
Adjacent Keighley Road, Snaygill, Skipton	ELR 54	EEC	0.58	Developed out with industrial unit	0.58	
East of Ings Lane, South of railway, Skipton	ELR 55	EEC	0.48	Depot with warehousing and office	0.48	
East Bailey, North of Overdale Grove, Skipton	ELR 57	EEC	1.37	Developed as multi-storey car park ancilliary to adjacent Skipton Building Society offices		1.37
East of Dales Pharmacy, Snaygill, Skipton	ELR 59	EEC	0.66	Developed out with industrial unit & landscaping	0.66	
South of Carleton Rd & West of Eller Beck, Skipton	ELR 60	EEC	0.48	Developed with industrial unit, office, warehousing and car parking	0.48	
North of Sewage Works adjacent Bypass, Skipton	ELR 61	SEU	2.27	Developed out with industrial unit & parking	2.27	
Adjacent Western Bypass Airedale Business Centre, Skipton	ELR 63	EEC part	0.2	Developed out with industrial unit & parking	0.2	
Adjacent Charvo, Snaygill, Skipton	ELR 64	SEU	0.36	Developed out with industrial units	0.36	
South of Charvo, Snaygill, Skipton	ELR 65	SEU	1.54	Developed out with industrial units & parking	1.54	
Adjacent Acorn Bus Park, Skipton	ELR 66	SEU	0.54	Developed out with industrial unit & parking	0.54	
<b>Total Skipton</b>			<b>9.09</b>		<b>7.72</b>	<b>1.37</b>
<b>SOUTH CRAVEN</b>						
Greenroyd Mills, High Street/Main Street, Sutton	ELR 27 SHELAA 309	-	1.42	Mill buildings and site being developed for housing		1.42
Mill East of A629, Glusburn	ELR 40	SLA	1.42	Occupied by Woodrow Universal. Old mill buildings with later extensions. Two unsatisfactory accesses. Housing immediately adjacent one entrance.	1.42	
South of Station Road adjacent railway, Glusburn	ELR 58	SEU	0.24	Developed out with industrial unit and parking	0.24	
<b>Total South Craven</b>			<b>3.08</b>		<b>1.66</b>	<b>1.42</b>
<b>CONONLEY</b>						
Aireside Mills, Cononley	ELR 24	EIA	1.07	Former Yorkshire Dales Ice Cream factory being redeveloped for housing.		1.07
<b>Total Cononley</b>			<b>1.07</b>			<b>1.07</b>
<b>COWLING</b>						
Mill Acre Road, Cowling	ELR 29	HSG	0.95	Redeveloped as housing		0.95
<b>Total Cowling</b>			<b>0.95</b>			<b>0.95</b>
<b>GARGRAVE</b>						

Site	ELR SHELAA refs	Local Plan	Area Ha	Comments	Retain as Empl. Site (ha)	Lost as Empl. Site (ha)
Johnson & Johnson Site, Gargrave	ELR 1	-	8.57	Fully occupied by Johnson & Johnson.	8.57	
<b>Total Gargrave</b>			<b>8.57</b>		<b>8.57</b>	
<b>HELLIFIELD</b>						
Tractor Garage, Hellifield	ELR 16	-	0.66	In use as tractor service centre.	0.66	
<b>Total Hellifield</b>			<b>0.66</b>		<b>0.66</b>	
<b>SETTLE &amp; GIGGLESWICK</b>						
Watershed Mill, Settle	ELR 19	-	0.61	Mill buildings converted into "Business Centre" primarily for retail use.		0.61
<b>Total Settle &amp; Giggleswick</b>			<b>0.61</b>			<b>0.61</b>
<b>HIGH BENTHAM</b>						
Land East of Sewage Works, High Bentham	ELR 7	-	0.52	Developed with industrial unit and hard-standing	0.52	
<b>Total High Bentham</b>					<b>0.52</b>	
<b>TOTAL</b>			<b>24.54</b>		<b>19.13</b>	<b>5.42</b>

\*As identified in the Draft ELR June 2006. Craven District Local Plan 1999, allocations:

EEC Existing Employment Commitment EMP1 EMP2 R7  
 SEU Site for Employment Use/Retention of Lapsed Consents EMP1 EMP3 R2 R7  
 EIA Established Industrial Area EMP4 EMP 5 R7  
 SLA Special Landscape Area ENV1 ENV2 ENV4 R7 R17 UT112  
 HSG Housing Allocation H1 H2 H19 R2 SRC2

**Table 2.2: LOCAL PLAN AND 2006 ELR SITES\* DEVELOPED OUT & RETAINED SUMMARY April 08**

	EMPLOYMENT Sites in Active Use	Area ha	EMPLOYMENT Sites Developed	Area ha	OTHER THAN EMPLOYMENT Sites	Area ha
Skipton	1	0.61	9	7.11	1	1.37
Gargrave	1	8.57	-	-	-	-
<b>SKIPTON SUB-AREA</b>	<b>2</b>	<b>9.18</b>		<b>7.11</b>		<b>1.37</b>
Glusburn Cross Hills & Sutton	1	1.42	1	0.24	1	1.42
Cononley	-	-	-	-	1	1.07
Cowling	-	-	-	-	1	0.95
<b>SOUTH CRAVEN SUB-AREA</b>	<b>1</b>	<b>1.42</b>		<b>0.24</b>		<b>3.44</b>
Hellifield	1	0.66	-	-	-	-
Settle & Giggleswick	-	-	-	-	1	0.61
High Bentham	-	-	1	0.52	-	-
<b>NORTH CRAVEN SUB-AREA</b>	<b>1</b>	<b>0.66</b>		<b>0.52</b>		<b>0.61</b>

	EMPLOYMENT Sites in Active Use	Area ha	EMPLOYMENT Sites Developed	Area ha	OTHER THAN EMPLOYMENT Sites	Area ha
<b>TOTAL</b>	<b>4</b>	<b>11.26</b>	<b>11</b>	<b>7.87</b>	<b>5</b>	<b>5.42</b>

\*As identified in the Draft ELR June 2006

**Table 2.3: LOCAL PLAN AND 2006 ELR SITES\* BEING REDEVELOPED & CONTRIBUTING TOWARDS FUTURE SUPPLY April 08**

Site	ELR SHELAA refs	Local Plan	Area Ha	Comments	Retain as Empl. Site ha	Potential Contrib. to Future Supply	Lost as Empl. Site ha
<b>Skipton</b>							
Belle View Mills, Broughton Road, Skipton	ELR 53 SHELAA 130	-	1.19	Former mill buildings being converted into 110 apartments, 14 houses, approx. 54000SF retail 12000SF leisure 26600SF offices plus parking. Approx 20% of new floor-space is employment.	Now Mixed Use incl. approx 20% empl. As offices	2470 sqm office space	0.95 est
<b>Total Skipton</b>			<b>1.19</b>			<b>2470 sqm</b>	<b>0.95</b>
<b>TOTAL SKIPTON SUB-AREA</b>			<b>1.19</b>			<b>2470 sqm</b>	<b>0.95</b>
<b>West Marton</b>							
Site of Creamery, West Marton	ELR 15	-	2.65	Planning permission for redevelopment: 22 residential units under construction. 5 workshops 250sqm plus 5 live-work units	Now Mixed Use incl. approx 20% empl. As workshops/ live-work	250 sqm workshops + 5 Live-work units= est 350sqm empl. space	2.3 est
<b>Total West Marton</b>			<b>2.65</b>			<b>600 sqm</b>	<b>2.3</b>
<b>TOTAL SOUTH CRAVEN SUB-AREA</b>			<b>2.65</b>			<b>600 sqm</b>	<b>2.3</b>
<b>Low Bentham</b>							
South part of Mill Lane Industrial Area, Lower Bentham	ELR 4	EIA	0.77	Planning permission for 8 industrial workshops/ 744sqm. 4 units /372sqm are constructed. 2 units / 186sqm appear occupied.	Retain part	372 sqm industrial workshops / 0.38 ha	0.39
<b>Total Low Bentham</b>			<b>0.77</b>			<b>372 sqm</b>	<b>0.39</b>
<b>TOTAL NORTH CRAVEN SUB-AREA</b>			<b>0.77</b>			<b>372 sqm</b>	<b>0.39</b>
<b>TOTAL</b>			<b>4.61</b>			<b>3442 sq m</b>	<b>3.64</b>

\* As identified in the Draft ELR June 2006. Craven District Local Plan 1999, allocations:

EIA Established Industrial Area EMP4 EMP 5 R7

**Table 2.4: LOCAL PLAN AND 2006 ELR SITES\* REMAINING UNDEVELOPED April 08**

Site	ELR SHELAA Refs	Local Plan	Area ha	No of Sites	Comments
<b>Skipton</b>					
South of Sewage Works, within Snaygill Industrial Estate, Skipton	ELR 45 SHELAA 113	SEU	0.97		Undeveloped site within industrial estate.
West of Ings Lane	ELR 47 SHELAA 144 part	SEU	1.67 (2.15)		Open field. Potential to be considered in conjunction with adjoining sites.
<b>Total Skipton</b>			<b>2.64</b>	<b>2</b>	
<b>TOTAL SKIPTON SUB-AREA</b>			<b>2.64</b>	<b>2</b>	
<b>Glusburn Cross Hills &amp; Sutton</b>					
Wood Turners site, Holme Lane, Sutton	ELR 20 SHELAA 306	-	0.725		Vacant former industrial site. Potential to be considered in conjunction with adjoining sites Current planning application for housing
<b>Total Glusburn Cross Hills &amp; Sutton</b>			<b>0.725</b>	<b>1</b>	
<b>TOTAL SOUTH CRAVEN SUB-AREA</b>			<b>0.725</b>	<b>1</b>	
<b>High Bentham</b>					
East of Station Road,(incl. cattle market site) Bentham	ELR 6 SHELAA 507 part	-	1.21 (10.87)		Cleared site.
<b>Total High Bentham</b>			<b>1.21</b>	<b>1</b>	
<b>Ingleton</b>					
South West of industrial estate, off New Road, Ingleton	ELR 9 SHELAA 660	SEU	0.54		
Adjacent to Southern edge industrial estate, off New Road, Ingleton	ELR 10 SHELAA 659	SEU	1.37		Temporary use for offices & compound for Nether Kellet pipeline construction. Possible ownership constraints
<b>Total Ingleton</b>			<b>1.91</b>	<b>2</b>	
<b>TOTAL NORTH CRAVEN SUB-AREA</b>			<b>3.12</b>	<b>3</b>	
<b>TOTAL</b>			<b>6.485</b>	<b>6</b>	

\* As identified in the Draft ELR June 2006. Craven District Local Plan 1999, allocations: SEU Site for Employment Use/Retention of Lapsed Consents EMP1 EMP3 R2 R7

**Table 2.5**  
**LOCAL PLAN AND 2006 ELR SITES\* WITH POTENTIAL FOR REDEVELOPMENT**  
**April 08**

Site	ELR <i>SHELAA</i> refs	Local Plan	Area Ha	Comments
<b>Skipton</b>				
Mill and builders yard North of Marton Street, Sawley Street & Clitheroe Street, Skipton	ELR 41 <i>SHELAA</i> 141	-	0.99	Industrial warehouse building & workshops in multiple use with large part vacant. Generally poor condition. Potential for redevelopment for other than employment
Park Mill, Shortbank Road/ Brougham Street, Skipton	ELR 42 <i>SHELAA</i> 134	-	0.51	Former mill building (Castle Acoustics & ProArte). Some occupation, largely vacant. Planning permission for ten dwellings and five two-storey offices
Croft House, Carleton Road, Skipton	ELR 44 <i>SHELAA</i> 118	CA	0.39	Old house converted into office use in landscaped setting. Closed landfill site. Surplus to NYCC requirements
West of Ings Lane, South of railway, Skipton	ELR 46 <i>SHELAA</i> 144 part	EEC	0.48  (2.15)	Site presently used for open storage. Present access poor. Potential for redevelopment in combination with adjoining land (South Skipton Site) considered separately. <i>SHELAA</i> site includes ELR 47
Industrial & commercial premises and land, West of Firth Street East of Canal, Skipton	ELR 48 / 49 <i>SHELAA</i> 123	Part SEU	2.49	In occupation as builders yard. Adjacent buildings in separate occupation incl. small modern office unit. Most of site offers potential for redevelopment.
Council Offices and land to the South off Granville Street, Skipton	ELR 51 <i>SHELAA</i> 137 part	-	0.61  (1.19)	Site occupied. Planning permission for relocation of Council offices to new site on Gargrave Road. Once implemented the site will be available for redevelopment. Potential for uses other than employment
High Street car park and buildings, Skipton	ELR 52 <i>SHELAA</i> 132	CA LB	2.44	Town Hall has potential for alternative uses and surrounding sites and buildings (incl. car park) for redevelopment. Potential for uses other than employment
<b>Total Skipton</b>			<b>7.91</b>	
<b>Gargrave</b>				
Former Highways Depot, Eshton Road, Gargrave	ELR 2 <i>SHELAA</i> 602	SEU	0.24	Poor access via existing industrial estate
<b>Total Gargrave</b>			<b>0.24</b>	

Site	ELR <i>SHELAA</i> refs	Local Plan	Area Ha	Comments
<b>TOTAL SKIPTON SUB-AREA</b>			<b>8.15</b>	
<b>Glusburn CrossHills &amp; Sutton</b>				
Works & land at Low Fold, Manor Way, Sutton	ELR 25 <i>SHELAA 312</i>	CA	0.2	Poor quality industrial building in use. Within Conservation Area and predominantly residential neighbourhood. Potential for redevelopment for other than employment use.
Land & premises, South of Bridge Road, Sutton	ELR 26 <i>SHELAA 307</i>	-	0.31	Aire Valley Glass factory and showroom occupy building and yard. Some vacant land. Potential for redevelopment for other than employment use
Hayfield Mills, Colne Rd, Glusburn	ELR 28 <i>SHELAA 319</i>	-	3.27	Mill buildings and adjoining site occupied by Cirteq. Discussions about housing development on part of the site linked to continuing occupation of mill as employment site.
Depot West of Station House, off Skipton Road, Crosshills, Glusburn	ELR 39 <i>SHELAA 303</i>	-	0.23	Depot site, external storage, reasonable stone building, poorly clad building. Potential for redevelopment. Adjacent proposed Crosshills rail station.
Corner of Skipton Road and Station Road Crosshills, Glusburn	ELR 62 <i>SHELAA 302</i>	EEC	0.89	Petrol filling station and car dealership occupy poorly & under-used site.
<b>Total Glusburn Cross Hills &amp; Sutton</b>			<b>4.9</b>	
<b>Cononley</b>				
Station Works North of Cononley Lane, Cononley	ELR 32 <i>SHELAA 741</i>	-	1.83	Old mill building in multiple use & poor condition. Potential for redevelopment in whole or part
<b>Total Cononley</b>			<b>1.83</b>	
<b>Carleton</b>				
Grange Garth, Heslaker Lane, Carleton	ELR 13 <i>SHELAA 710</i>	-	0.44	Operational haulage yard, open storage and barn building being renovated. Potential for redevelopment for other than employment use
<b>Total Carleton</b>			<b>0.44</b>	
<b>Cowling</b>				
Cotton Mill, Ickornshaw	ELR 30	-	0.2	Buildings partly converted to housing. Remaining employment uses poorly located. 0.2ha lost to employment
<b>Total Cowling</b>			<b>0.2</b>	
<b>TOTAL SOUTH CRAVEN SUB-AREA</b>			<b>7.37</b>	
<b>Settle &amp; Giggleswick</b>				
Council yard ( <i>and car park</i> ), Kirkgate, Settle	ELR 3 <i>SHELAA 402 part</i>	-	0.32 <i>(0.71)</i>	Poor access
East of garage & South of New Road, Sowarth Field Industrial Estate, Settle	ELR 17 <i>SHELAA 412 part</i>	EEC	3.02	Within general industrial area. Land used for open storage. Not currently available although offers some limited potential for redevelopment for general industrial use.

Site	ELR <i>SHELAA</i> refs	Local Plan	Area Ha	Comments
NYCC depot, North of Kings Mill, Settle	ELR 18 <i>SHELAA</i> 414	-	0.565	
Land E of Castleberg Hospital Raines Rd, Giggleswick	ELR 50 <i>SHELAA</i> 416	-	0.24	Disused workshops. Planning permission for 7 residential units
<b>Total Settle &amp; Giggleswick</b>			<b>4.145</b>	
<b>High Bentham</b>				
Telephone Exchange, Lower Bentham Rd adjacent Furness Dr, Bentham	ELR 5 <i>SHELAA</i> 516 part	-	0.13 <i>(3.04)</i>	Adjacent residential and open fields to N & W
Storage yard & premises, West of Mayfield Rd South of Wenning Avenue, High Bentham	ELR 8 <i>SHELAA</i> 509	-	0.27	Stone mill building with yard and hardstanding in use
West of High Bentham Business Park, south of Ashbank, High Bentham	ELR 56 <i>SHELAA</i> 510	SEU	0.21	Industrial unit on eastern portion. Landscaped
<b>Total High Bentham</b>			<b>0.61</b>	
<b>Ingleton</b>				
Telephone Exchange W of New Rd, Ingleton	ELR 11 <i>SHELAA</i> 662	-	0.16	
NYCC Depot S of Backgate, Ingleton	ELR 12 <i>SHELAA</i> 655 part	-	0.79 <i>(1.30)</i>	
<b>Total Ingleton</b>			<b>0.95</b>	
<b>TOTAL NORTH CRAVEN SUB-AREA</b>			<b>5.705</b>	
<b>TOTAL</b>			<b>21.225</b>	

\* As identified in the Draft ELR June 2006. Craven District Local Plan 1999, allocations:

- EEC Existing Employment Commitment EMP1 EMP2 R7
- SEU Site for Employment Use/Retention of Lapsed Consents EMP1 EMP3 R2 R7
- CA Conservation Area
- LB Listed Building



## Sites & Premises Register

2.25 Craven District Council's Sites and Premises Register (March 2008) provides some information on employment premises currently on the market. A precise analysis of the information is not possible, but in general terms:

- There are three larger industrial units (over 10,000sqft/ 929 sq m) totalling around 4,200 sq m. These are in Embsay, Cononley and Cross Hills and are of differing quality;
- There is a variety of smaller industrial units/ workshops (over 5,000 sq ft/ 465 sq m) totalling about 2600 sq m. Most of these are in Skipton;
- There are about nine office space offers totalling just over 3500 sq m, mostly Skipton but also Broughton Hall and Cross Hills;
- There is very little employment land on offer.

This is a relatively low level of floor-space in any of the categories in comparison with the total employment floor-space in the district. As a level of turnover it is small, more so considering that a proportion of the premises on offer are unattractive to potential occupiers through age, condition or location. Overall, this emphasises the shortage of available space for investment by occupiers of employment land or buildings.

## Conclusions: Existing Supply

2.26 As at April 2008:

- There is very little immediately available employment land across the whole of Craven District;

- The shortage is particularly acute in the higher demand Sub-Areas of Skipton and South Craven;
- Two sites totalling just over 2.5 ha in Skipton are both significantly constrained and the one site in South Craven could be lost to housing;
- There is only just over 3,400 sq m of new employment space in the pipeline and 30% of that is in relatively low demand locations.

### 3.0 FUTURE DEMAND

#### Creating a Picture of Future Requirements

- 3.1 This section is concerned with the future demand for employment land and premises. First, there is a review of the demand analysis undertaken as part of ECOTEC's Craven Business and Employment Needs Study 2005. The analysis of local market demand is updated in so far as limited available information allows as are ECOTEC's conclusions about future employment land requirements.
- 3.2 Second, consideration is given to the econometric forecasts which underpin the Yorkshire and Humber Plan's most recent guidance on employment land and compares the regional policy assumptions with the market-led conclusions derived from the ECOTEC study.
- 3.3 Third, there is an examination of local issues affecting the supply and demand of employment land and premises including;
- Changing patterns of demand for premises, the adaptability of older industrial premises and the loss of employment land to other uses;
  - Market demand, occupier choice and the range of size, type and quality of sites and premises which may be required ;
  - The requirements of developers;
  - The increasing mix of compatible non-employment uses with employment uses including hotels, leisure, food and drink;
  - Travel to work, sustainability and local need;
- 3.4 From this conclusions are drawn about future employment land needs by market segment and across the three Sub-Areas in Craven.

#### Craven Business and Employment Needs Study 2005

##### Employment Land Take-Up

- 3.5 ECOTEC's demand analysis took into account the level of employment land take-up between 1995 and 2004 based on the District Council's annual Employment Land Take-Up Monitoring Report. Table 3.1 below shows the take up of employment land allocated in the Local Plan since 1995.

**Table 3.1: EMPLOYMENT LAND TAKE-UP 1995-2007 CRAVEN DISTRICT**

Dates	Take-Up (Ha)	Moving Annual Average (Ha)	Land allocated in Local Plan Remaining (Ha)
<b>Craven District</b>			
1995-2000*	8.68	1.45	
2000-2004*	10.98	2.75	7.2
2000-2005**	12.78	2.55	5.4
2000-2006**	12.78	2.13	5.35
2000-2007**	13.28	1.9	5.3
1995-2005	21.46	1.95	5.4
1995-2006	21.46	1.79	5.35
1995-2007	21.51	1.66	5.3

\*Source: ECOTEC Study 2005

\*\*Source Craven DC Annual Employment Monitoring Reports 2005, 2006, 2007

- 3.6 ECOTEC examined take-up between 1995 and 2004 and concluded that the high levels of employment land take up in the Skipton and South Craven Sub-Areas was due to the relatively high demand for sites in those areas. Table 3.1 illustrates that the peak take up was between 2000 and 2004. By 2004 there was virtually no allocated employment land left in South Craven and the remaining sites in the Skipton area were physically constrained. Circumstances have not changed and the take up in the three years since (2004-2007) has been miniscule, as reflected in the diminishing annual average figure since 2004.

- 3.7 Between 2004 and 2007 there was no allocated land left in the South Craven Sub-Area, so no take-up. Nor was there any further take-up of land in the Skipton Sub-Area because of constraints on the remaining sites. Only 0.5 ha was taken up in the low demand North Craven Sub-Area.
- 3.8 Given the continuing employment land supply constraints, the annual take-up rates over recent years do not provide any useful indication of current and future demand.

### ***Inward Investment Enquiries***

- 3.9 In 2005 ECOTEC observed that the Council did not retain information on the level and nature of enquiries received for employment land and premises and so undertook stakeholder consultations. However as at February 2008 the District Council Economic & Community Development Department were able to advise on current enquiries. There were 24 separate enquiries across a wide range of businesses seeking from 1,000 sq ft (93 sq m) to 100,000 sq ft (9290 sq m) in total seeking between 38,500 and 43,500 sq m. Given the current supply of sites and premises described in Section 2, there would be very little prospect of accommodating all but a small proportion of this interest at the present time.

### ***Key Stakeholder Consultation***

- 3.10 In 2005, ECOTEC undertook consultations with key players in Craven to reinforce the findings of the supply and demand side analyses. The findings are considered largely to hold good today. The strengths and weaknesses of Craven were identified as:
- The main strength is that people want to live in the district and therefore businesses want to locate there. There is evidence of people moving into the district from outside and downsizing companies (e.g. at Broughton Hall) and of relocating regional HQs outside major cities;
  - Communication and infrastructure was considered to be a weakness. The south of the district offers the best opportunities where there are better

highway and public transport connections with Leeds and Bradford. Since 2005 broadband connections in the district have improved considerably;

- Lack of developable land is a key limitation and is likely to impact on where new and existing businesses locate, with the possible loss of businesses to Craven. The most suitable land tends to be close to a river which is subject to flood risk.
- 3.11 A lack of good quality space for small businesses was identified as a key issue. There is a particular need for managed and equipped work spaces. While it is not known how many people work from home in Craven, it is thought to be significant and growing (in line with wider trends). As a proportion of such businesses grow they would benefit from incubator facilities and easy-in easy-out terms. The success of Broughton Hall with its high quality environment, flexible terms and management regime reflects the latent demand for such space. Here it applies largely to the office based professional sector but other similar workshop spaces for say the arts and crafts sector might equally meet a demand.
- 3.12 Current demand is strongly concentrated in the Skipton Sub-Area and in South Craven, especially Cross Hills. Some demand was also identified in Settle but in the remainder of North Craven, in Ingleton and Benthams, there is very little demand.
- 3.13 Commercial agents reported that the majority of current demand was for industrial units or land on the edge of Skipton. Enquiries could be categorised as follows:
- Employment land up to 0.6 ha
  - New industrial units 10,000 -30,000 sq ft (929 – 2790 sq m)
- Both these categories were dominated by companies operating in the Leeds – Bradford area looking to re-locate around Skipton and Cross Hills
- Office space 2,000 – 4,000 sq ft (186 – 370 sq m), although demand for offices was low;

- Small industrial units 800 – 1,000 sq ft (75- 93 sq m)
- Small industrial units in Settle 400- 800 sq ft (37 – 75 sq m)

Agents also reported that there were a number of local companies in the Skipton area wishing to expand but finding it difficult to find suitable sites or accommodation in the district. In certain cases it is understood that Craven District Council have been working with local companies to assist in finding local solutions.

3.14 The key sectors and the pattern of future demand was identified as follows:

- The key growth area was for B1 premises to accommodate service industries and logistics/ distribution. The majority of service companies are very small and there is evidence that many companies are down-sizing their regional and HQ facilities and out-sourcing many of their services. Companies are moving out of major cities and areas around Skipton are a popular reception area;
- Agents and commercial developers felt that based on land take-up in recent years that the Local development framework should be allocating around 2 ha per annum in the areas of greatest demand, in the Skipton and South Craven Sub-Areas. However in order to satisfy current demand this should be done as soon as possible, in advance of the LDF if possible.
- The forthcoming LDF should accommodate three Business Parks of similar size to the Crossings Business Park to meet future demand.

### **Business Demand Analysis**

3.15 ECOTEC undertook a postal survey of companies likely to be located in B1 B2 B8 premises:

- The majority of businesses were small, employing less than 10 people;

- Most companies occupy sites of less than 1 acre (0.4 ha) with some distribution businesses occupying up to 5 acres (2 ha);
- The majority of respondents were in Skipton and viewed the lack of potential for expansion as a negative aspect of their premises;
- Although most companies looking for new space required sites of less than an acre (0.4 ha) or premises less than 500 sq ft (46 sq m), many were experiencing difficulties finding suitable land or buildings;
- However a significant number of companies required 5,000 – 20,000 sq ft (464 - 1860 sq m) and finding sites and premises at this level became even more difficult.

### **ECOTEC Conclusions**

3.16 The ECOTEC report concludes that there are significant issues in relation to the current lack of suitable employment sites and premises which will impact on future business needs and growth. National and regional planning guidance clearly identifies the role of the planning process and the LDF in particular in ensuring sufficient land is made available to meet needs.

- In line with regional priorities there is an emphasis for local areas such as Craven to develop a new economic base and to support business growth in high growth-sectors and clusters and to promote higher business start-up and survival rates. Craven’s proximity to the regional growth centre in the Leeds City-Region is a major opportunity for Craven to develop its knowledge-based service sector and build on its high-tech manufacturing businesses;
- However the limited land supply and choice currently within the district is having a knock-on effect on business expansion and re-location. The further analysis on supply undertaken for this report suggests that the position has worsened. There are virtually no employment sites in the higher demand areas of Skipton and South Craven, which are attractive to investment. That has been the case for the past several years. The remaining sites in Craven are either

significantly constrained (physically or by ownership) or are located in the low demand North Craven Sub-Area;

- Demand for employment land and premises falls predominantly within the Skipton and South Craven areas and along major transport networks. There is an element of demand by small businesses in Settle but little demand further north. It is incumbent on the District Council to identify a number of developable sites to meet the varying needs and demands from businesses in its forthcoming LDF;
- Demand mainly exists for newly built premises as these lend themselves to modern day requirements. There is also some scope for conversions of existing premises to provide small units, offices and workspaces, particularly around Skipton and Settle.

3.17 The main gaps in provision were identified as:

- The provision of land and premises in the higher demand Skipton-Cross Hills corridor with access to the A6068 and A629(T). There is secondary demand in Settle;
- The main demand is firstly for sites and high quality premises to accommodate small businesses including serviced accommodation, incubator and managed workspaces under 1,000 sq ft (93 sq m).
- Secondly, B1 units for services, logistics/ distribution and industry on sites in the region of 1.5 acres (0.6 ha) or units around 10,000 sq ft – 30,000 sq ft (929- 2790 sq m);
- High quality premises and state of the art telecommunications.

### **ECOTEC Recommendations**

3.18 In relation to future land requirements ECOTEC recommended that:

- In identifying new land allocations, the District Council should develop

*a criteria based policy tool which will inform the process of identifying sites which are best suited to modern requirements; (This study goes on to do this in the following chapter: paragraph 4.7)*

- In the region of 25-31 ha of employment land should be allocated across Craven to 2021, of which 20 hectares of developable land should be made available to be built out over a ten year timeframe (to 2016);
- In view of the existing demand for employment land, new land allocations should be made in advance of the LDF process; *(This has not been achieved although certain planning permissions have been granted, see Section 1 above)*
- The majority of land to be allocated should fall within the areas of key demand: Skipton, South Craven and parts of Settle;
- Land should look to be allocated where it is easily accessible to major transport corridors;
- Provision should allow for choice and flexibility in accommodating the varying needs of existing and future businesses.

### **The Yorkshire and Humber Plan 2008**

3.19 The Yorkshire and Humber Plan 2008 is the revised Regional Spatial Strategy (RSS) for the Yorkshire and Humber Region and was published last month (May). For the purposes of the RSS, Craven falls within two sub-areas of the Region:

- Leeds City Region sub-area: this embraces the Airedale Corridor including Skipton and South Craven;
- Remoter Rural sub-area: this embraces the North Craven Sub-Area.

## **Leeds City Region (including Airedale and Skipton)**

- 3.20 Leeds City region is likely to remain the most significant economic driver of the Region's economy and will need to accommodate around 80% of the Region's job and household growth over the next 15-20 years. Potential job growth could be around 18,000 jobs per year.
- 3.21 RSS policies for the Leeds City Region of key significance to the provision of employment land in Skipton and South Craven are as follows:

### *Leeds City Region sub area policy (LCR1) emphasises:*

- The need to strengthen the service centre role of Principal Towns (Skipton is the Principal Town in Craven) in plans, strategies, investment decisions and programmes for the Leeds City Region;
- The benefits of the Leeds economy should spread to the Principal Towns and the indigenous growth of the Principal Towns should be supported;
- Strategic patterns of development should maximise the opportunities to use non-car modes of travel and reduce the overall need to travel;
- Promote development at the Principal Towns to strengthen their service centre roles and aid regeneration and/or provide more affordable housing;
- Encourage regeneration and growth in Airedale (Bradford city centre to Skipton) increasing employment opportunities and focussing development in Keighley and Skipton;
- Working with the Sub-Regional Partnership in the review of the City Region's employment land portfolio.

*Regionally significant investment priorities for Leeds City Region (LCR2) include:*

- To provide infrastructure to support site assembly, manage flood risk and improve access to town centres and public transport interchanges in Airedale.

## **Remoter Rural (including North Craven)**

- 3.22 The Remoter Rural sub-area includes the western Dales including the North Craven Sub-Area and the local service centres of Settle and Bentham, which are in part influenced by larger centres in the North West Region notably Lancaster and Kendal, but also act as service centres for the wider Dales area. Within Craven District development should be focussed on the Local service Centres of Settle and Bentham.

### *Remoter Rural sub-area policy (RR1) emphasises:*

- Economic diversification which does not damage built and natural features; creative, diverse and low impact enterprises to meet local needs together with sport and recreation related development which diversifies the local economy;
- Provide appropriate affordable housing and some new job opportunities mainly in Local Service Centres to address local needs and assist in promoting long term economic and social sustainability.

## **The Economy**

- 3.23 In conjunction with the Regional Economic Strategy (RES), the RSS sets out an economic strategy for the management of the Regional economy. *Policy E1* sets out potential job growth for the Region and for individual districts. These are derived from Yorkshire Future's Regional Economic Model and assume that the regional economy performs well, with supporting interventions in line with the core policy approach. For Craven District, the indication is that the 23,600 jobs existing in 2006 will increase annually by a further 100. This potential growth is broken down into different uses as shown in Table 3.2:

**Table 3.2: CRAVEN DISTRICT Potential Annual Job Growth from 2006\* by Land Uses**

Main Town Centre Uses <b>Offices B1a**</b>	Main Town Centre Uses <b>Retail &amp; Leisure</b>	Main Employment Land Uses <b>Industry B1b/c B2</b>	Main Employment Land Uses <b>Distribution B8</b>	Public Services <b>Health &amp; Education</b>	Public Services <b>Other</b>	Other Uses***
<b>40</b>	<b>50</b>	<b>-30</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>40</b>

\* Full time equivalents to nearest ten

\*\* On top of these growth figures there will be growth in other services e.g Public Services and Other Uses

\*\*\* Includes primary/ utilities and some construction, transport, communications and other services

Extract from Yorkshire & Humber Plan 2008 Table 11.2

3.24 *Policy E3* is concerned with land and premises for economic development. Plans, strategies, investment decisions and programmes should make use of appropriately located previously developed land and current allocations and ensure the availability of sufficient land and premises in sustainable locations to meet the needs of a modern economy and to take account of:

- The need for additional floor-space for office, retail and leisure uses as indicated by the potential job growth (above) and the considerable scope for this to be focussed on town centres;
- The on-going re-structuring and modernisation of the manufacturing sector and the guidance on land for industrial uses ( set out in Table 3.3 below);
- The need for land and extended premises to support the development of public services, health, sport, leisure, tourism, cultural industries and education as key employment generators and the contribution of mixed use development to employment supply.

There should be at least a three year rolling supply of sites and premises. Local authorities have a lead role in meeting the requirements through the LDF and Employment Land Reviews.

**Table 3.3: CRAVEN DISTRICT Guidance on Land for Industrial and Storage/ Distribution Uses 2006-2021\***

Potential Net Change in Land 2006-2021 Ha	Employment Land allocated in 2006 Ha	Implications for Provision of Land**
<b>0</b>	<b>10</b>	No significant mismatch in North Yorkshire in terms of quantity of current allocations and potential future requirements, although some current allocations may need to be reviewed / replaced to deliver the Core Approach and sub-area policies. All districts require employment land portfolios based on small-medium, high quality, specialist sites located in accordance with the Core Approach.

\*Figures rounded to nearest 10 ha.

Extract from Yorkshire & Humber Plan 2008 Table 11.3

\*\* General observation about North Yorkshire in general rather than Craven in particular

3.25 The RSS importantly points out that, at a simplistic level, the guidance suggests that there is more land allocated for industrial and storage/ distribution uses than is likely to be require in the future. However the RSS goes on to say that, “this is not discounting the importance of providing the market with choice and flexibility in their site selection and also allow for a certain amount of “churn” as sites necessarily stay vacant for a period of time. In addition, it is also acknowledged that at a Local Authority level, where oversupply of land is expected, this does not mean that further employment land does not need to be provided; it will always be necessary to ensure that new developments come forward with new requirements to

avoid stagnation in the market.” It goes on to say that these figures have been prepared to provide a strategic overview of potential economic change, of how structural economic change may manifest in the Region. It is recognised that more up to date or detailed local studies will supplement this evaluation in order “to improve policy E3”.

- 3.26 *Policies E3 and E4* require local authorities to rationalise their employment land portfolios. There may be pressures for competing land uses on reduced employment land portfolios. It may be considered necessary to offer protection to land currently in employment - generating uses. *Policy E5* specifically encourages local authorities to safeguard employment sites in these circumstances and where a review of employment land has been carried out.

### **Local Reconciliation of Forecasts of Employment and Employment Land Needs**

- 3.27 The assessment of future employment land requirements is not capable of numerical precision. The econometric forecasting undertaken by Ove Arup for Yorkshire Forward in 2007 (using 2006 data) is based on employment forecasts in line with RSS housing figures and on projecting forward a 2016 forecast to 2026. As such it “should be used with caution”. It is recommended that the figures be used as high level indicators instead of being used to define probable growth or decline. Also the figures presented in the RSS are based upon a view of unrestrained growth in the Region based on the assumption that the economy will perform well and all development will occur as planned.
- 3.28 The employment forecasts are useful in providing a broad understanding of the direction in which the local economy may be travelling. The data in particular is difficult to reconcile in any precise way with the categories of employment land –use and market segments used in this study (as outlined in paragraphs 1.7 and 1.8). In terms of employment change, it is recognised that there is likely to be a continuing fall in jobs in manufacturing but growth in other employment land using activities including offices, storage/distribution and public services. Spin-offs from health, leisure, transport, communications and utilities are also increasingly occupying office

and general B1 space. On the highly simplified assumption that the future employment land is required only to accommodate projected employment growth and upon a further crude assumption that the annual job growth to be accommodated in Craven is say three quarters of the total RSS projection ( i.e.75), then over 15 years from 2006-2021 there would be a requirement of only 7.1 ha.(1). This contrasts significantly with the local demand analysis undertaken by ECOTEC.

- 3.29 The RSS only provides guidance on land for industrial and storage/distribution uses and this is less helpful. Table 3.3 indicates that there was 10 ha of available land in 2006 and that no more land is required. Apart from the fact that there was effectively no suitable land available in Craven in areas of demand at the 2006 baseline and there is none today, there is evidence from the demand analysis of latent demand for land and premises in these categories.
- 3.30 The 2006 Draft ELR drew conclusions about future employment land requirements based upon data from the Regional Econometric Model. From this it was estimated that the demand for land from sectors of the economy which would principally occupy B1 B2 and B8 space was 3.7 ha per annum across the whole of Craven, equating to 37.19 ha projected over 10 years from 2006-2016. There are problems with interpreting these projections in any precise way, particularly as they contrast starkly with the more recent econometric forecasts undertaken for the RSS. Although it is clear the latter is cannot be relied upon to present an accurate picture of land requirements at a local level, the reliability of the 2006 Draft ELR projections is also uncertain.

*(1) This is for illustrative purposes only . It assumes about 60 jobs per annum in office/B1 premises and 15 per annum in distribution/ general industry type premises, that is 900 and 225 jobs over 15 years from 2006-2021. Based on 19 sqm per worker in offices/B1 and 50 sqm per worker in B2/B8 this gives 17,100 sq m of offices /B1 and 11,250 sq m of B2/B8. With a 40% plot ratio this equates to 4.3 ha B1/offices and 2.8 ha B2/B8. The employment densities are based upon the Regional Employment Land Strategy assumptions.*



3.31 The 2006 Draft ELR projections were re-worked as part of the Core Strategy Preferred Option Draft (28<sup>th</sup> September-9<sup>th</sup> November 2007). This sought to make allowances for a proportion of the requirement falling in the Yorkshire Dales National Park and other adjustments for windfall sites, home working and rural diversification concluding that the District (outside the National Park) required 37.5 ha over 15 years from 2006. It sought to allocate broadly employment land amongst settlements. However, in the light of more up to date information it is thought that it is necessary for these assumptions to be re-considered.

3.32 The first and most important point to make is that there is insufficient evidence to enable the forecasting future employment land requirements in any precise or reliable way. Even with more detailed evidence, it is unlikely that any improvement in the robustness of the forecasts could be achieved. However there is sufficient evidence to provide at least a broad indication of future needs, Based on both the ECOTEC demand analysis and regional econometric forecasts, we have a picture of local economic trends and local market demand. Taking into account the existing supply situation, existing market demand analysis provides an approximate indication of both the quantity, type and location of future requirements, while the RSS policy and forecasts provide a general picture of the types of employment space likely to be required over the next 10-15 years. The preferred approach therefore is to draw up broad parameters of future employment space requirements in terms of quantity, market-segment and location. These will provide a basis for future employment land allocations in the LDF but should be subject to regular monitoring and review.

### **Future Employment Land Requirements**

3.33 The ECOTEC recommendations based upon market demand are a useful quantitative starting point. They reflect a poor supply situation which has not been remedied in the three years which have passed since. In total ECOTEC proposed the allocation of some 25-31 ha of new employment land, primarily in high demand locations, with an immediate allocation of 20 ha. This was somewhat less than the 2006 Draft ELR figure. Besides identifying a significant demand for smaller B1 office and workshops spaces, there is a perceived demand for further Business Parks in Skipton and South Craven

(possibly up to three) which could also accommodate larger foot-print B1/B2/B8 buildings

3.34 There are a number of factors, largely acknowledged in *Policy E3* of the Yorkshire and Humber Plan, which point towards an increase in this level of provision:

- A growing number of older premises are falling out of employment use and no longer meet the requirements of modern companies. In some cases older manufacturing activities cease altogether or move abroad, in other cases companies need to relocate or expand into premises more suited to modern operations. In some cases, e.g. former textile mills they are more economically converted into residential accommodation. Over 9 ha of employment land identified in the 2006 ELR has been lost to employment use ( Tables 2.2 & 2.3 above) while the further assessment of potential sites under the SHELAA (Table 4.2 below) suggests that a further 12.5 ha is likely to be given over to other uses in the future;
- New occupiers and investors require a reasonable level of choice of sites, buildings and locations in order to satisfy their often particular requirements. This becomes especially important for existing companies which need space to expand or improve the efficiency of their operations. Together with the need to allow for the normal turnover of premises (churn), this points to the need for a level of over-provision;
- There needs also to be sufficient provision of land to encourage not only occupiers but to attract developer investment in the provision of new space. Developers require both sufficient economies of scale and certainty to be encouraged to invest in ground-works, infrastructure and marketing necessary to provide a good quality employment space offer. For this reason land should be allocated for Business Parks to be developed out over a phased but flexible medium to long term period;
- It is commonly the pattern, and true of all the main employment

areas in Craven, that a growing proportion of sites are taken up by non B1, B2, B8 uses, many of which are in land-use terms perfectly compatible with the core employment uses and may, indeed, add to the attractiveness and of the employment location. Such uses include hotels and leisure, food and drink, motor trade and some retail activities. It should be anticipated that a fairly small proportion of the land allocated for future employment uses in larger (Business Park) sites will be taken up by other compatible activities;

- Sustainable transportation is an important objective at both regional and local level. Around a third of journeys to work with an origin in Craven in 2001 had a destination outside the District, particularly towards Bradford, Leeds and to a lesser extent Harrogate. While out-commuting from North Craven towards Kendal and Lancaster is also significant. While local employment opportunities are not necessarily matched with local employment, provision for new employment sites across all the main towns and local service centres in Craven would offer some potential to help reduce travel to work. It is appropriate to make an additional allowance for local employment in the lower demand North Craven towns and local service centres as well as in the main areas of demand, focussed on the Skipton and South Craven Sub-Areas.

3.35 On this basis and in very round terms it is proposed that the quantum of new employment land to be allocated in Craven District (outside the National Park) is 52-61 ha from 2006 to 2021. This derivation of this is shown in Table 3.4 below. Around two thirds of this, 37 ha (midpoint of the range), should be allocated immediately to assist in overcoming the paucity of current supply and to meet needs to 2016. Approximately a further 19 ha should be identified for occupation between 2016 and 2021.

**Table 3.4: PROPOSED EMPLOYMENT LAND ALLOCATION 2006 – 2021 Craven District (outside the National Park)**

	Ha
Market demand 2006- 2021 based on ECOTEC Demand Analysis (mid-point of 25- 31 h )	28-31
Allowance for re-location resulting from future change of use of sites	8
Allowance 10-15% for choice	3-6
Allowance 10-15% for other uses occupying land in larger Business Parks in future	3-6
Allowance low demand areas for local needs (North Craven)	10
<b>Total</b>	<b>52-61</b>

3.36 This should be allocated as follows:

- Principally in the Skipton and South Craven Sub-Areas;
- An allowance for local employment opportunities the low demand North Craven Sub-Area, particularly in Settle where there is rather more demand than elsewhere;
- Provision for smaller premises including offices and workshops in both new employment locations and in Skipton Town Centre, including as an element of mixed-use developments;
- Provision for new employment locations in Skipton and South Craven in the form of Business Parks catering for larger foot-print demands as well as smaller units.

### ***New Growth Point: The Airedale Corridor***

3.37 Proposals have been submitted for New Growth Point status for the Leeds City Region. This identifies Skipton and South Craven as a secondary growth point. While the proposals are driven primarily by housing growth, any increase in the housing allocation in Skipton and South Craven would need to be accompanied by a proportionate increase in employment. If successful, the new employment land allocations in Skipton and South Craven should be increased accordingly.

### ***Monitoring and Review***

3.38 The ECOTEC report made a number of recommendations about the monitoring and review of the take-up of employment land, in particular:

- Extending the annual monitoring report to include planning applications, type of employment activity and tracking the status of developments;
- Monitoring business enquiries;
- Maintaining a comprehensive sites and premises database;
- An annual business survey;
- An annual Economic Positioning paper;

3.39 These activities are considered to be essential if the LDF is to play an effective part in meeting the future business and employment needs in the District. In this respect it is particularly important that the kind of under-provision of employment land in Craven that exists at present is avoided in the future.

3.40 The final ECOTEC recommendation that there should be a Land & Property Forum is being met with the establishment of the HEMP (Housing and Employment Marketing Partnership) as part of the Local Strategic Partnership.

### **Conclusions: Future Demand**

3.41 In summary:

- This study updates as far as possible the demand analysis undertaken by ECOTEC in 2005 and seeks to reconcile this with regional policy and the econometric projections undertaken for both the 200 Draft ELR and the Yorkshire and Humber Plan;
- Existing evidence is insufficient for there to be any real precision in the forecasts for future employment land requirements but the market demand analysis presents a reasonable basis for identifying the quantity, type and location of future needs while RSS policy and forecasts paint a useful picture of the direction of the local economy to 2021;
- On this basis a pragmatic projection of employment land requirements 2006 – 2021 is around 52-61 ha, largely to be met in Skipton and South Craven. The projection makes allowance for the impact of economic change on the type of premises required in the future, an element of choice, the increasing trend towards other compatible uses occupying sites and premises in employment areas and an additional allocation to encourage local employment in low demand areas;
- The monitoring and review of the take-up of employment land is critical, particular if the situation with the current under-provision of employment land is to be avoided in future.

## 4.0 FUTURE SUPPLY

### Creating a New Portfolio of Sites

- 4.1 This section is concerned with detailed site assessment and search in order to identify the sites most suitable for meeting future demand. This stage has been fully integrated with the SHELAA. From a variety of sources, the SHELAA identified a wide range of potential housing and employment sites. In stages the sites were surveyed and assessed including consultation with the Council, Parish Councils and the HEMP Group, as described in detail in the SHELAA report. This process has been fully integrated with the ELR Update. The outcome, as far as this study is concerned, is a set of conclusions about the sites which are suitable for employment use either exclusively or as part of a mixed-use development.
- 4.2 The ELR update has further appraised the potential employment sites against demand, local need and according to market segment. Appraisal Criteria have been reviewed so as to more explicitly reflect the factors which influence investor, developer and occupier decision making in the market place. Separate measures for market *potential* and for physical and policy *constraints* have been devised so as to better inform decisions about future supply.
- 4.3 On this basis, the study finally draws conclusions about priorities for future employment land allocations in the Core Strategy and Site Allocations DPD.

### SHELAA Sites with Employment Potential

- 4.4 Following the survey and assessment of sites in the SHELAA some 13 Local Plan and ELR sites totalling over 7.5 ha were preferred for other uses. These are listed in Table 4.1 below.
- 4.5 Table 4.2 summarises all employment sites in Craven which are lost to employment uses through redevelopment (Table 2.3) and those identified as more suitable for uses other than employment (Table 4.1 above). In all there are some 26 sites (in whole or part) covering over 21.5 ha which are lost or

likely to be lost to other uses.

- 4.6 Table 4.3 shows all the sites, which on the basis of a first assessment in the SHELAA, were considered suitable for employment uses. There are 46 sites in total including 19 sites which had been identified in the 2006 ELR. Some 26 sites are in the Skipton Sub-Area, seven in South Craven and 13 in North Craven. Half are sites assessed as suitable entirely for employment uses and half are potential mixed use sites suitable for the inclusion of appropriate employment uses as part of a larger scheme. Potential sites offer over 99 ha of employment land, over 72 ha in the Skipton Sub-Area and over 13.5 ha in each of the South and North Craven Sub-Areas.

**Table 4.1: LOCAL PLAN & 2006 ELR SITES ASSESSED IN SHELAA AS PREFERRED FOR OTHER USES April 08**

Site	SHELAA (ELR) refs	Area Ha	Comments	Alternative Uses	No of Sites
<b>Skipton</b>					
Croft House, Carleton Road, Skipton	118 ELR 44	0.39	Old house converted into office use in landscaped setting. Closed landfill site. Surplus to NYCC requirements. Relatively poor score (for Skipton). Appraisal points to housing as better use.	Housing	
High Street car park and buildings, Skipton	132 ELR 52	2.44	While potential for employment use good, active discussions preclude this at present. Good potential for a range of other uses in a mixed scheme	Mixed	
Council Offices and land to the South off Granville Street, Skipton	137 ELR 51 part	0.61  (1.19)	Site occupied. Planning permission for relocation of Council offices to new site on Gargrave Road. On redevelopment, low employment potential but good housing site especially combined with adjoining land.	Housing	
Mill and builders yard North of Marton Street, Sawley Street & Clitheroe Street, Skipton	141 ELR 41	0.99	Industrial warehouse building & workshops in multiple use with large part vacant. Generally poor condition. Very low potential for attracting new employment uses. If redeveloped, housing potential good.	Housing	
<b>Total Skipton</b>		<b>4.43</b>			<b>4</b>
<b>TOTAL SKIPTON SUB-AREA</b>		<b>4.43</b>			<b>4</b>
<b>Glusburn Cross Hills &amp; Sutton</b>					
Wood Turners site, Holme Lane, Sutton	306 ELR 20	0.725	Vacant former industrial site. Potential for employment hampered by accessibility. sites Current planning application for housing	Housing	
Land & premises, South of Bridge Road, Sutton	307 ELR 26	0.31	Aire Valley Glass factory and showroom occupy building and yard. Some vacant land. Poor access. Poor potential for attracting new employment uses. If redeveloped, housing better use.	Housing	
Works & land at Low Fold, Manor Way, Sutton	312 ELR 25	0.2	Poor quality industrial building in use. Within Conservation Area and predominantly residential neighbourhood. Poor employment location, good housing option.	Housing	
<b>Total Glusburn Cross Hills &amp; Sutton</b>		<b>1.235</b>			<b>3</b>
<b>Carleton</b>					
Grange Garth, Heslaker Lane, Carleton	710 ELR 13	0.44	Operational haulage yard, open storage and barn building being renovated. Good housing site, poor employment site	Housing	
<b>Total Carleton</b>		<b>0.44</b>			<b>1</b>
<b>TOTAL SOUTH CRAVEN SUB-AREA</b>		<b>1.675</b>			<b>4</b>
<b>Settle &amp; Giggleswick</b>					
Land E of Castleberg Hospital Raines Rd,	416	0.24	Disused workshops. Planning permission for 7 residential units	Housing	

Site	SHELAA (ELR) refs	Area Ha	Comments	Alternative Uses	No of Sites
Giggleswick	ELR 50				
<b>Total Settle &amp; Giggleswick</b>		<b>0.24</b>			<b>1</b>
<b>High Bentham</b>					
Telephone Exchange, Lower Bentham Rd adjacent Furness Dr, Bentham	516 ELR 5 part	0.13 (3.04)	Adjacent residential and open fields to N & W. little potential for employment. Good housing site if combined with adjacent land	Housing	
Storage yard & premises, West of Mayfield Rd South of Wenning Avenue, High Bentham	509 ELR 8	0.27	Stone mill building with yard and hardstanding in use. If employment uses were to cease, housing would be a better option.	Housing	
<b>Total High Bentham</b>		<b>0.4</b>			<b>2</b>
<b>Ingleton</b>					
NYCC Depot S of Backgate, Ingleton	655 ELR 12 part	0.79 (1.30)	Poor location for employment uses.	Housing	
<b>Total Ingleton</b>		<b>0.79</b>			<b>1</b>
<b>TOTAL NORTH CRAVEN SUB-AREA</b>		<b>1.43</b>			<b>4</b>
<b>TOTAL</b>		<b>7.535</b>			<b>13</b>

Table 4.2: EMPLOYMENT SITES LOST TO OTHER USES\* (Wholly or Partly) Summary

Site	SHELAA (ELR) refs	Area Lost (Ha)	No of Sites
<b>Skipton</b>			
East Bailey, North of Overdale Grove, Skipton	ELR 57	1.37	
Croft House, Carleton Road, Skipton	118/ ELR 44	0.39	
Industrial and commercial premises and land, west of Firth Street, east of canal, Skipton	123/ ELR 48/49	2.04 (part site)	
Belle View Mills, Broughton Road, Skipton	130/ ELR 53	0.95 (part site)	
High Street car park and buildings, Skipton	132/ ELR 52	2.44	
Park Mill, Shortbank Road/ Brougham Street, Skipton	134/ (ELR 42)	0.2 (part site)	
Council Offices and land to the South off Granville Street, Skipton	137/ ELR 51 part	0.61	
Mill and builders yard North of Marton Street, Sawley Street & Clitheroe Street, Skipton	141/ ELR 41	0.99	
<b>Total Skipton</b>		<b>8.99</b>	<b>8</b>
<b>TOTAL SKIPTON SUB-AREA</b>		<b>8.99</b>	<b>8</b>
<b>Glusburn Cross Hills &amp; Sutton</b>			
Wood Turners site, Holme Lane, Sutton	306/ ELR 20	0.725	
Land & premises, South of Bridge Road, Sutton	307/ ELR 26	0.31	

Site	SHELAA (ELR) refs	Area Lost (Ha)	No of Sites
Greenroyd Mills, High Street/Main Street, Sutton	309/ ELR 27	1.42	
Hayfield Mills, Colne Road, Glusburn	319/ ELR 28	1.73 (part site)	
Works & land at Low Fold, Manor Way, Sutton	312/ ELR 25	0.2	
<b>Total Glusburn Cross Hills &amp; Sutton</b>		<b>4.385</b>	<b>5</b>
<b>Carleton</b>			
Grange Garth, Heslaker Lane, Carleton	710/ ELR 13	0.44	
<b>Total Carleton</b>		<b>0.44</b>	<b>1</b>
<b>Cononley</b>			
Aireside Mills, Cononley	ELR 24	1.07	
Station Works, north of Cononley Lane, Cononley.	741/ ELR 32	0.18 (part site)	
<b>Total Cononley</b>		<b>1.25</b>	<b>2</b>
<b>Cowling</b>			
Mill Acre Road, Cowling	ELR 29	0.95	
Cotton Mill, Ikornshaw	ELR 30	0.2	
<b>Total Cowling</b>		<b>1.15</b>	<b>2</b>
<b>West Marton</b>			
Site of Creamery, West Marton	ELR 15	2.3	
<b>Total West Marton</b>		<b>2.3</b>	<b>1</b>
<b>TOTAL SOUTH CRAVEN SUB-AREA</b>		<b>9.525</b>	
<b>Settle &amp; Giggleswick</b>			<b>1</b>
Watershed Mill, Settle	ELR 19	0.61	
Premises at The Sidings, railway station, Settle	404	0.65 (net)	
Land E of Castleberg Hospital Raines Rd, Giggleswick	416/ ELR 50	0.24	
<b>Total Settle &amp; Giggleswick</b>		<b>1.5</b>	<b>3</b>
<b>High Bentham</b>			
Storage yard & premises, West of Mayfield Rd South of Wenning Avenue, High Bentham	509/ ELR 8	0.27	
Telephone Exchange, Lower Bentham Rd adjacent Furness Dr, Bentham	516/ ELR 5 part	0.13	
<b>Total High Bentham</b>		<b>0.4</b>	<b>2</b>
<b>Low Bentham</b>			
South part of Mill Lane Industrial Area, Lower Bentham	ELR 4	0.39	
<b>Total Low Bentham</b>			
<b>Ingleton</b>			
NYCC Depot S of Backgate, Ingleton	655/ ELR 12 part	0.79	
<b>Total Ingleton</b>		<b>0.79</b>	<b>1</b>
<b>TOTAL NORTH CRAVEN SUB-AREA</b>		<b>2.69</b>	
<b>TOTAL</b>		<b>21.595</b>	<b>26</b>

\*Employment sites developed out, being developed or proposed for uses other than employment (in whole or part)

**Table 4.3: SHELAA SITES WITH EMPLOYMENT POTENTIAL**

Site	SHELAA (ELR) refs	Area Ha	Employment Only or Mixed Use	% Employment Use	Net Employment Area (ha)
<b>Skipton</b>					
East of Keighley Road and canal south of Cawder Lane, Skipton	109	1.17	Mixed	50%	0.58
Snaygill Adult Training Centre, Keighley Road, Snaygill Industrial Estate, Skipton	111	0.49	Empl	100%	0.49
Former petrol filling station, Keighley Road, Snaygill Industrial Estate, Skipton	112	0.22	Empl	100%	0.22
South of the sewage works, within Snaygill Industrial Estate, Skipton	113 (ELR 45)	0.97	Empl	100%	0.97
East of Skipton Bypass, south of Sandylands Playing Fields, and west of Carleton Road (South Skipton site)	116 (ELR 68)	26.1	Mixed/ Largely Empl	90%/of 75% DA	17.62
Skipton General Hospital, Keighley Road, Skipton	121	1.51	Mixed	20%	0.30
Industrial and commercial premises and land, west of Firth Street, east of canal, Skipton	123 (ELR 48/49)	2.49	Mixed	20%/of 90% DA	0.45
Workshop and garages, east of The Craven PH, Craven Street, Skipton	124	0.19	Mixed	30%	0.06
Cavendish Street Car Park and commercial premises, Skipton	125	0.84	Mixed	25%	0.21
Waller Hill Car Park, west of bus station, off Keighley Road, Skipton	126	0.24	Mixed	25%	0.06
Focus DIY store, south of Broughton Road/ Belmont Street, Skipton	129	0.97	Mixed	20%	0.19
Belle Vue Mills, Broughton Road, Skipton	130 (ELR 53)	1.19	Mixed	Actual (pp)	0.25
Millfields Car Park, Coach Street/ Gargrave Road, Skipton	131	1.255	Mixed	25%	0.31
Park Mill, Shortbank Road/ Brougham Street, Skipton	134 (ELR 42)	0.51	Mixed	Actual (pp)	0.31
Retail stores, north of Broughton Road, Skipton	138	0.32	Mixed	20%	0.06
Fire Station and social club, Broughton Road, Skipton	139	0.36	Mixed	20%	0.07
West of Ings Lane, Skipton	144 (ELR 47)	2.15	Empl	100%	2.15
North and south of Auction Mart and to north of canal, off Ling Fields, Skipton	145	11.91	Mixed	70%/ of 70% DA	5.83
North and west of Ling Fields, east of A629 Skipton Bypass, Skipton	146	0.61	Empl	100%	0.61



Site	SHELAA (ELR) refs	Area Ha	Employment Only or Mixed Use	% Employment Use	Net Employment Area (ha)
South of Gargrave Road, north of Craven College, Skipton	147	1.12	Empl	100%	1.12
North of Gargrave Road, at roundabout junction with A65, Skipton	148	1.65	Empl	100%	1.65
Off Gargrave Road, north-east of Aireville Grange, Skipton	149	2.875	Empl	100%	2.875
Craven College site	153	2.47	Empl	100%	2.47
Land adjacent to Overdale Caravan Park between A6131 and A65 Skipton by-pass	155	2.11	Empl	100%	2.11
<b>Total Skipton</b>					<b>71.425</b>
<b>Gargrave</b>					
Caravan park and warehousing, Eshton Road, Gargrave	601	1.04	Mixed	50%	0.52
Former Highways Depot, off Eshton Road, Gargrave	602 (ELR 2)	0.24	Empl	100%	0.24
<b>Total Gargrave</b>					<b>0.76</b>
<b>TOTAL SKIPTON SUB-AREA</b>					<b>72.185</b>
<b>Glusburn Cross Hills &amp; Sutton</b>					
East of Riparian Way, Cross Hills	300	3.66	Empl	100%	3.66
Land at Ashfield Farm, Skipton Road, Cross Hills	301	12.06	Empl	100%/ of 60% DA	7.24
Corner of Skipton Road and Station Road, Cross Hills	302 (ELR 62)	0.89	Empl	100%	0.89
Depot west of Station House, off Skipton Road, Cross Hills	303 (ELR 39)	0.23	Empl	100%	0.23
Between Clayton Hall Road and Old Lane/ Holme Beck, Cross Hills	304	10.87	Mixed	50%/ of 60% DA	3.26
Hayfield Mills, Colne Road, Glusburn	319 (ELR 28)	3.27	Mixed	-	-
<b>Total Glusburn Cross Hills &amp; Sutton</b>					<b>12.02</b>
<b>Cononley</b>					
Station Works, north of Cononley Lane, Cononley.	741 (ELR 32)	1.835	Mixed, largely Empl	90%	1.65
<b>Total Cononley</b>					<b>1.65</b>
<b>TOTAL SOUTH CRAVEN SUB-AREA</b>					<b>13.67</b>
<b>Settle &amp; Giggleswick</b>					
Council yard and car park, Quaker Garth/Church Street, Settle	402 (ELR 3 part)	0.71	Mixed	30%	0.21
Premises at The Sidings, railway station, Settle	404	0.86	Mixed	50%/ of 50% DA	0.21
East of Ingfield Avenue and south of the Falcon Hotel and	408	8.195	Mixed	30%/ of 95% DA	2.335

Site	SHELAA (ELR) refs	Area Ha	Employment Only or Mixed Use	% Employment Use	Net Employment Area (ha)
Ingfield Lane, Settle					
East of Runley Bridge Farm, bounded by railway line and B6480, Settle	410	1.70	Empl	100%	1.70
East of garage and south of New Road, Sowarth Field Industrial Estate, Settle	412 (ELR 17)	0.17	Empl	100%	0.17
<b>Total Settle &amp; Giggleswick</b>					<b>4.625</b>
<b>High Bentham</b>					
East of Station Road and south-west of Pye Busk, including the cattle market site, High Bentham	507 (ELR 6 part)	10.87	Mixed	20%/of 90% DA	1.96
West of Station Rd, south of railway station, High Bentham	508	1.15	Empl	100%	1.15
West of High Bentham Business Park, south of Ashbank, High Bentham	510 (ELR 56)	0.49	Empl	100%	0.49
<b>Total High Bentham</b>					<b>3.60</b>
<b>Ingleton</b>					
Adjacent to southern edge of industrial estate, off New Road, Ingleton	659 (ELR 10)	1.37	Empl	100%	1.37
South west of industrial estate, off New Road, Ingleton	660 (ELR 9)	0.54	Empl	100%	0.54
Between industrial estate off New Road and Tatterthorn Road, Ingleton	661	2.48	Empl	100%	2.48
Telephone exchange, south of Masons Arms, New Road, Ingleton	662 (ELR 11)	0.16	Empl	100%	0.16
<b>Total Ingleton</b>					<b>4.55</b>
<b>Hellifield</b>					
South of Townson Tractors, off Kendal Road, Hellifield	802	1.89	Mixed	40%	0.76
<b>Total Hellifield</b>					<b>0.76</b>
<b>TOTAL NORTH CRAVEN SUB-AREA</b>					<b>13.535</b>
<b>TOTAL</b>					<b>99.39</b>

DA = Estimated Developable Area

**Appraisal of SHELAA Employment Sites**

- 4.7 Some 46 potential employment sites having been identified through the SHELAA, this study then set out to appraise these in more depth with a view to prioritising the potential sites and matching them against future demand. The first step in this process was to develop a set of appropriate criteria against which sites could be assessed.
- 4.8 The appraisal criteria fall into two categories. Firstly there is an assessment of potential, the *Potential Score*, which is based upon key factors which are likely to influence the attractiveness of a site to potential investors, developers and occupiers:
- Market Conditions, including local demand (based on ECOTEC’ work), the extent to which site development for employment use is being actively pursued and ownership issues, where known;
  - Strategic Access: the proximity to trunk and principal roads and to a passenger railway station;
  - Local Accessibility, including workforce catchment and public transport provision;
  - Site Quality: the quality of the workplace environment and the potential availability of services for businesses and the workforce.

This is shown in Table 4.4 below:

**Table 4.4: APPRAISAL OF EMPLOYMENT SITES: POTENTIAL SCORE**

Criteria	Scores
MARKET CONDITIONS	
<b>Demand</b> locally for Sites & Premises	+3 good demand +1 some demand -1/-2 low demand
<b>Pipeline</b> projects	+3 planning permission for Employment +1 devt for employment actively pursued

Criteria	Scores
	0 none -1 devt for other uses actively pursued -3 planning permission for other uses
<b>Ownership</b> issues (where known)	+2 single ownership/assembled site +1 land being actively assembled 0 not known -2 known land ownership issues
STRATEGIC ACCESS	
<b>Highway</b> Access	+3 good (or potentially good) access to Trunk Road +2 good (or potentially good) access to Principal Road 0 access to Secondary Road -2 poor access to highway network
<b>Rail</b> Access	+1 close to passenger station 0 otherwise
LOCAL ACCESSIBILITY	
<b>Workforce</b> Catchment	+3 close to concentrations of population ie South Craven & Skipton areas +1 Within Settlement Strategy towns & villages -1 other villages -2 remote
<b>Public Transport</b>	+3 close to good/frequent rail / bus services +1 rail/bus services with am/pm peak service close by 0 other bus services -2 none
SITE QUALITY	
<b>Environment:</b>	Existing employment areas: +2 good business environment +1 average business environment 0 poor /none plus: +1 good quality location 0 average -1 poor quality location
<b>Facilities</b> for Workforce/ Business Services	+2 close to range of shops & business services +1 some shops/services 0 otherwise

- 4.9 Secondly there is a separate assessment of the constraints affecting each site, the *Constraints Index*. This is not rolled into the *Potential Score* simply

because it may be possible to overcome constraints for example as a result of investment in new infrastructure. The constraints assessed are:

- Physical constraints, for example site access, topography, contamination, flood risk; and
- Policy constraints such as tree protection, Conservation Areas, Listed Buildings, landscape quality.

These are listed in Table 4.5 below.

**Table 4.5: APPRAISAL OF EMPLOYMENT SITES: CONSTRAINTS INDEX**

Criteria	Scores
<b>Site Access</b>	-2 immediate access difficult without significant investment
<b>Topography</b>	-1 steep slope/ difficult size & shape making development difficult
<b>Contamination</b> (where known)	-2 known significant contamination or high potential (previous uses) -1 some contamination likely 0 otherwise
<b>Environmental Protection</b> Policies eg trees on site/TPOs/Listed Bldgs/Ancient Mon/Cons Area/SSSI/AONB/High Q Agric Land (Gr 1&2)	0 none or minimal impact -1 some impact -2 sufficient to significantly constrain development
<b>Utilities</b> (where known)	0 no significant known obstacles -1 some constraint/ expense -2 difficult/expensive to provide
<b>Flooding</b>	0 No flood risk -1 Flood Zone 2 -2 Flood Zone 3a -4 Flood Zone 3b
<b>Redevelopment</b> requirement	0 vacant site -1 redevelopment of largely derelict site -2 redevelopment of underused buildings -3 redevelopment of well used buildings in reasonable condition

4.10 All the SHELAA sites with potential for employment, as listed in Table 4.3 above, were appraised against these criteria and given both a *Potential Score* and a *Constraints Index*. The resultant scores as applied to each site are tabulated in Appendix A (Tables A.1 A.2 & A.3).

4.11 Table 4.6 gives the Potential Score and Constraints Index for each of the SHELAA sites with employment potential, classified by area.

**Table 4.6: SHELAA SITES WITH EMPLOYMENT POTENTIAL SCORES & CONSTRAINTS INDEX**

Site	SHELAA (ELR) refs	Area Ha	Empl. Only or Mixed Use	% Empl. Use	Net Empl. Area ha	Potential Score	Constraints Index	Comments
<b>Skipton</b>								
East of Keighley Road and canal south of Cawder Lane, Skipton	109	1.17	Mixed	50%	0.58	+11	-2	Access difficult via Cawder Road & Cawder Lane/ capacity problems at existing bridge
Snaygill Adult Training Centre, Keighley Road, Snaygill Industrial Estate, Skipton	111	0.49	Empl	100%	0.49	+15	-1	Close Skipton WWTP: no sensitive uses
Former petrol filling station, Keighley Road, Snaygill Industrial Estate, Skipton	112	0.22	Empl	100%	0.22	+15	-2	Close Skipton WWTP: no sensitive uses
South of the sewage works, within Snaygill Industrial Estate, Skipton	113 (ELR 45)	0.97	Empl	100%	0.97	+9	-4	Access only across adjoining site. Sewerage crosses site. Close Skipton WWTP: no sensitive uses. Some flood risk.
East of Skipton Bypass, south of Sandylands Playing Fields, and west of Carleton Road (South Skipton site)	116 (ELR 68)	26.1	Mixed/ Largely Empl	90%/of 75% DA	17.62	+15	-4	Flood Zone 3a / mitigation required. Requires major new access to western bypass.
Skipton General Hospital, Keighley Road, Skipton	121	1.51	Mixed	20%	0.30	+9	-3	Scheme required to fully assess potential incl. impact on Conservation Area
Industrial and commercial premises and land, west of Firth Street, east of canal, Skipton	123 (ELR 48/49)	2.49	Mixed	20%/of 90% DA	0.45	+6	-2	Scheme required to fully assess potential incl. impact on Conservation Area
Workshop and garages, east of The Craven PH, Craven Street, Skipton	124	0.19	Mixed	30%	0.06	+13	-5	Access poor. Sewerage infrastructure affects layout. Scheme required to fully assess potential incl. impact on Conservation Area and Listed Buildings (Craven Hotel & Christchurch)
Cavendish Street Car Park and commercial premises, Skipton	125	0.84	Mixed	25%	0.21	+11	-6	Sewerage infrastructure affects site. Need to replace car parking. Scheme required to fully assess potential incl. impact on Conservation Area
Waller Hill Car Park, west of bus station, off Keighley Road, Skipton	126	0.24	Mixed	25%	0.06	+11	-6	YW distribution main affects site. Need to replace car parking. Scheme required to fully assess potential incl. impact on Conservation Area
Focus DIY store, south of	129	0.97	Mixed	20%	0.19	+16	-5	Sewerage infrastructure on site. Scheme required

Site	SHELAA (ELR) refs	Area Ha	Empl. Only or Mixed Use	% Empl. Use	Net Empl. Area ha	Potential Score	Constraints Index	Comments
Broughton Road/ Belmont Street, Skipton								to fully assess potential
Belle Vue Mills, Broughton Road, Skipton	130 (ELR 53)	1.19	Mixed	Actual (pp)	0.25	+20	0	Currently being developed
Millfields Car Park, Coach Street/ Gargrave Road, Skipton	131	1.255	Mixed	25%	0.31	+13	-2	Sewerage infrastructure on site. Possible capacity limitations on access. Scheme required to fully assess scheme incl. impact on Conservation Area and Listed Buildings
Park Mill, Shortbank Road/ Brougham Street, Skipton	134 (ELR 42)	0.51	Mixed	Actual (pp)	0.31	+10	0	Currently being redeveloped
Retail stores, north of Broughton Road, Skipton	138	0.32	Mixed	20%	0.06	+17	-3	Access constrained by poor visibility. Scheme required to fully assess potential
Fire Station and social club, Broughton Road, Skipton	139	0.36	Mixed	20%	0.07	+17	-5	YW distribution main affects site. Scheme required to fully assess potential
West of Ings Lane, Skipton	144 (ELR 47)	2.15	Empl	100%	2.15	+5	-2	Access currently poor but would be enhanced if adjoining site 116 were connected directly to western bypass. Flood Zone 3a/ mitigation required.
North and south of Auction Mart and to north of canal, off Ling Fields, Skipton	145	11.91	Mixed	70%/ of 70% DA	5.83	+11	0	
North and west of Ling Fields, east of A629 Skipton Bypass, Skipton	146	0.61	Empl	100%	0.61	+11	0	Requires access via site 145 above
South of Gargrave Road, north of Craven College, Skipton	147	1.12	Empl	100%	1.12	+15	-1	Distribution main affects site. Occupier interest in site. Highly visible site/ care with design
North of Gargrave Road, at roundabout junction with A65, Skipton	148	1.65	Empl	100%	1.65	+12	-2	Steeply sloping & highly prominent gateway site/ care with design
Off Gargrave Road, north-east of Aireville Grange, Skipton	149	2.875	Empl	100%	2.875	+16	0	Outline permission for 12,541 sqm offices. Approx 9,289 sqm for HML and 3,252 sqm for Craven DC relocation (from SHELAA 137)
Craven College site	153	2.47	Empl	100%	2.47	+10	-3	Requires relocation of College
Land adjacent to Overdale Caravan Park between A6131 and A65 Skipton by-pass	155	2.11	Empl	100%	2.11	+12	-1	Small frontage constrains access. Distribution main affects site. Scheme required to assess full potential.
<b>Total Skipton</b>					<b>71.425</b>			

Site	SHELAA (ELR) refs	Area Ha	Empl. Only or Mixed Use	% Empl. Use	Net Empl. Area ha	Potential Score	Constraints Index	Comments
<b>Gargrave</b>								
Caravan park and warehousing, Eshton Road, Gargrave	601	1.04	Mixed	50%	0.52	+4	-1	Need to rationalise three existing accesses.
Former Highways Depot, off Eshton Road, Gargrave	602 (ELR 2)	0.24	Empl	100%	0.24	+5	-2	
<b>Total Gargrave</b>					<b>0.76</b>			
<b>TOTAL SOUTH CRAVEN SUB-AREA</b>					<b>72.185</b>			
<b>Glusburn Cross Hills &amp; Sutton</b>								
East of Riparian Way, Cross Hills	300	3.66	Empl	100%	3.66	+18	-4	Recent planning permission on part. Flood Zone 3a-b / mitigation required
Land at Ashfield Farm, Skipton Road, Cross Hills	301	12.06	Empl	100%/ of 60% DA	7.24	+11	-5	Flood Zone 3a-b / mitigation required
Corner of Skipton Road and Station Road, Cross Hills	302 (ELR 62)	0.89	Empl	100%	0.89	+7	-4	In multiple ownership & use. Sewerage infrastructure on site. Possible contamination. Access constrained
Depot west of Station House, off Skipton Road, Cross Hills	303 (ELR 39)	0.23	Empl	100%	0.23	+9	-1	Poor access. Sewerage crosses site.
Between Clayton Hall Road and Old Lane/ Holme Beck, Cross Hills	304	10.87	Mixed	50%/ of 60% DA	3.26	+7	-4	Flood Zone 3a / mitigation required
Hayfield Mills, Colne Road, Glusburn	319 (ELR 28)	3.27	Mixed	-	-	+10	0	Loss of 1.73 ha employment land
<b>Total Glusburn Cross Hills &amp; Sutton</b>					<b>12.02</b>			
<b>Cononley</b>								
Station Works, north of Cononley Lane, Cononley.	741 (ELR 32)	1.835	Mixed, largely Empl	90%	1.65	+15	-2	Presently substandard access. Some flood risk. Existing mill significant but not listed
<b>Total Cononley</b>					<b>1.65</b>			
<b>TOTAL SOUTH CRAVEN SUB-AREA</b>					<b>13.67</b>			
<b>Settle &amp; Giggleswick</b>								
Council yard and car park, Quaker Garth/Church Street, Settle	402 (ELR 3 part)	0.71	Mixed	30%	0.21	+9	-3	Need to replace/protect car parking. Scheme required to fully assess potential incl. impact on Listed Building (Victoria Hall)
Premises at The Sidings, railway station, Settle	404	0.86	Mixed	50%/ of 50% DA	0.21	+8	-3	Loss of 0.86 ha existing employment land but possible creation of 0.21 ha new. Multiple

Site	SHELAA (ELR) refs	Area Ha	Empl. Only or Mixed Use	% Empl. Use	Net Empl. Area ha	Potential Score	Constraints Index	Comments
								ownerships. Scheme required to fully assess potential incl. impact on Conservation Area
East of Ingfield Avenue and south of the Falcon Hotel and Ingfield Lane, Settle	408	8.195	Mixed	30%/ of 95% DA	2.335	+6	-3	Requires highways impact assessment. Public sewer on site. Scheme required to fully assess potential incl. impact on Conservation Area and Listed Building (Falcon Hotel)
East of Runley Bridge Farm, bounded by railway line and B6480, Settle	410	1.70	Empl	100%	1.70	+6	0	Isolated site.
East of garage and south of New Road, Sowarth Field Industrial Estate, Settle	412 (ELR 17)	0.17	Empl	100%	0.17	+6	-2	Public sewer on site. Scheme required to fully assess potential. Different owners.
<b>Total Settle &amp; Giggleswick</b>					<b>4.625</b>			
<b>High Bentham</b>								
East of Station Road and south-west of Pye Busk, including the cattle market site, High Bentham	507 (ELR 6 part)	10.87	Mixed	20%/of 90% DA	1.96	+5	-2	Access restricted to north. Public sewer affects site/ overhead cables/ limited utility capacity. Multiple ownership
West of Station Rd, south of railway station, High Bentham	508	1.15	Empl	100%	1.15	+3	-2	Development could result in loss of playing field. Difficult ground conditions. Multiple ownership.
West of High Bentham Business Park, south of Ashbank, High Bentham	510 (ELR 56)	0.49	Empl	100%	0.49	+1	0	
<b>Total High Bentham</b>					<b>3.60</b>			
<b>Ingleton</b>								
Adjacent to southern edge of industrial estate, off New Road, Ingleton	659 (ELR 10)	1.37	Empl	100%	1.37	+6	-2	Poor ground conditions
South west of industrial estate, off New Road, Ingleton	660 (ELR 9)	0.54	Empl	100%	0.54	+6	-1	
Between industrial estate off New Road and Tatterthorn Road, Ingleton	661	2.48	Empl	100%	2.48	+6	-1	
Telephone exchange, south of Masons Arms, New Road, Ingleton	662 (ELR 11)	0.16	Empl	100%	0.16	+3	-1	
<b>Total Ingleton</b>					<b>4.55</b>			



Site	SHELAA (ELR) refs	Area Ha	Empl. Only or Mixed Use	% Empl. Use	Net Empl. Area ha	Potential Score	Constraints Index	Comments
<b>Hellifield</b>								
South of Townson Tractors, off Kendal Road, Hellifield	802	1.89	Mixed	40%	0.76	+4	-1	Transport assessment required
<b>Total Hellifield</b>					<b>0.76</b>			
<b>TOTAL NORTH CRAVEN SUB-AREA</b>					<b>13.535</b>			
<b>TOTAL</b>					<b>99.39</b>			

DA = Estimated Developable Area

4.12 The SHELAA sites were further classified according to their likely *Availability*: four categories are shown in Table 4.7; and by *Suitability* for each of the market- segments identified in paragraph 1.8 and shown also in Table 4.8 below.

**Table 4.7: EMPLOYMENT LAND: AVAILABILITY CATEGORIES**

1	Being developed: from full planning permission to implementation
2	Short term: available now with few significant known constraints
3	Medium term: availability subject to overcoming significant ownership / physical or policy constraints
4	Longer term: availability subject to major investment to overcome physical constraints or relocation of significant existing uses

**Table 4.8: EMPLOYMENT LAND: MARKET SEGMENTS**

B1/1	Business including offices, light industry, R&D/ small units including starter units
B1/2	Business including offices, light industry, R&D/ larger footprints & business parks
B2	General industry including heavier manufacturing
B8	Distribution & warehousing/ larger footprint buildings
B1/B2/B8	Mixed employment/ suitable for a range of uses & footprint sizes

4.13 Table 4.9 lists all the SHELAA employment sites in order of *Potential Score*, together with the *Constraints Index*, *Suitability* (by market segment) and *Availability*.

**Table 4.9: SHELAA EMPLOYMENT SITES SUMMARY IN ORDER OF POTENTIAL SCORE WITH CONSTRAINTS INDEX SUITABILITY AVAILABILITY**

Site	SHELAA (ELR) refs	Sub-Area	Net Empl. Area (ha)	Potential Score	Constraints Index	Suitability (Market Segment)	Availability
<b>No of Sites: 46</b>							
Belle Vue Mills, Broughton Road, Skipton	130 (ELR 53)	SK	0.25	+20	0	B1/Offices only	1. Being developed
East of Riparian Way, Cross Hills	300	SC	3.66	+18	-4	B1/ B2/ B8	2. Short term subject to flood mitigation
Retail stores, north of Broughton Road, Skipton	138	SK	0.06	+17	-3	B1/1	4. Longer term
Fire Station and social club, Broughton Road, Skipton	139	SK	0.07	+17	-5	B1/ 1	3. Medium term
Off Gargrave Road, north-east of Aireville Grange, Skipton	149	SK	2.875	+16	0	B1/Offices only	2. Short term
Focus DIY store, south of Broughton Road/ Belmont Street, Skipton	129	SK	0.19	+16	-5	B1/ 2	4. Longer term
South of Gargrave Road, north of Craven College, Skipton	147	SK	1.12	+15	-1	B1/2	2. Short term
Snaygill Adult Training Centre, Keighley Road, Snaygill Industrial Estate, Skipton	111	SK	0.49	+15	-1	B1/ B2 /B8	2. Short term
Station Works, north of Cononley Lane, Cononley.	741 (ELR 32)	SC	1.65	+15	-2	B1/B2/B8	2. Short term subject to relocation existing uses
Former petrol filling station, Keighley Road, Snaygill Industrial Estate, Skipton	112	SK	0.22	+15	-2	B1/ B2/ B8	2. Short term
East of Skipton Bypass, south of Sandylands Playing Fields, and west of Carleton Road (South Skipton site)	116 (ELR 68)	SK	17.62	+15	-4	B1/ B2/ B8 / Large Footprint	2. Short term subject to investment in infrastructure/ flood mitigation
Millfields Car Park, Coach Street/ Gargrave Road, Skipton	131	SK	0.31	+13	-2	B1/ 1	3. Medium term subject to replacement parking
Workshop and garages, east of The Craven PH, Craven Street, Skipton	124	SK	0.06	+13	-5	B1/1	3. Medium term
Land adjacent to Overdale Caravan Park between A6131 and A65 Skipton by-pass	155	SK	2.11	+12	-1	B1/ B2/B8 Suitable single user	2. Medium term if overcome access constraint
North of Gargrave Road, at roundabout junction with A65, Skipton	148	SK	1.65	+12	-2	B1/ 2	2. Short term
North and south of Auction Mart and to	145	SK	5.83	+11	0	B1/ 2	2. Short term

Site	SHELAA (ELR) refs	Sub-Area	Net Empl. Area (ha)	Potential Score	Constraints Index	Suitability (Market Segment)	Availability
north of canal, off Ling Fields, Skipton							
North and west of Ling Fields, east of A629 Skipton Bypass, Skipton	146	SK	0.61	+11	0	B1/ 2	2. Short term
East of Keighley Road and canal south of Cawder Lane, Skipton	109	SK	0.58	+11	-2	B1/ B2/ B8	2. Medium term if access constraint overcome
Land at Ashfield Farm, Skipton Road, Cross Hills	301	SC	7.24	+11	-5	B1/B2/B8	4. Longer term subject to investment in infrastructure and flood mitigation
Cavendish Street Car Park and commercial premises, Skipton	125	SK	0.21	+11	-6	B1/ 1	3. Medium term subject to replacement parking
Waller Hill Car Park, west of bus station, off Keighley Road, Skipton	126	SK	0.06	+11	-6	B1/ 1	3. Medium term subject to replacement parking
Park Mill, Shortbank Road/ Brougham Street, Skipton	134 (ELR 42)	SK	0.31	+10	0	B1/ Offices only	1. Being developed
Hayfield Mills, Colne Road, Glusburn	319 (ELR 28)	SC	-	+10	0	In use	Land to be lost to employment
Craven College site	153	SK	2.47	+10	-3	B1/ 2	4. Longer term subject to relocation of College
Depot west of Station House, off Skipton Road, Cross Hills	303 (ELR 39)	SC	0.23	+9	-1	B1/B2/B8	2. Short term if constraints overcome
Skipton General Hospital, Keighley Road, Skipton	121	SK	0.30	+9	-3	B1/ 2	4. Longer term subject to relocation of hospital
Council yard and car park, Quaker Garth/Church Street, Settle	402 (ELR 3 part)	NC	0.21	+9	-3	B1/ 1	3. Medium term subject to land assembly & replacement parking
South of the sewage works, within Snaygill Industrial Estate, Skipton	113 (ELR 45)	SK	0.97	+9	-4	B1/B2/B8	2. Short term subject to overcoming constraints
Premises at The Sidings, railway station, Settle	404	NC	0.21	+8	-3	B1/ 1	4. Longer term subject to relocations and land assembly
Corner of Skipton Road and Station Road, Cross Hills	302 (ELR 62)	SC	0.89	+7	-4	B1/B2/ B8	4. Longer term if constraints overcome
Between Clayton Hall Road and Old Lane/ Holme Beck, Cross Hills	304	SC	3.26	+7	-4	B1/B2/B8	4. Longer term if constraints overcome
East of Runley Bridge Farm, bounded by railway line and B6480, Settle	410	NC	1.70	+6	0	B1/ B2/B8	2. Short term but question of acceptability as relatively isolated from main settlement
South west of industrial estate, off New Road, Ingleton	660 (ELR 9)	NC	0.54	+6	-1	B1/B2/B8	2. Short term
Between industrial estate off New Road	661	NC	2.48	+6	-1	B1/B2/B8	2. Short term

Site	SHELAA (ELR) refs	Sub-Area	Net Empl. Area (ha)	Potential Score	Constraints Index	Suitability (Market Segment)	Availability
and Tatterthorn Road, Ingleton							
Industrial and commercial premises and land, west of Firth Street, east of canal, Skipton	123 (ELR 48/49)	SK	0.45	+6	-2	B1/ 1	3. Medium term subject to relocation of most current activity
East of garage and south of New Road, Sowarth Field Industrial Estate, Settle	412 (ELR 17)	NC	0.17	+6	-2	B1/B2/B8	2. short term if constraints overcome
East of Ingfield Avenue and south of the Falcon Hotel and Ingfield Lane, Settle	408	NC	2.335	+6	-3	B1/2	2. short term if constraints can be overcome
West of Ings Lane, Skipton	144 (ELR 46/47)	SK	2.15	+5	-2	B1/ B2/ B8	3. Medium term subject to investment in infrastructure and flood mitigation (see 116 above)
East of Station Road and south-west of Pye Busk, including the cattle market site, High Bentham	507 (ELR 6 part)	NC	1.96	+5	-2	B1/ B2/B8	3. Medium term in context of commitment to a larger scheme
Former Highways Depot, off Eshton Road, Gargrave	602 (ELR 2)	SK	0.24	+5	-2	B1/B2 (not B8)	2. Short term
Adjacent to southern edge of industrial estate, off New Road, Ingleton	659 (ELR 10)	NC	1.37	+5	-2	B1/B2/B8	2. Short term
Caravan park and warehousing, Eshton Road, Gargrave	601	SK	0.52	+4	-1	B1/1	2. short term subject to overcoming constraints
South of Townson Tractors, off Kendal Road, Hellifield	802	NC	0.76	+4	-1	B1/B2/B8	2. Short term subject to resolution of access issues
Telephone exchange, south of Masons Arms, New Road, Ingleton	662 (ELR 11)	NC	0.16	+3	-1	B1/1	2. Short term subject to removal of exchange
West of Station Rd, south of railway station, High Bentham	508	NC	1.15	+3	-2	B1/ B2/ B8	4. Longer term in view of constraints
West of High Bentham Business Park, south of Ashbank, High Bentham	510 (ELR 56)	NC	0.49	+1	0	B1/B2/B8	2. Short term
<b>TOTAL</b>			<b>72.19</b>				

Sub-Areas: SK Skipton, SC South Craven, NC North Craven

4.14 The appraisals of the SHELAA potential employment sites provide the basis for identifying priority sites for meeting future demand. It also provides a database for the monitoring and review of employment land in the future and can contribute in a wider sense, alongside the whole SHELAA, to the search and selection of sites for other uses as the Core Strategy and Site

Allocations DPD develops. Additional tabulations which were put together as aids to the site prioritisation process are listed in Appendix A and are available as a separate document.

### Matching Potential Employment Sites with Future Demand

4.15 The broad parameters of future demand postulated in Section 3 were:

- 52-61 ha of new employment land 2006-2021 of which 36 ha should be made available for 2006-2016;
- Of this, 42-51 ha should be found in the higher demand areas of Skipton and South Craven with around 31 ha to 2016;
- Part of the allocation should be for new Business Parks capable of accepting a range of uses including larger foot-print buildings for B1/B2/B8 use and part should be made up of sites suitable for smaller B1 offices and workshops and principally in the Principal Town of Skipton.
- 10 ha to be provided in the low demand North Craven Sub-Area. It is suggested that 6 ha is made available to 2016. Settle is the most promising location for new investment;

### Skipton and South Craven Sub-Areas

4.16 There are 24 sites scoring +10 or more (Table 4.9 above). Of these 20 are in Skipton and four in South Craven. Two sites are currently being developed, Belle View Mills (*SHELAA 130*) and Park Mill (*SHELAA 134*) in Skipton, utilising the equivalent of 0.56 ha of land. Planning permission for HML and the relocation of Craven District Council's offices at Gargrave Road (*SHELAA 149*) will take up a further 2.87 ha. The net allocation to be found to 2021 is therefore 40.57 ha with 26.57 ha to 2016 and a further 14 ha to 2021.

4.17 The search for the best sites divides into two parts: first the identification of larger sites suitable for Business Park development and second the assessment of all the smaller sites. The SHELAA has produced only three sites with a net employment area of 5 ha or more:

- A substantial site east of the Skipton Bypass known as the South

Skipton Site (*SHELAA 116*). This is a site with strong potential as a Business Park but will require significant investment in infrastructure both in terms of the creation of a new access from the A629(T) and in terms of flood mitigation as a significant part of the site is in Flood Zone 3a. The site is being brought together under single ownership (Pearson Developments) who have been actively investigating its development potential. The whole site is 26.1 ha but the SHELAA assessment has assumed that only 75% would be developable because of the need for flood mitigation measures and that 10% of the site would be developed for other than employment uses, creating a net 17.62 ha for employment. There is the potential however to combine this site with adjoining land to the north which is presently allocated for employment use but constrained by poor access. This is a site west of Ings Lane (*SHELAA 144*) which could, in the longer term, add a further 2.15 ha to the total;

- Land at Ashfield Farm, Skipton Road, Cross Hills (*SHELAA 301*). This is the only substantive site in South Craven with potential for development as a Business Park. It occupies land south of the existing Crossings Business Park and also south of the railway. It is considerably constrained but currently poor access to the main road network because of the intervening railway level-crossing on Skipton Road and because a large part of the site is in Flood Zones 3a and 3b. If proposals to replace the level crossing with a grade separated highway were to come to fruition, then the potential of the site would be greatly enhanced. The site occupies 12.06 ha but the SHELAA has assumed that only 60% might be developable because of the need for flood mitigation measures, creating an area of 7.24 ha net for employment uses;
- The third possibility is on land in the vicinity of the Auction Mart in Skipton. There is undeveloped land to the north and south of the Auction Mart (*SHELAA 145*) with good access to the trunk highway network. However the site presents certain difficulties for development because of its elongated shape and difficult topography. The SHELAA has concluded that only 70% of the 11.91 ha site is developable and of that a 3ha portion of the site to the south-east

adjacent to the canal would be better suited to housing, leaving a net employment area of just 5.83 ha. The site could be enhanced with the inclusion of 0.61 ha of adjoining land North & West of Ling Fields (*SHELAA 146*) but it is marginal whether the size, shape and topography of the whole lends itself to comprehensive development as a Business Park.

4.18 It is assumed at this time that the land at Ashfield Farm will not be taken up in the period to 2016 because of the need for investment in infrastructure which must precede its development. It is counted in to the allocation for 2016-2021 at this stage, subject to review. It is recommended that the two larger sites in Skipton should be allocated for development. It is assumed that two-thirds i.e. 16.1 ha will be taken up to 2016 and the remainder 8.05 ha to 2021. Again there are infrastructure issues affecting the major South Skipton site such that its potential needs to be kept under review.

4.19 In the South Craven Sub-Area, there are only two sites currently with high *Potential Score* which are relatively unconstrained and available in the short term. These are:

- East of Riparian Way, Cross Hills (*SHELAA 300*). This 3.66 ha site would be an extension of the Crossings and be served from Riparian Way with good access to the trunk road network. It is suitable for B1/B2/B8 uses in a range of sizes. Part of the site is the subject of a recent planning application. It scores highly but is affected by Flood Zones 3a and 3b and requires flood mitigation measures;
- The Station Works, north of Cononley Lane, Cononley (*SHELAA 741*). This existing industrial site is presently under-used including an old mill building. The site scores well partly because of its excellent public transport location adjacent to Cononley Station which has frequent rail services between Skipton and Leeds and good road access to the nearby A629(T). It is outside the Flood Zones. The *SHELAA* assumption is that the old mill building might be suitable for conversion to residential and this 1.835 ha site would provide 1.65 ha net for a range of employment purposes;

4.20 It is recommended that both sites are allocated for development for the period up to 2016 providing for 5.31 ha employment land for B1/B2/B8 uses.

4.21 There are five sites in Skipton with high *Potential Scores* and which are relatively unconstrained and available in the short term. These are:

- South of Gargrave Road, north of Craven College, Skipton (*SHELAA 147*). There is occupier interest in this 1.12 ha site at the present time. The high score reflects its accessibility and quality. It requires careful design because of the site's high visibility and would be suitable for primarily B1 uses;
- Snaygill Adult Training Centre, Keighly Road, Snaygill Industrial Estate, Skipton (*SHELAA 111*). This 0.49 ha site is a redevelopment opportunity on a main road frontage site in the successful Snaygill Industrial Estate;
- Former Petrol Filling Station, Keighley Road, Snaygill Industrial Estate, Skipton (*SHELAA 112*). This 0.22 ha site is similar but smaller than the above;
- North of Gargrave Road, at roundabout junction with A65, Skipton (*SHELAA 148*). This 1.65 ha site at the north-west gateway into Skipton is very prominent and steeply sloping. Care would need to be taken with the design and layout of buildings on this site which should be high quality B1/ offices;
- South of the sewage works, within Snaygill Industrial Estate, Skipton (*SHELAA 113*). This existing allocation of 0.97 ha is an existing allocation within the Snaygill Industrial Estate which has not been taken up largely, it is supposed, because of ownership issues which need to be overcome.

4.22 It is also recommended that these sites are allocated for development to 2016. These provide for a further 9.76 ha.

4.23 The *SHELAA* has identified a number of sites close to Skipton Town Centre

which are capable of accommodating employment uses as part of a mixed development scheme. In each case the sites require redevelopment and therefore present issues around land assembly and relocation. In certain cases existing car parking would need to be replaced either as part of a redevelopment scheme (e.g. decking) or through relocation. Consistent with the RSS, town centre employment uses should be encouraged. The nature of these sites and the redevelopment challenge is such that these sites should be viewed largely as medium and longer term opportunities. The most promising sites in terms of potential to be made available in the period to 2016 are:

- The Fire Station and social club, Broughton Road, Skipton (*SHELAA 139*). This is a potential mixed use site of 0.36 ha, 20% of which is assumed to provide for B1 use, the equivalent of 0.07 ha;
- Millfields Car Park, Coach Street, Skipton (*SHELAA 131*). The SHELAA assumes 25% of this 1.255 ha site for B1 use providing the equivalent of 0.31 ha. Parking would need to be re-accommodated;
- Workshop and garages, east of The Craven PH, Craven Street, Skipton (*SHELAA 124*). 30% of this 0.19 ha site might yield the equivalent of 0.06 ha for B1 use;
- Cavendish Street Car Park and commercial premises, Skipton (*SHELAA 125*). 25% of this 0.84 would provide the equivalent of 0.21 ha for B1 use. Car parking would need to be replaced;
- Waller Hill Car Park, west of the bus station, off Keighley Road, Skipton (*SHELAA 126*). 25% of this 0.24 ha site is assumed to give 0.06 ha for B1 use;
- Industrial and commercial premises and land, west of Firth Street, east of the canal, Skipton (*SHELAA 123*). This is a significant redevelopment opportunity which the SHELAA has identified as suitable for mixed use including an element of B1 use. It is assumed that some existing activity is retained and that 90% of the 2.49 ha site is redeveloped and that 20% of this is given over to B1 use, the

equivalent of 0.45 ha.

- 4.24 Town centre sites such as those listed above are considered to be important in terms of providing future employment space to assist in developing the town's future economic development. The employment space assumptions made in the SHELAA are made essentially to assist in the overall calculation of future potential land for housing as well as employment. These are not in any sense a fixed view. In every case the potential will be assessed against the design of a comprehensive scheme and current demand in the market place. The Core Strategy and the Site Allocations DPD should however seek an element employment space provision in such mixed use sites. Whether there is more or less employment space will depend upon circumstances at the time. On the basis of the SHELAA assumptions, these sites allow for 1.16 ha of B1 development. It is recommended that town centre sites, such as these should make a contribution to future employment land supply and the balance of the supply to 2016, 1.78 ha, should come from this source. The recommendations for employment land allocations to 2016 are summarised in Table 4.10 below.

**Table 4.10: RECOMMENDED FUTURE EMPLOYMENT SITES 2006-2016 SKIPTON & SOUTH CRAVEN SUB-AREAS**

Site	SHELAA (ELR)	Net Employment Area (or equivalent) ha	Net Employment Land Allocated ha 2006-2016	Comments
<b>BEING DEVELOPED</b>				
Belle View Mills, Broughton Road, Skipton	130 (ELR 53)	0.25	0.25	Former mill buildings being converted into mixed use scheme including 2470 sq m office space
Park Mill, Shortbank Road/ Brougham Street, Skipton	134 (ELR 42)	0.31	0.31	Site to be re-developed for mixed use including offices
<b>Total Being Developed</b>			<b>0.56</b>	
<b>WITH PLANNING PERMISSION</b>				
Off Gargrave Road, north-east of Aireville Grange, Skipton	149	2.87	2.87	Outline permission for 12, 541 sq m offices.
<b>Total With Permission</b>			<b>2.87</b>	
<b>LARGER SITES SUITABLE FOR BUSINESS PARK DEVELOPMENT</b>				
East of Skipton Bypass, south of Sandylands Playing Fields, and west of Carleton Road (South Skipton site)	116 (ELR 68)	17.62	11.74	Flood Zone 3a/ mitigation required. Requires major new access to western bypass. 5.87 ha allocated 2016-2021
North and south of Auction Mart and to north of canal, off Ling Fields, Skipton with North and west of Ling Fields, east of A629 Skipton Bypass, Skipton	145/ 146	5.83 + 0.61	4.29	2.15 ha allocated 2016-2021
<b>Total Larger Sites</b>			<b>16.03</b>	
<b>SMALLER SITES</b>				
East of Riparian Way, Cross Hills	300	3.66	3.66	Recent planning permission on part. Flood Zone 3a-b/ mitigation required
Station Works, north of Cononley Lane, Cononley.	741 (ELR 32)	1.65	1.65	Mixed scheme but largely employment. Existing mill significant but not listed. Some flood risk.
South of Gargrave Road, north of Craven College, Skipton	147	1.12	1.12	Occupier interest in site. Highly visible, care with design.
Snaygill Adult Training Centre, Keighley Road, Snaygill Industrial Estate, Skipton	111	0.49	0.49	
Former petrol filling station, Keighley Road, Snaygill Industrial Estate, Skipton	112	0.22	0.22	
North of Gargrave Road, at roundabout junction with A65, Skipton	148	1.65	1.65	
South of the sewage works, within Snaygill Industrial Estate, Skipton	113 (ELR 45)	0.97	0.97	Access only across adjoining site. Possible flood risk.
<b>Total Smaller Sites</b>			<b>9.76</b>	



Site	SHELAA (ELR)	Net Employment Area (or equivalent) ha	Net Employment Land Allocated ha 2006-2016	Comments
SKIPTON TOWN CENTRE MIXED USE SITES, <b>Total</b>			<b>1.78</b>	
<b>TOTAL</b>			<b>31.0</b>	

4.25 It is recommended that additional employment sites to meet future needs from 2016-2021 would be met from the following:

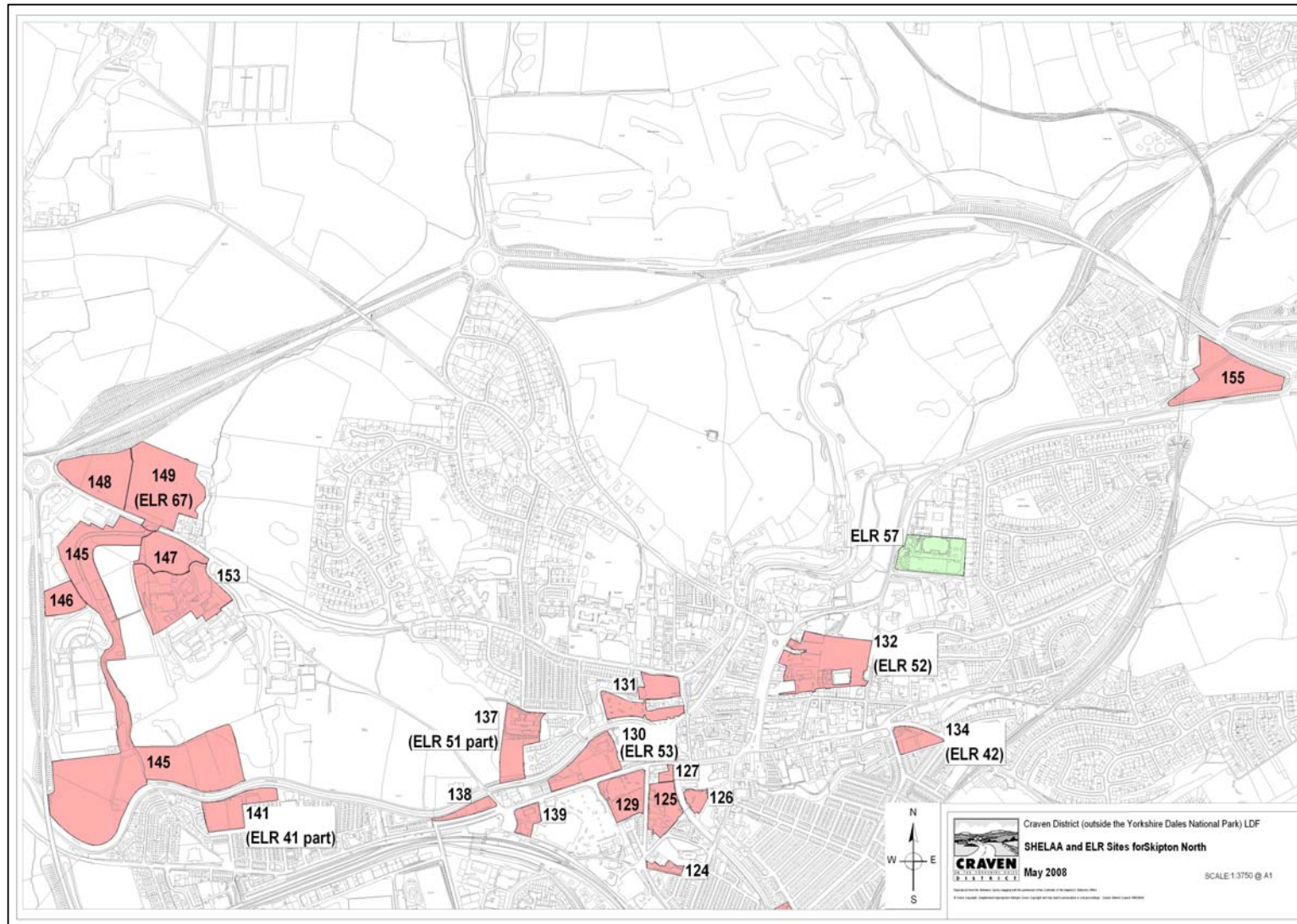
- The release of land at Ashfield Farm, Cross Hills on the basis that investment in the infrastructure to bring this site forward has been committed. This would potentially provide a larger site of 7.24 ha net for B1/B2/B8 development;
- Further release of land from the larger sites in Skipton identified in Table 4.10 above (South Skipton and North & South of the Auction Mart) which can provide a further 8.02 ha;
- The adjoining site west of Ings Lane adding 2.15 ha referred to above (4.16);
- Depot west of Station House, off Skipton Road, Cross Hills (SHELAA 303). This is an existing allocation of 0.23 ha, which is presently the “wrong side” of the Skipton Road level-crossing. Infrastructure improvements would make this site more attractive in the longer term;
- There is a balance of 1.78 ha is to be made up of further opportunities arising from mixed use projects in Skipton Town Centre or other windfall opportunities.

4.26 Plan 4.A and 4.B show all the sites in Skipton; Plans 4.C and 4. D show the sites in Glusburn, Cross Hills and Sutton; Plan 4.E for Cononley.

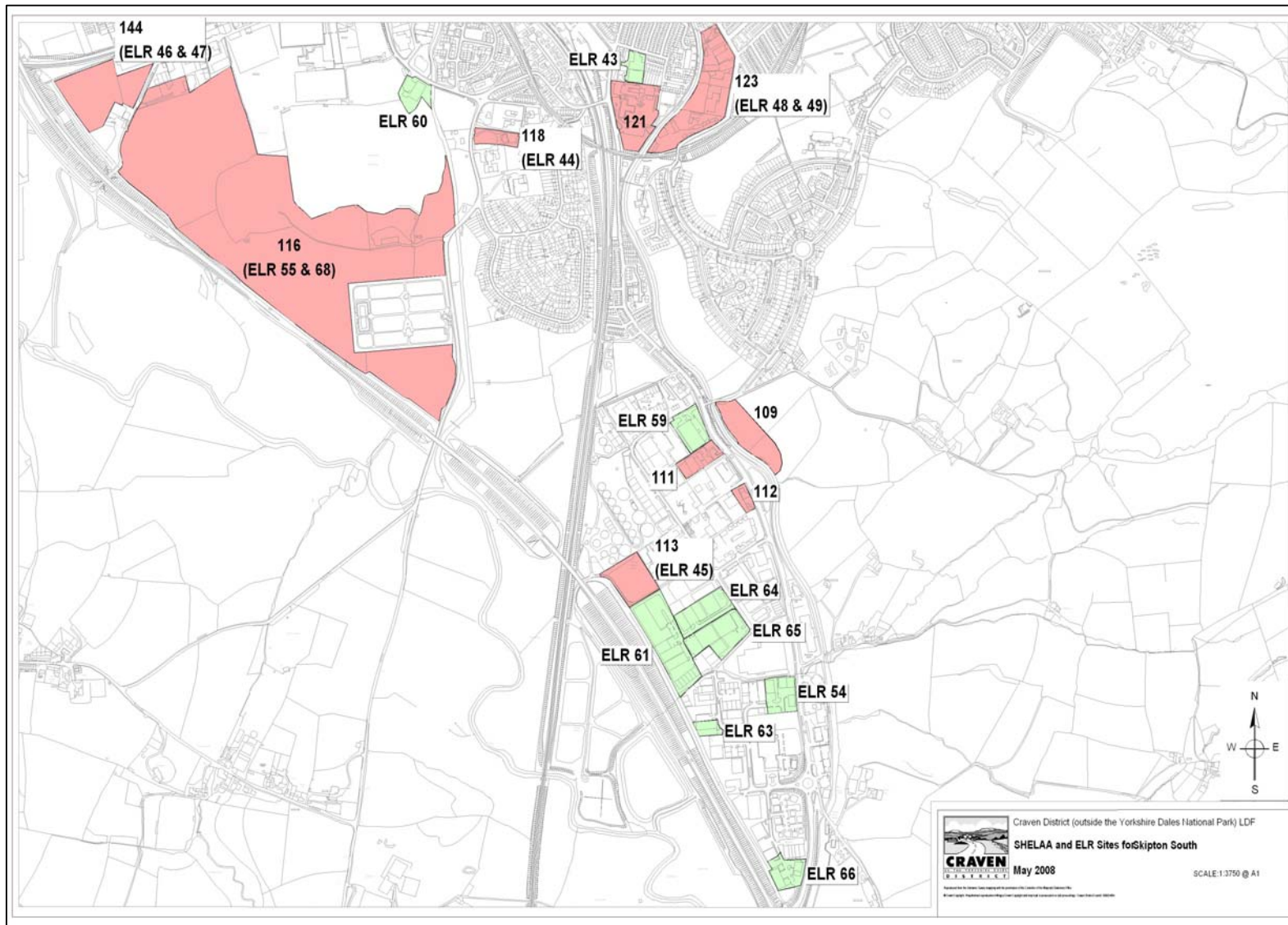
**Feasibility Studies**

4.27 The recommended allocations hinge on certain assumptions, particularly in relation to the larger sites, that the investment necessary for infrastructure and flood mitigation will come forward. This is particularly significant in the Cross Hills area but also has a bearing on the South Skipton site as well as some smaller sites affected by flooding. It is recommended that Craven District Council, in partnership with stakeholders, undertake some further work to look at the requirements for infrastructure improvements and flood mitigation measures in the Skipton and South Craven Sub-Areas. This work is critical not only in relation to employment land but also to housing development together with the attendant growth in facilities and services which must accompany this. A decision to give the Leeds City-Region Growth Point status (creating a secondary growth point in Skipton and South Craven) would put further pressure on land for employment as well as housing and make the need for such a feasibility study more pertinent.

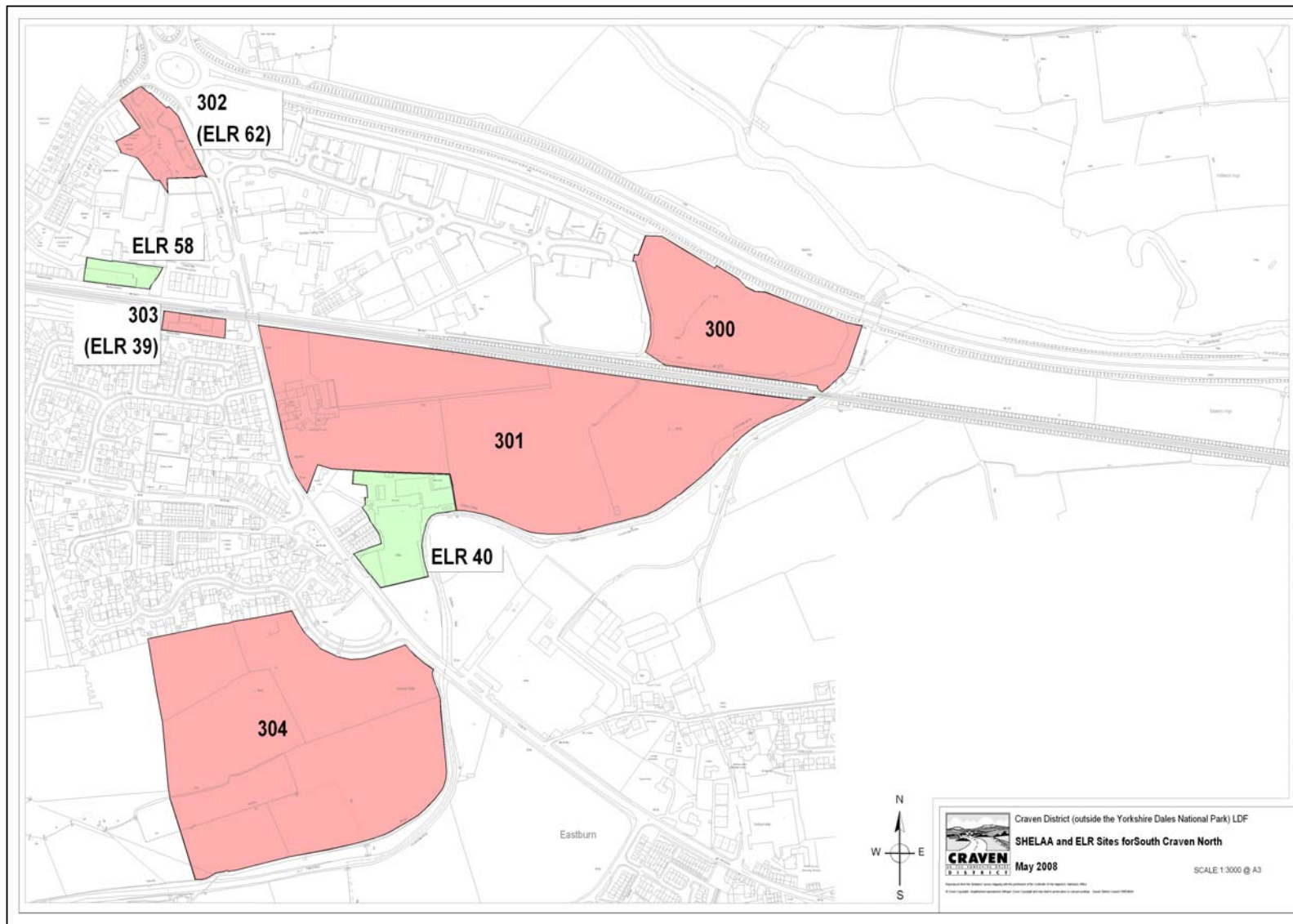
**PLAN 4.A: SKIPTON NORTH**



**PLAN 4.B: SKIPTON SOUTH**



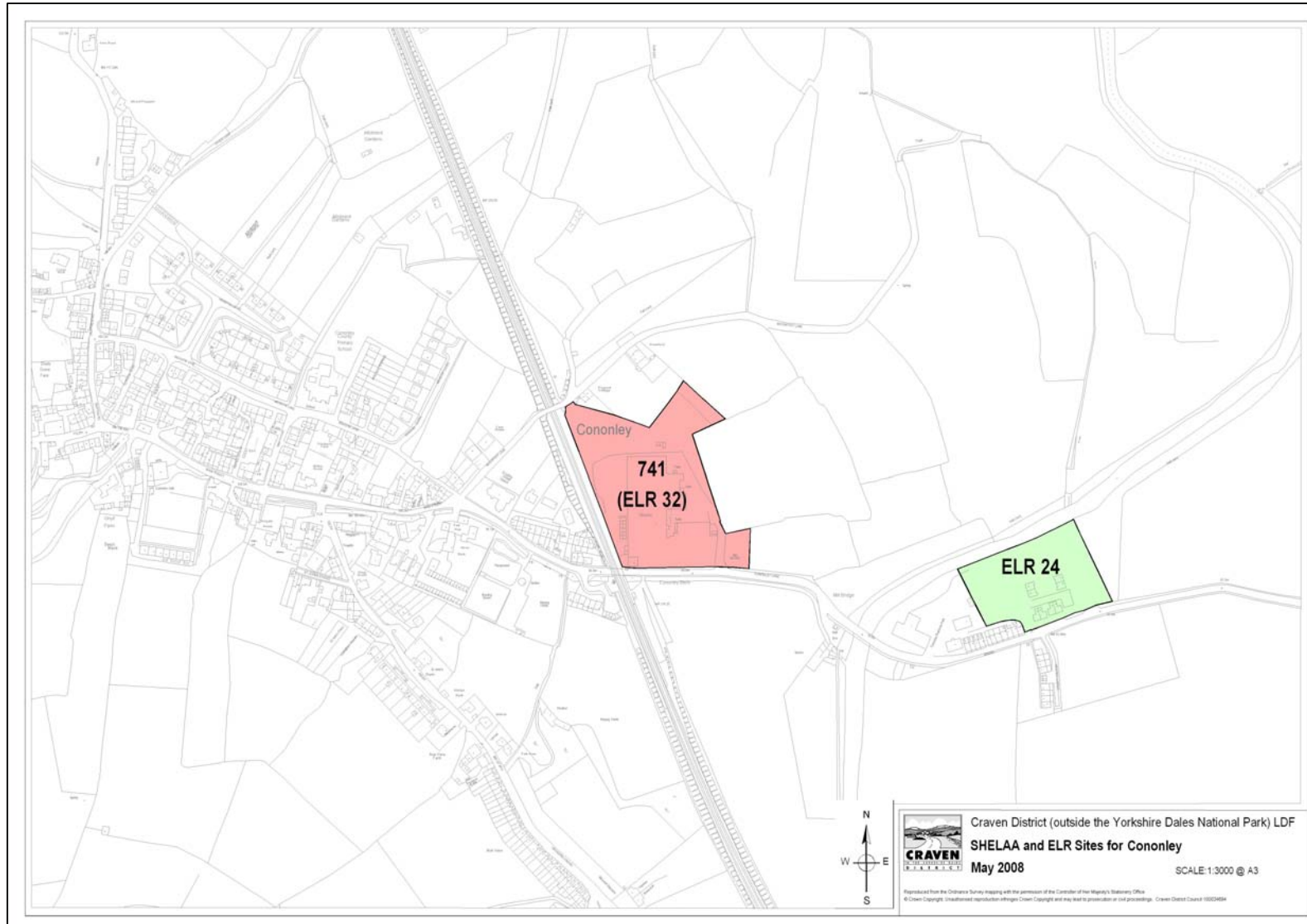
**PLAN 4.C: SOUTH CRAVEN NORTH**



**PLAN 4.D: SOUTH CRAVEN SOUTH**



**PLAN 4.E: CONONLEY**



### **Possible Areas of Future Search**

4.28 There are no larger sites identified in the SHELAA beyond those identified above. In the event that any of the identified sites prove to be difficult to develop because of feasibility flood mitigation measures and/or infrastructure costs, it may be necessary to extend the search for sites further. Two areas were identified in the SHELAA:

- North-west of Skipton
- West of Glusburn and Sutton.

These are shown in Plans 4.F and 4.G below

### **Monitoring**

4.29 The uncertainties about infrastructure investment also underpins the need for regular monitoring and review of the take-up of employment land as outlined in Section 3 above.

### **North Craven Sub-Area**

4.30 In the lower demand North Craven Sub-Area, 10 ha of employment land is to be provided to meet local needs. It is suggested that 6 ha is made available to 2016. There is evidence of relatively more demand in Settle than elsewhere.

### **Settle & Giggleswick**

4.31 There is only one site available in Settle at present, at Sowarth Field. This is included in the sites identified as most suitable to be brought forward:

- East of garage and south of New Road, Sowarth Field Industrial estate, Settle (*SHELAA 412*). A 0.17 ha site within existing industrial area. Ownership and other constraints should be capable of being overcome;

- East of Ingfield Avenue and south of the Falcon Hotel and Ingfield Lane, Settle (*SHELAA 408*). This is put forward in the SHELAA as a mixed-use site. The site extends to 8.195 ha of which 95% is developable because of size and shape. 30% is considered to be suitable for employment uses at the southern end producing 2.335 ha net. There are potential difficulties with providing local access;
- East of Runley Bridge Farm, bounded by railway line and B6480, Settle (*SHELAA 410*). A 1.7 ha site with good highway access and reasonably well screened by woodland. The site is however isolated from the main settlement and its acceptability needs to be considered along with wider issues about settlement limits;

The first two sites could provide 2.5 ha in the period up to 2016. The more isolated site East of Runley Bridge Farm site could provide a further 1.7 ha from 2016 to 2021.

The Settle sites are shown on Plans 4.H and 4.I

### **Bentham**

4.32 There is land available at present at Low Bentham, the un-developed portion of a scheme for small B1 units on Mill Lane. There is also an existing allocation west of the High Bentham Business Park. Both these sites are included in the recommended future land supply:

- South part of Mill Lane Industrial area, Lower Bentham (*ELR 4*). Site of 0.38 ha undeveloped;
- West of High Bentham Business Park, south of Ashbank, High Bentham (*SHELAA 510*). 0.49 ha available and suitable for B1/B2/B8;
- East of Station Road and south-west of Pye Busk, including the Cattle Market site, High Bentham (*SHELAA 507*). This 10.87 ha site is identified in the SHELAA for mixed use. The site is in multiple ownership and there are some physical constraints. In the medium term there is scope for a comprehensive scheme. The proximity to the

railway station and the town centre suggests some potential to attract employment development. The SHELAA provides for 1.96 ha net of employment land.

The existing allocations together with an element of the additional proposed site east of Station Road should be adequate for needs to 2016. The additional site has the capacity to meet needs 2016-2021. The Low Bentham site is shown on Plan 4.J and the High Bentham sites on 4.K.

### ***Ingleton***

4.33 There are two existing employment allocations in the main employment area, off New Road south of the A65, totalling some 1.91 ha. Part of this is temporarily occupied and there are reported ownership constraints on the site. An extension of the area westwards would provide ample employment land in the longer term:

- Adjacent to southern edge of industrial estate, off New Road, Ingleton (*SHELAA 659*). Existing allocation of 1.37 ha;
- South-west of industrial estate, off New Road, Ingleton (*SHELAA 660*). Existing allocation of 0.54 ha;
- Between industrial estate off New Road and Tatterhorn Road, Ingleton (*SHELLAA 661*). Potential westward extension of existing main employment area of up to 2.48 ha.

The allocated sites are thought to be sufficient for needs to 2016. Part westward extension could provide for any additional demand 2016- 2021.

The Ingleton sites are shown on Plan 4.L

### ***Hellifield***

4.34 The SHELAA has identified one potential site in Hellifield as part of a mixed-use scheme:

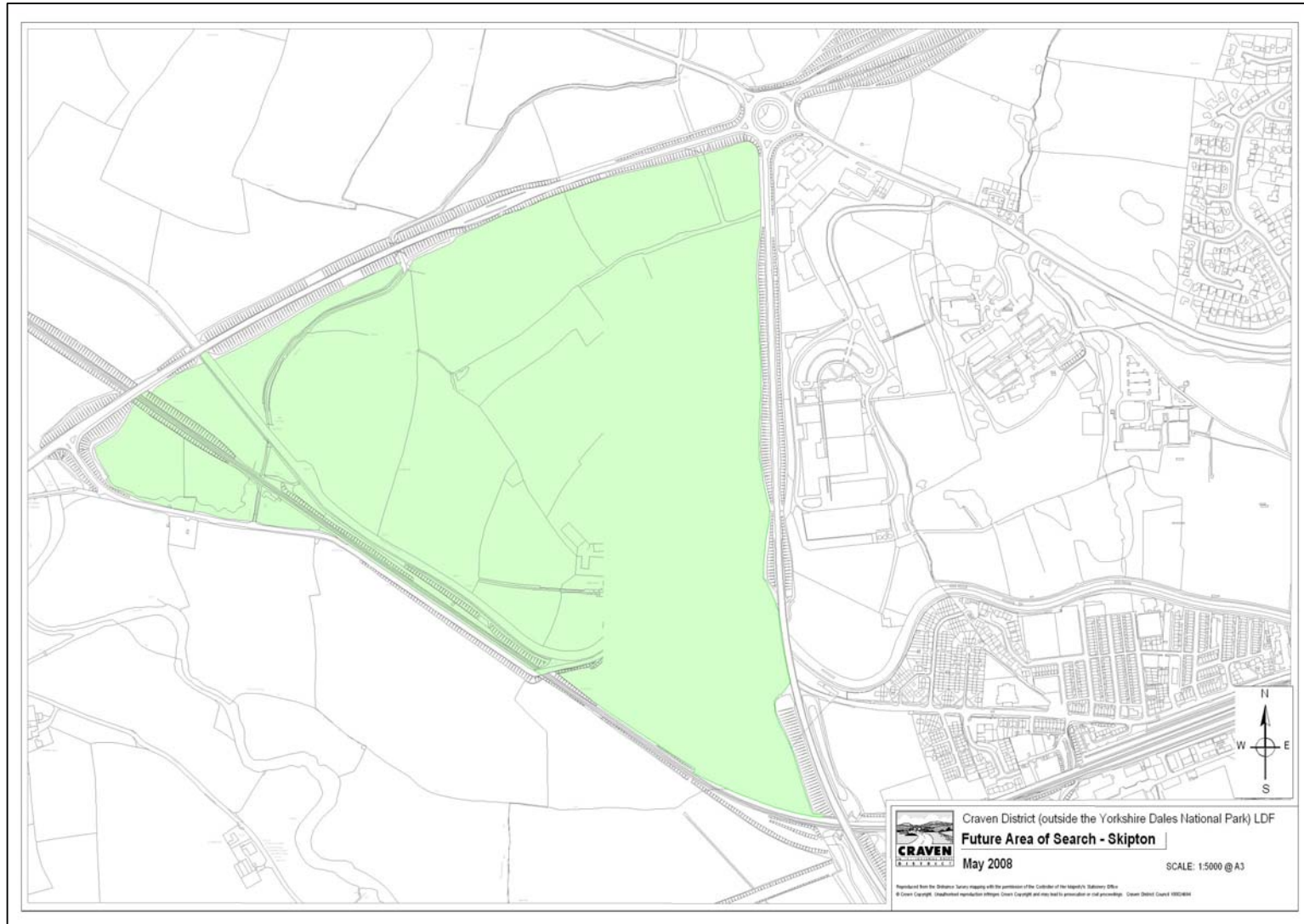
- South of Townson Tractors, off Kendal Road, Hellifield (*SHELAA 802*). This 1.89 ha site is put forward for mixed-use site. 40% would be for employment uses. Providing a net 0.76 ha site.

This site is capable of meeting demand throughout the period 2006-2021 and is phased accordingly. The site is shown on Plan 4.M.

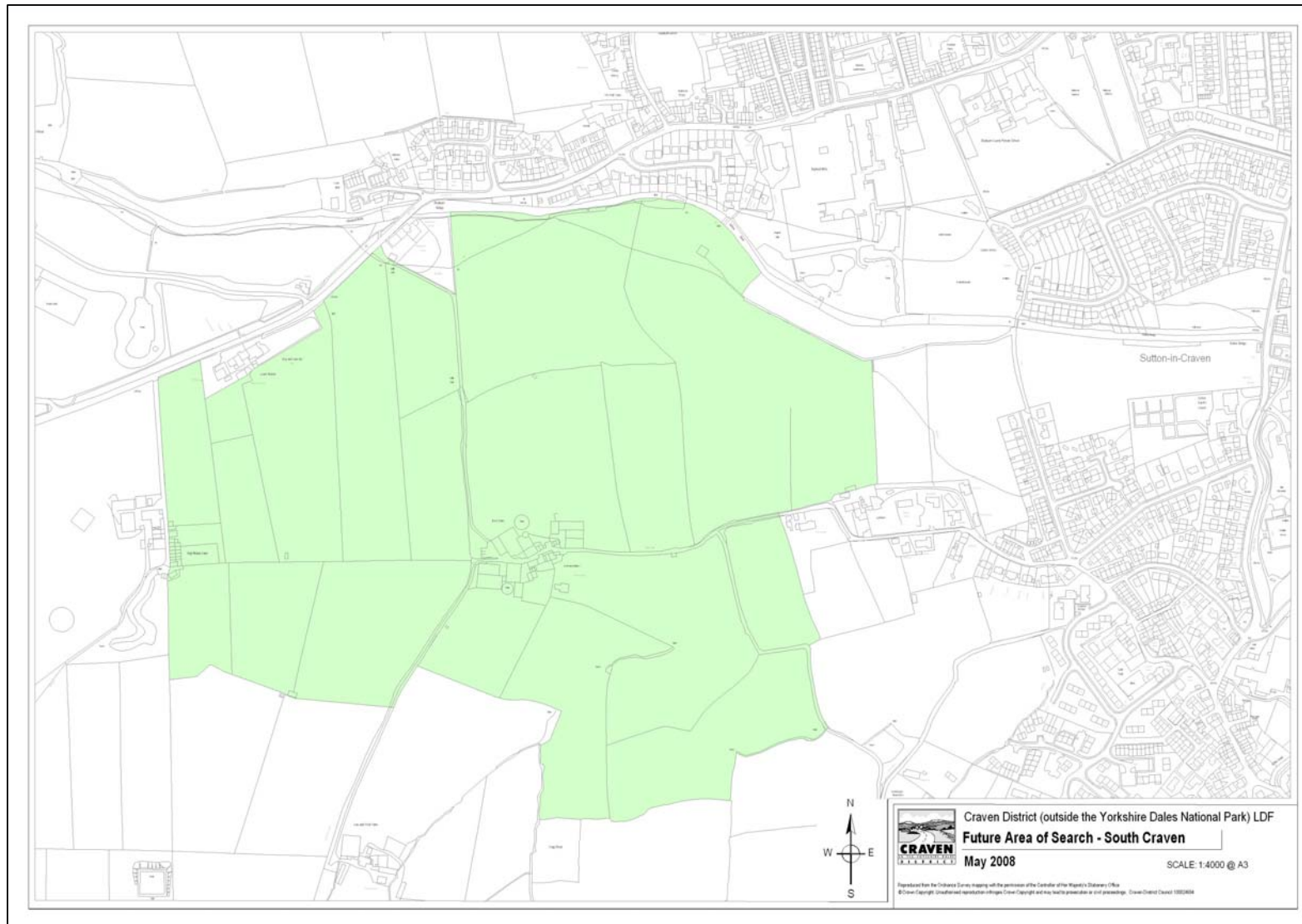
- 4.35 While none are recommended at this stage, sites considered in Gargrave are shown on Plan 4.N.
- 4.36 Individual ELR and SHELAA site plans are available as a separate document.



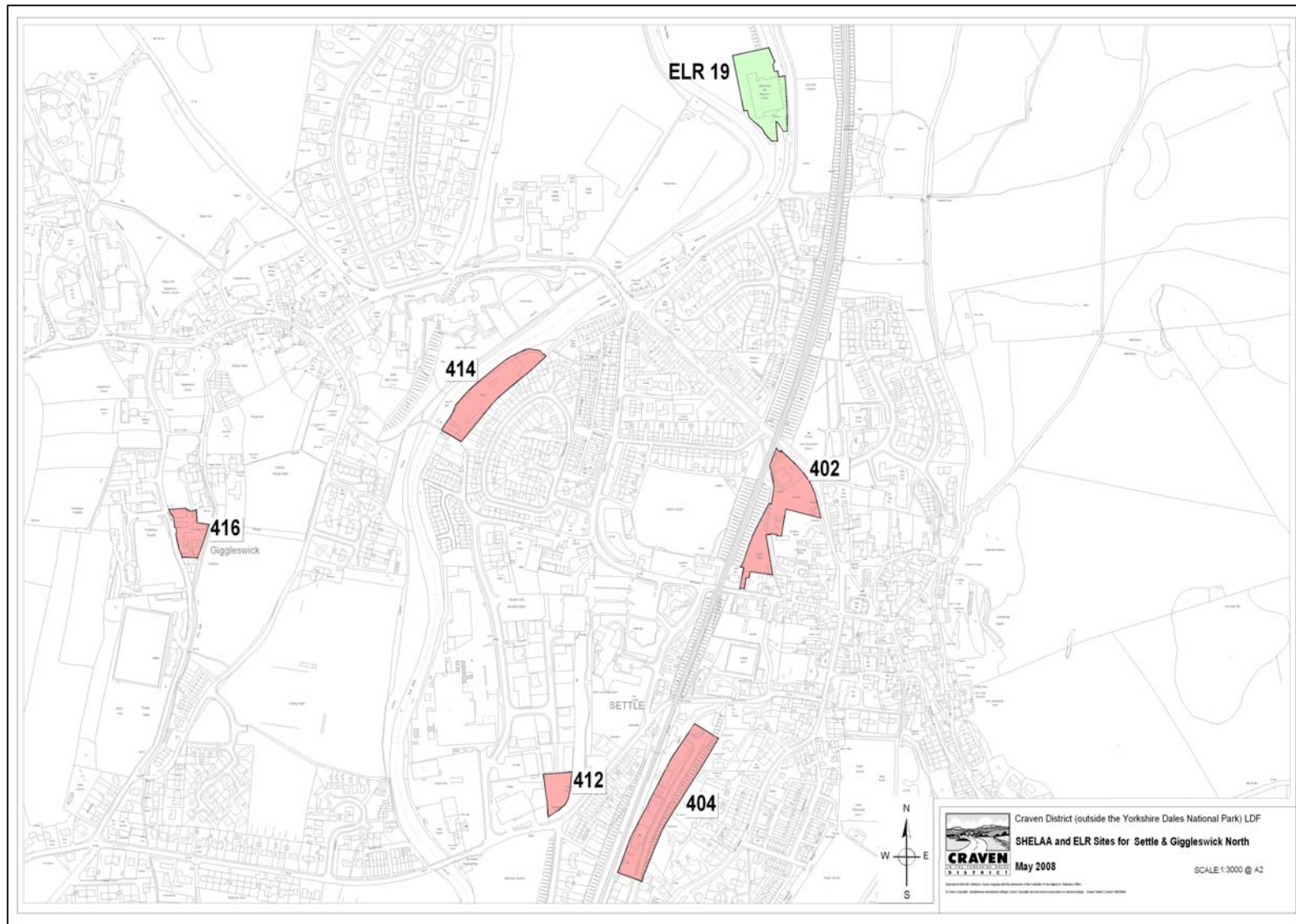
**PLAN 4.F: FUTURE AREAS OF SEARCH - NORTH WEST SKIPTON**



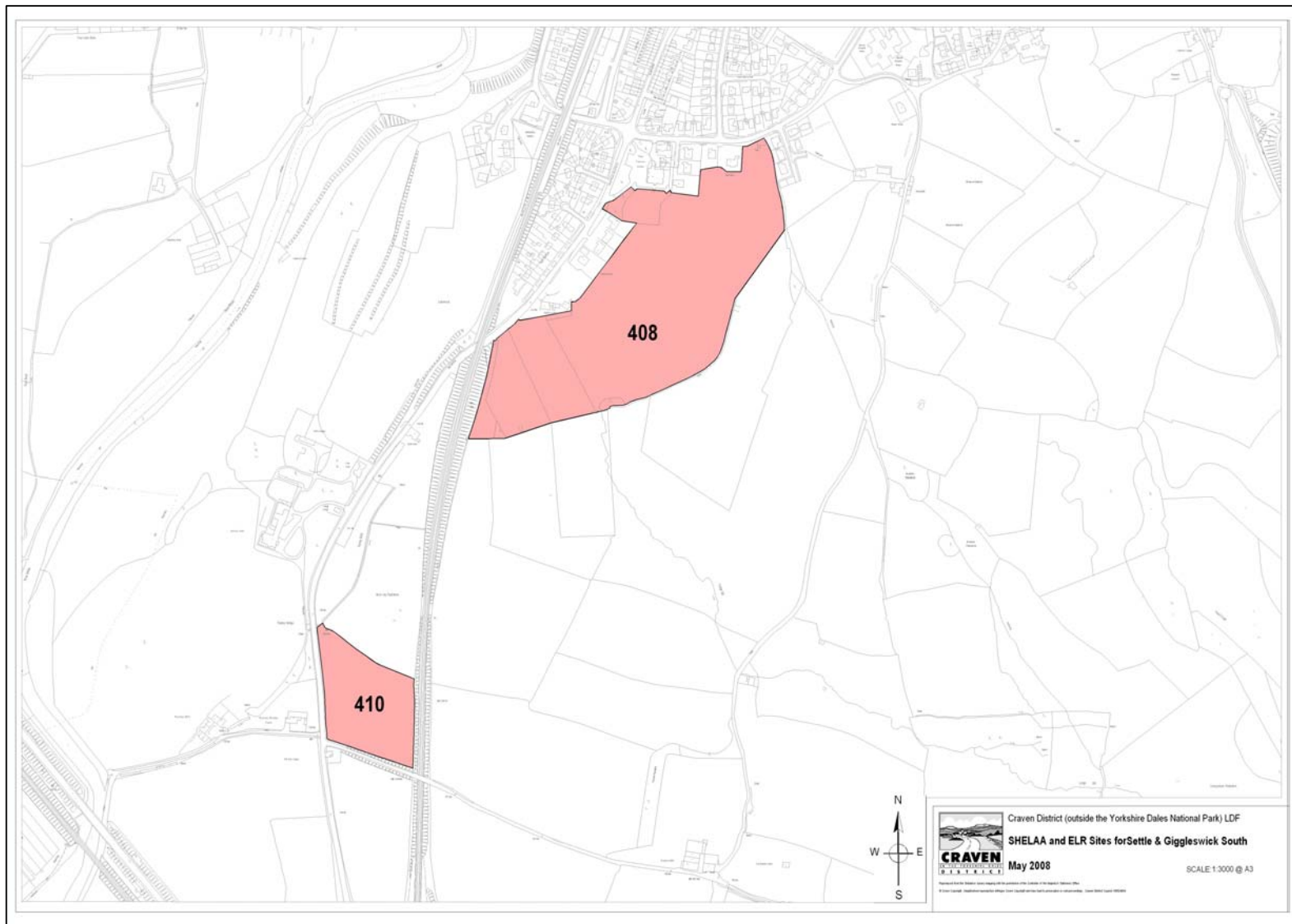
**PLAN 4.G: FUTURE AREAS OF SEARCH - WEST OF GLUSBURN AND SUTTON-IN-CRAVEN**



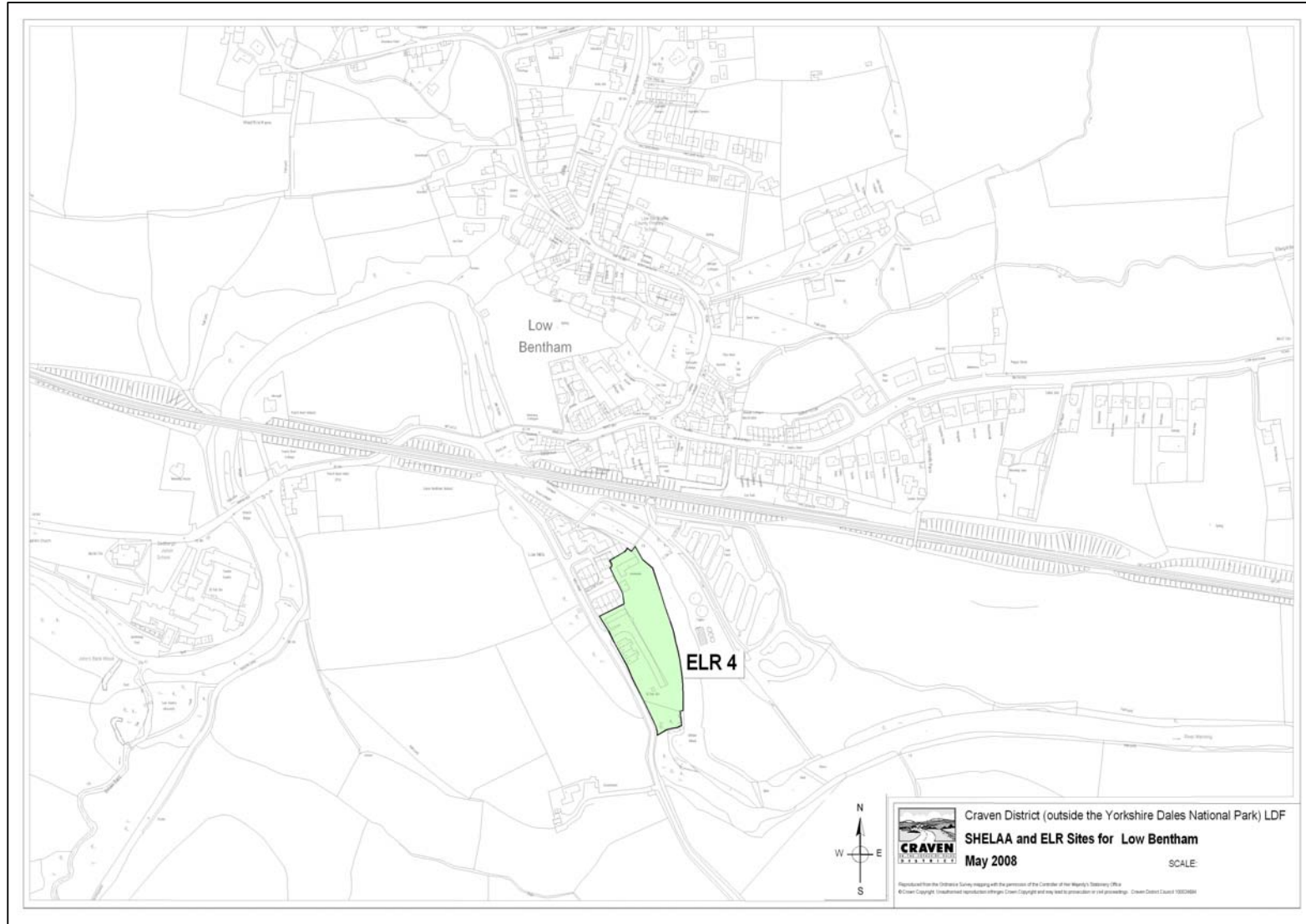
PLAN 4.H: SETTLE & GIGGLESWICK NORTH



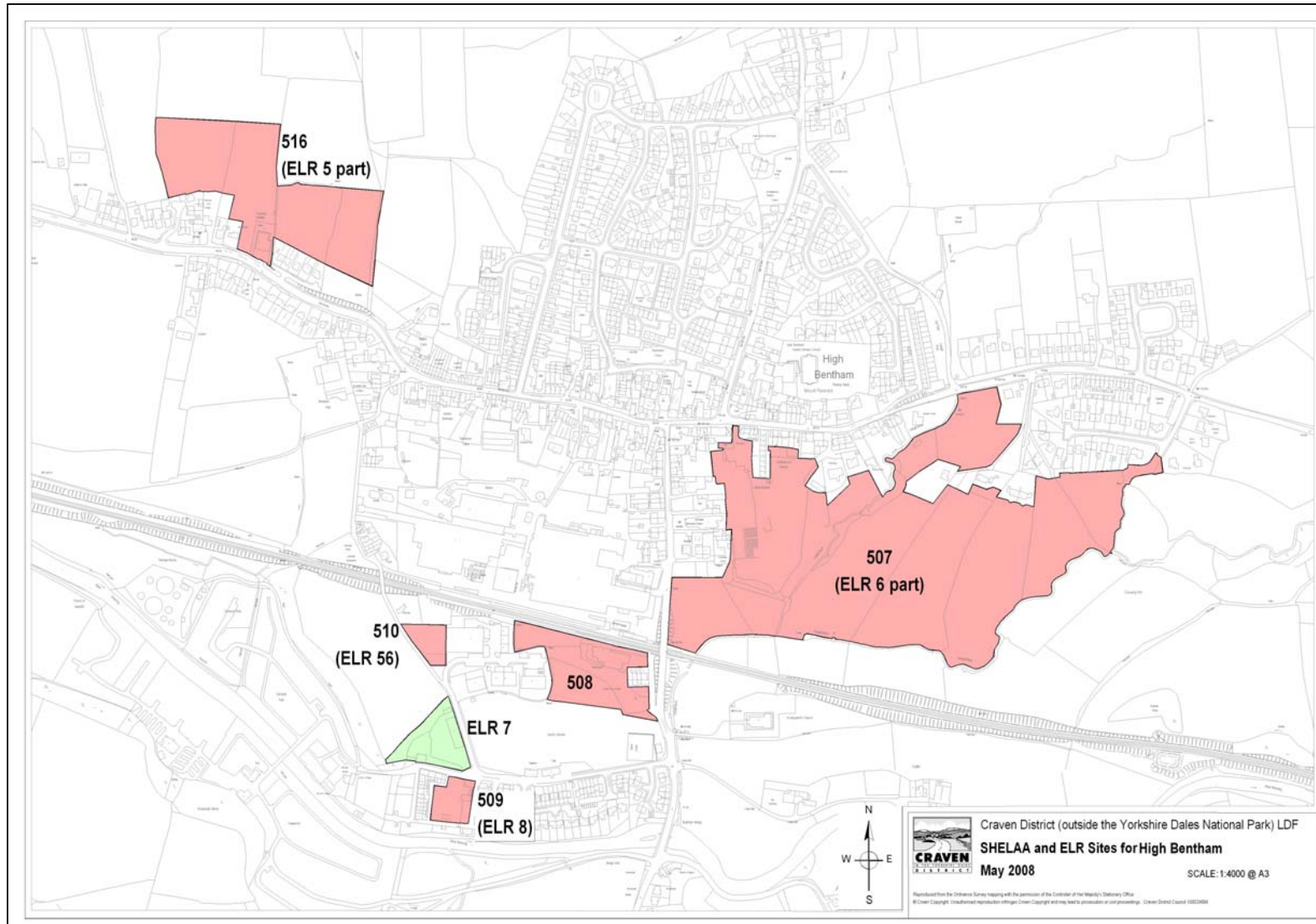
**PLAN 4.I: SETTLE & GIGGLESWICK SOUTH**



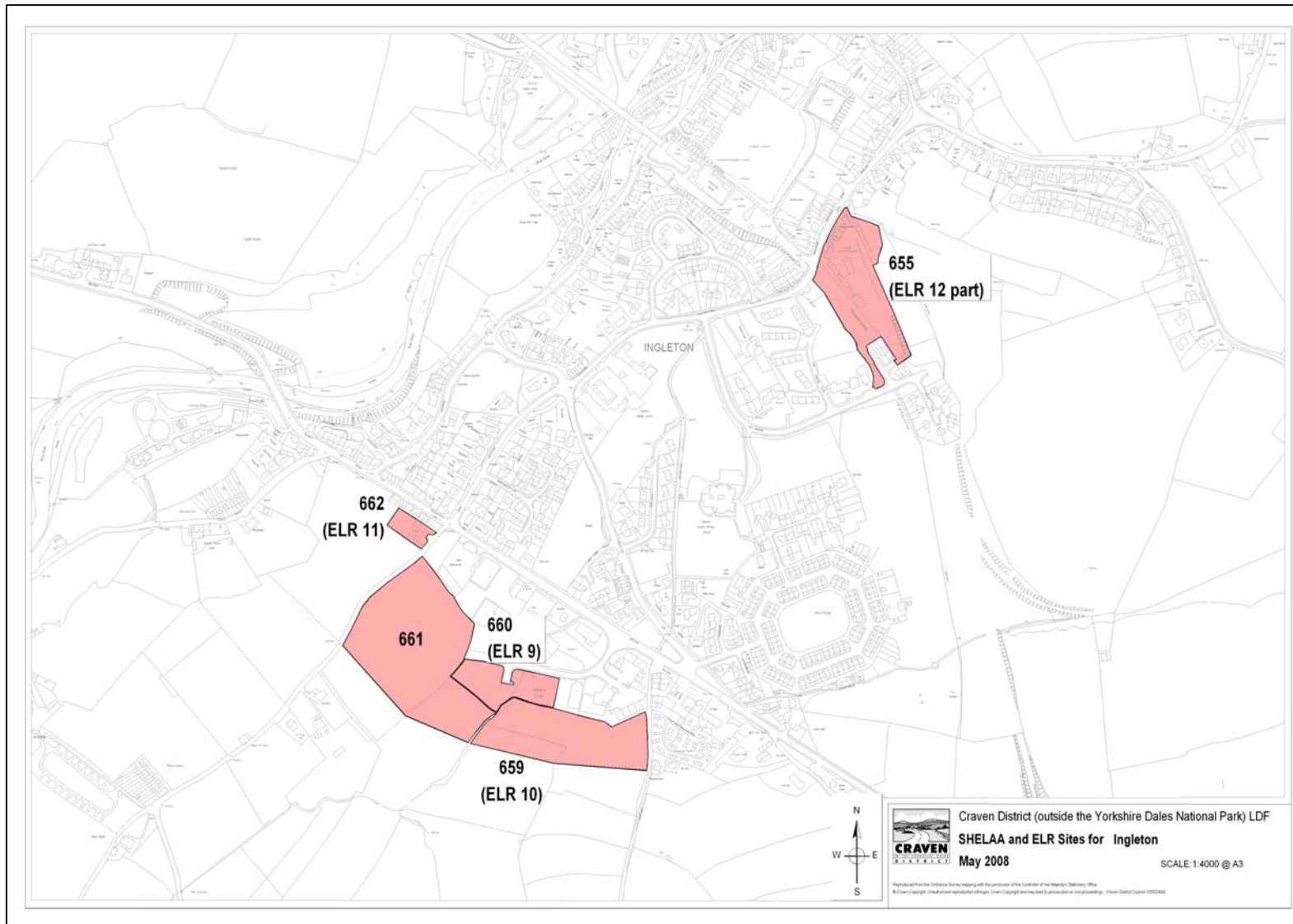
**PLAN 4.J: LOW BENTHAM**



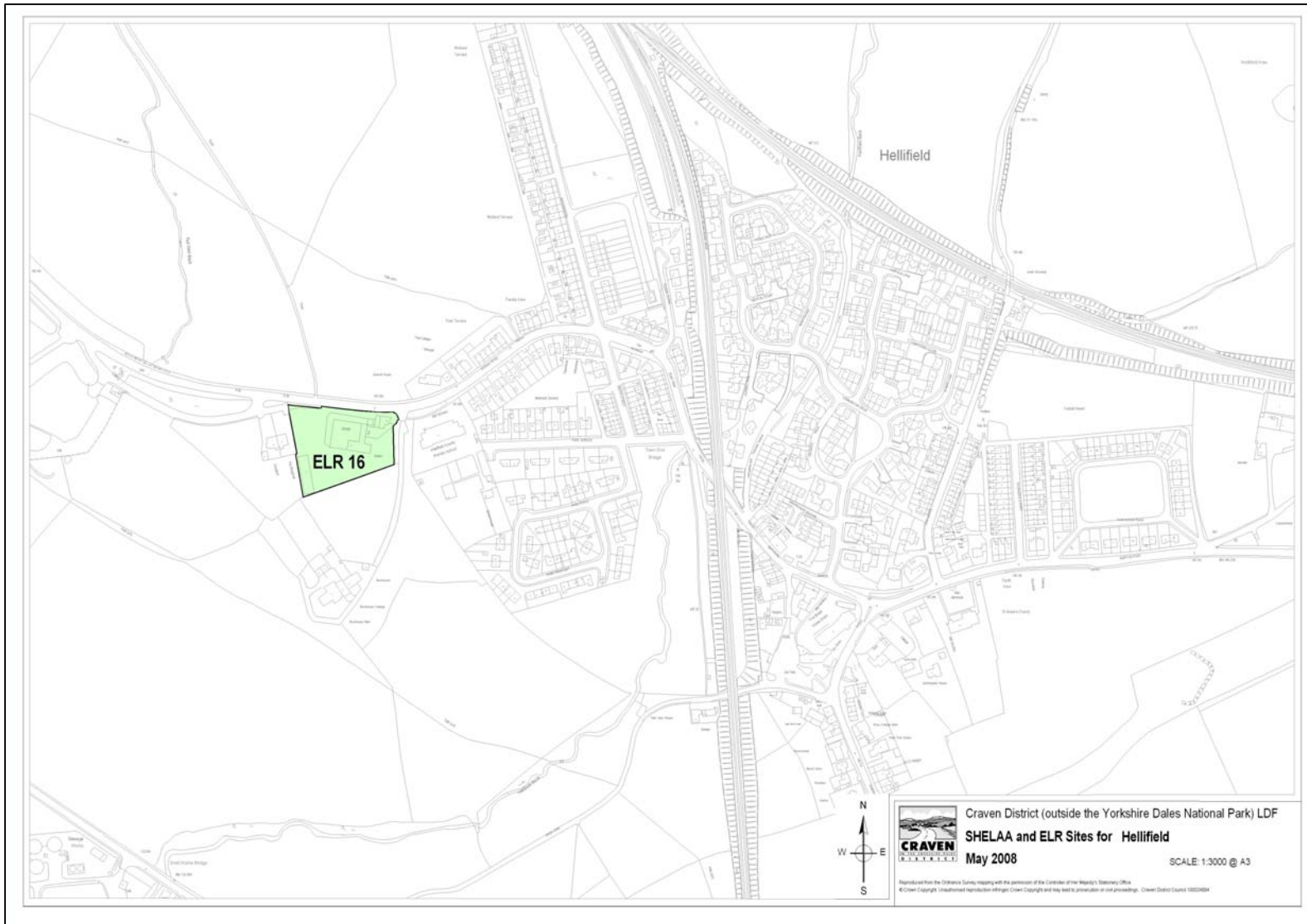
**PLAN 4.K: HIGH BENTHAM**



**PLAN 4.L: INGLETON**

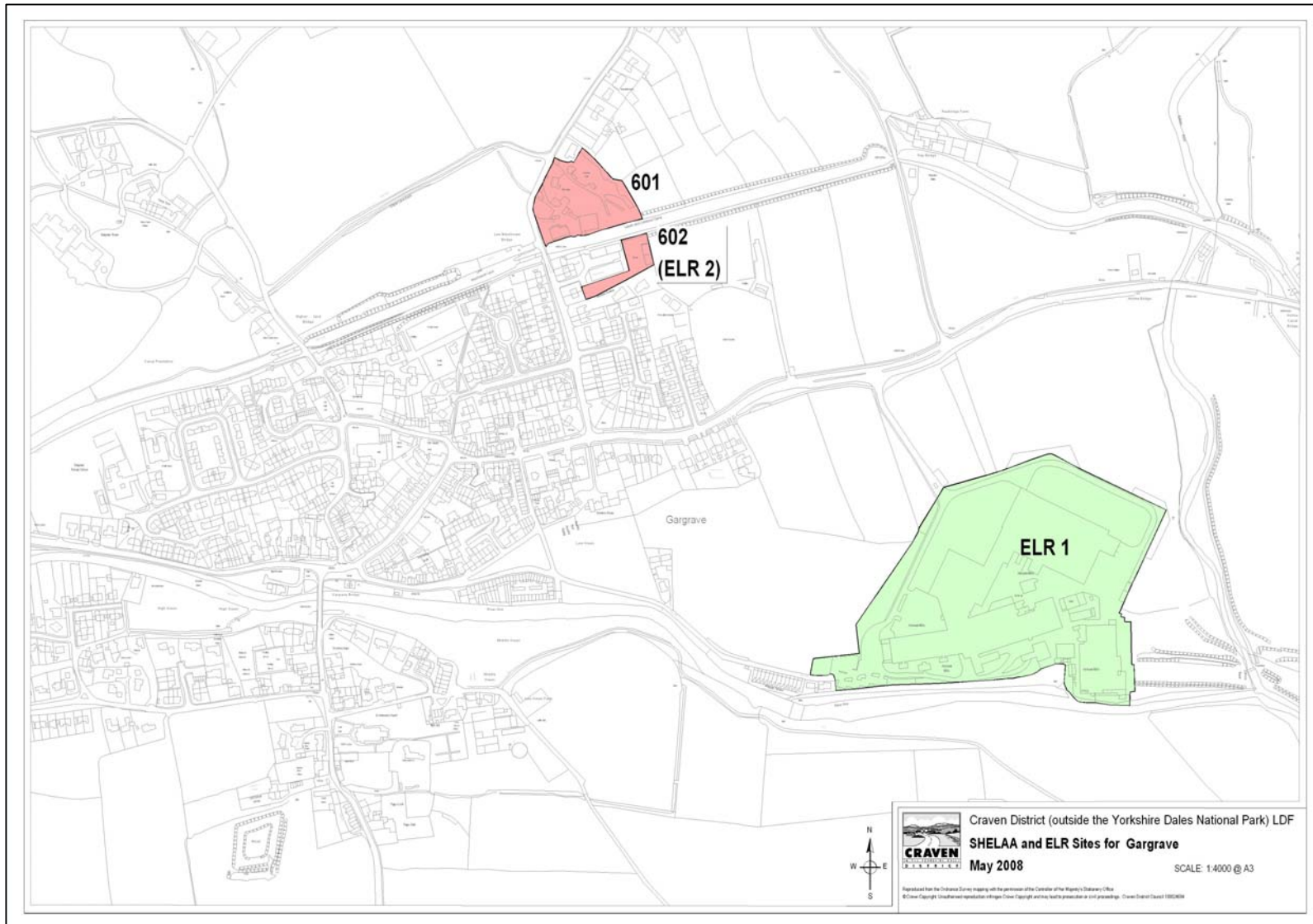


**PLAN 4.M: HELLIFIELD**





**PLAN 4.N: GARGRAVE**



## Conclusions: Future Supply

4.37 In summary:

- Some 46 potential employment sites were identified through the SHELAA. These were appraised in more depth against a set of criteria to provide a Potential Score (factors which influence the attractiveness of a site to potential investors, developers and occupiers) and a Constraints Index. The sites were further classified according to their likely Availability and by Suitability for each of the market- segments. This has enabled the potential sites to be prioritised and matched against future demand.
- A range of sites have been identified for release both for the period up to 2016 and for 2016-2021. It includes a number of larger sites suitable for Business Park development in both the Skipton and South Craven areas. There are however significant physical constraints affecting these sites both in terms of flood mitigation and infrastructure provision. Feasibility studies are recommended to assess these sites in more detail. Two possible additional areas of search have been identified in both Skipton and South Craven in the event that the recommended sites are unable to deliver the development proposed.
- Smaller sites have also been identified in the Skipton and South Craven Sub-Areas, together with a number of potential mixed-use sites in Skipton capable of delivering an element of employment use.
- A number of sites have also been identified to meet local needs and encourage employment in the lower demand North Craven Sub-Area, at Settle, Ingleton, Low and High Bentham and Hellifield.
- It is essential that the future availability and take-up of the recommended sites is monitored. The LDF should provide sufficient flexibility for alternative sites to be brought forward in the event that existing constraints are not overcome or the pattern of demand

changes.

**APPENDIX A**

**Table A.1: ELR SITE APPRAISAL SCORES (1)**

<i>SHELAA No</i>	109	111	112	113	116	118	121	123	124	125	126	127	129	130	131	132	134	137	138	139
<b>1. POTENTIAL</b>																				
<b>MARKET</b>																				
Demand	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3
Pipeline	+1	+1	+1	0	+1	-1	0	0	0	0	0	-1	0	+1	0	-1	+1	-1	0	0
Ownership	0	+2	+2	-2	+2	+2	0	0	0	0	0	+1	0	+2	0	0	+2	+1	0	0
<b>Sub Total</b>	<b>+4</b>	<b>+6</b>	<b>+6</b>	<b>+1</b>	<b>+6</b>	<b>+4</b>	<b>+3</b>	<b>+3</b>	<b>+3</b>	<b>+3</b>	<b>+3</b>	<b>+4</b>	<b>+3</b>	<b>+6</b>	<b>+3</b>	<b>+2</b>	<b>+6</b>	<b>+3</b>	<b>+3</b>	<b>+3</b>
<b>STRATEGIC ACCESS</b>																				
Highway	+3	+3	+3	+3	+3	0	+2	0	0	0	0	+1	+2	+2	+2	+2	0	-2	+2	+2
Rail	0	0	0	0	0	0	0	0	+1	0	0	0	+1	+1	0	0	0	0	+1	+1
<b>Sub Total</b>	<b>+3</b>	<b>+3</b>	<b>+3</b>	<b>+3</b>	<b>+3</b>	<b>0</b>	<b>+2</b>	<b>0</b>	<b>+1</b>	<b>0</b>	<b>0</b>	<b>+1</b>	<b>+3</b>	<b>+3</b>	<b>+2</b>	<b>+2</b>	<b>0</b>	<b>-2</b>	<b>+3</b>	<b>+3</b>
<b>LOCAL ACCESS</b>																				
Workforce	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3
Public Transport	+1	+1	+1	0	0	+1	+1	0	+3	+1	+1	+3	+3	+3	+1	0	0	0	+3	+3
<b>Sub Total</b>	<b>+4</b>	<b>+4</b>	<b>+4</b>	<b>+3</b>	<b>+3</b>	<b>+4</b>	<b>+4</b>	<b>+3</b>	<b>+6</b>	<b>+4</b>	<b>+4</b>	<b>+6</b>	<b>+6</b>	<b>+6</b>	<b>+4</b>	<b>+3</b>	<b>+3</b>	<b>+3</b>	<b>+6</b>	<b>+6</b>
<b>SITE QUALITY</b>																				
Environment	0	+2	+2	+2	+3	0	0	0	+1	+2	+2	+3	+2	+3	+2	+3	+1	0	+3	+3
Facilities	0	0	0	0	0	0	0	0	+2	+2	+2	+2	+2	+2	+2	+2	0	0	+2	+2
<b>Sub Total</b>	<b>0</b>	<b>+2</b>	<b>+2</b>	<b>+2</b>	<b>+3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>+3</b>	<b>+4</b>	<b>+4</b>	<b>+5</b>	<b>+4</b>	<b>+5</b>	<b>+4</b>	<b>+5</b>	<b>+1</b>	<b>0</b>	<b>+5</b>	<b>+5</b>
<b>TOTAL POTENTIAL</b>	<b>+11</b>	<b>+15</b>	<b>+15</b>	<b>+9</b>	<b>+15</b>	<b>+8</b>	<b>+9</b>	<b>+6</b>	<b>+13</b>	<b>+11</b>	<b>+11</b>	<b>+17</b>	<b>+16</b>	<b>+20</b>	<b>+13</b>	<b>+12</b>	<b>+10</b>	<b>+4</b>	<b>+17</b>	<b>+17</b>
<b>2.DEVT CONSTRAINTS</b>																				
Site access	-2	0	0	-2	-2	0	0	0	-1	0	-1	0	0	0	0	0	0	0	0	0
Topography	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contamination	0	0	-1	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Protection	0	0	0	0	0	0	0	0	-1	-1	-1	-1	0	0	0	-2	0*	0	0	-1
Utilities	0	0	0	0	0	0	0	0	-1	-1	-1	0	0	0	-1	0	0	0	0	0
Flooding	0	0	0	-2	-2	0	0	0	0	0	-2	-2	-2	0	0	0	0*	0	0	-2
Redevelopment	0	-1	-1	0	0	-2	-3	-2	-2	-4	-1	-3	-3	0*	-1	0	0*	0*	-3	-2
<b>TOTAL CONSTRAINTS</b>	<b>-2</b>	<b>-1</b>	<b>-2</b>	<b>-4</b>	<b>-4</b>	<b>-3</b>	<b>-3</b>	<b>-2</b>	<b>-5</b>	<b>-6</b>	<b>-6</b>	<b>-6</b>	<b>-5</b>	<b>0</b>	<b>-2</b>	<b>-2</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>-5</b>

Table A.2: ELR SITE APPRAISAL SCORES (2)

SHELAA No	141	144	145	146	147	148	149	153	155	300	301	302	303	304	306	307	312	319	402	404	
<b>1. POTENTIAL</b>																					
<b>MARKET</b>																					
Demand	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+1	+1	
Pipeline	0	0	0	0	+1	0	+3	0	0	+3	+1	0	0	0	-3	0	0	0	0	0	
Ownership	-2	0	0	0	+2	0	+2	0	0	+2	0	0	0	0	+2	0	0	0	0	0	
<b>Sub Total</b>	<b>+1</b>	<b>+3</b>	<b>+3</b>	<b>+3</b>	<b>+6</b>	<b>+3</b>	<b>+8</b>	<b>+3</b>	<b>+3</b>	<b>+8</b>	<b>+4</b>	<b>+3</b>	<b>+3</b>	<b>+3</b>	<b>+2</b>	<b>+3</b>	<b>+3</b>	<b>+3</b>	<b>+1</b>	<b>+1</b>	
<b>STRATEGIC ACCESS</b>																					
Highway	-2	0	+2	+2	+2	+3	+2	+2	+3	+3	+2	+3	+2	+2	0	0	0	+2	0	0	
Rail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	+1	+1	
<b>Sub Total</b>	<b>-2</b>	<b>0</b>	<b>+2</b>	<b>+2</b>	<b>+2</b>	<b>+3</b>	<b>+2</b>	<b>+2</b>	<b>+3</b>	<b>+3</b>	<b>+2</b>	<b>+3</b>	<b>+2</b>	<b>+2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>+2</b>	<b>+1</b>	<b>+1</b>	
<b>LOCAL ACCESS</b>																					
Workforce	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+3	+1	+1	
Public Transport	-2	-2	0	0	+1	+1	+1	+1	+1	+1	0	+1	0	-2	+1	+1	+1	+1	+1	+1	
<b>Sub Total</b>	<b>+1</b>	<b>+1</b>	<b>+3</b>	<b>+3</b>	<b>+4</b>	<b>+4</b>	<b>+4</b>	<b>+4</b>	<b>+4</b>	<b>+4</b>	<b>+3</b>	<b>+4</b>	<b>+3</b>	<b>+1</b>	<b>+4</b>	<b>+4</b>	<b>+4</b>	<b>+4</b>	<b>+2</b>	<b>+2</b>	
<b>SITE QUALITY</b>																					
Environment	-1	+1	+3	+3	+3	+2	+2	+1	+2	+3	+2	+2	+1	+1	+1	0	0	+1	+2	+3	
Facilities	0	0	0	0	0	0	0	0	0	0	0	+1	0	0	0	0	0	0	+1	+1	
<b>Sub Total</b>	<b>-1</b>	<b>+1</b>	<b>+3</b>	<b>+3</b>	<b>+3</b>	<b>+2</b>	<b>+2</b>	<b>+1</b>	<b>+2</b>	<b>+3</b>	<b>+2</b>	<b>+3</b>	<b>+1</b>	<b>+1</b>	<b>+1</b>	<b>0</b>	<b>0</b>	<b>+1</b>	<b>+3</b>	<b>+4</b>	
<b>TOTAL POTENTIAL</b>	<b>-1</b>	<b>+5</b>	<b>+11</b>	<b>+11</b>	<b>+15</b>	<b>+12</b>	<b>+16</b>	<b>+10</b>	<b>+12</b>	<b>+18</b>	<b>+11</b>	<b>+13</b>	<b>+9</b>	<b>+7</b>	<b>+7</b>	<b>+7</b>	<b>+7</b>	<b>+10</b>	<b>+9</b>	<b>+8</b>	
<b>2.DEVT CONSTRAINTS</b>																					
Site access	0	0	0	0	0	0	0	0	0	0	-2	0	0	-2	-2	0	0	0	0	0	
Topography	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Contamination	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Protection	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	-1	0	0	0	-1	0	0	-1	-1	0	0	0	0	0	0	0	
Flooding	0	-2	0	0	0	0	0	0	0	-4	-3	-2	0	-2	-2	0	0	0	0	0	
Redevelopment	-2	0	0	0	0	0	0	-3	0	0	0	-3	0	0	0	-2	-2	0	-3	-3	
<b>TOTAL CONSTRAINTS</b>	<b>-2</b>	<b>-2</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>-2</b>	<b>0</b>	<b>-3</b>	<b>-1</b>	<b>-4</b>	<b>-5</b>	<b>-6</b>	<b>-1</b>	<b>-4</b>	<b>-4</b>	<b>-2</b>	<b>-2</b>	<b>0</b>	<b>-3</b>	<b>-3</b>	

**Table A.3: ELR SITE APPRAISAL SCORES (3)**

<i>SHELAA No</i>	408	410	412	414	416	507	508	509	510	516	601	602	655	659	660	661	662	710	741	802	
<b>1. POTENTIAL</b>																					
<b>MARKET</b>																					
Demand	+1	+1	+1	+1	+1	-1	-1	-1	-1	-1	+1	+1	0	0	0	0	0	-1	+3	0	
Pipeline	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ownership	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	
<b>Sub Total</b>	<b>+1</b>	<b>+1</b>	<b>+1</b>	<b>+1</b>	<b>-2</b>	<b>-1</b>	<b>-1</b>	<b>-1</b>	<b>-1</b>	<b>-1</b>	<b>-1</b>	<b>+1</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>+3</b>	<b>0</b>	
<b>STRATEGIC ACCESS</b>																					
Highway	+2	+2	+2	-2	0	0	0	0	0	0	0	0	-2	+2	+2	+2	0	-2	+3	+2	
Rail	0	0	0	0	0	+1	+1	0	0	0	0	0	0	0	0	0	0	0	+1	0	
<b>Sub Total</b>	<b>+2</b>	<b>+2</b>	<b>+2</b>	<b>-2</b>	<b>0</b>	<b>+1</b>	<b>+1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>+2</b>	<b>+2</b>	<b>+2</b>	<b>0</b>	<b>-2</b>	<b>+4</b>	<b>+2</b>	
<b>LOCAL ACCESS</b>																					
Workforce	+1	+1	+1	+1	+1	+1	+1	+1	+1	+1	+2	+2	+1	+1	+1	+1	+1	0	+3	+1	
Public Transport	+1	+1	0	0	0	+1	+1	0	0	0	+1	+1	0	+1	+1	+1	+1	+1	+3	+1	
<b>Sub Total</b>	<b>+2</b>	<b>+2</b>	<b>+1</b>	<b>+1</b>	<b>+1</b>	<b>+2</b>	<b>+2</b>	<b>+1</b>	<b>+1</b>	<b>+1</b>	<b>+3</b>	<b>+3</b>	<b>+1</b>	<b>+2</b>	<b>+2</b>	<b>+2</b>	<b>+2</b>	<b>+1</b>	<b>+6</b>	<b>+2</b>	
<b>SITE QUALITY</b>																					
Environment	+1	+1	+1	0	0	+2	+1	0	+1	0	+2	+1	0	+2	+2	+2	+1	0	+2	0	
Facilities	0	0	+1	0	0	+1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Sub Total</b>	<b>+1</b>	<b>+1</b>	<b>+2</b>	<b>0</b>	<b>0</b>	<b>+3</b>	<b>+1</b>	<b>0</b>	<b>+1</b>	<b>0</b>	<b>+2</b>	<b>+1</b>	<b>0</b>	<b>+2</b>	<b>+2</b>	<b>+2</b>	<b>+1</b>	<b>0</b>	<b>+2</b>	<b>0</b>	
<b>TOTAL POTENTIAL</b>	<b>+6</b>	<b>+6</b>	<b>+6</b>	<b>0</b>	<b>-1</b>	<b>+5</b>	<b>+3</b>	<b>0</b>	<b>+1</b>	<b>0</b>	<b>+4</b>	<b>+5</b>	<b>-1</b>	<b>+5</b>	<b>+6</b>	<b>+6</b>	<b>+3</b>	<b>-1</b>	<b>+15</b>	<b>+4</b>	
<b>2.DEVT CONSTRAINTS</b>																					
Site access	-1	0	0	-2	0	-1	0	0	0	-1	0	-1	0	0	0	0	0	0	0	-1	
Topography	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Contamination	0	0	0	0	0	0	-1	0	0	0	0	0	0	-1	0	0	0	0	0	0	
Protection	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	
Utilities	-1	0	-1	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Flooding	0	0	0	-2	0	0	0	-1	0	0	0	0	0	-1	-1	-1	0	-1	-1	0	
Redevelopment	0	0	-1	-1	0	0	-1	-2	0	-1	-1	-1	-1	0	0	0	-1	-1	-1	0	
<b>TOTAL CONSTRAINTS</b>	<b>-3</b>	<b>0</b>	<b>-2</b>	<b>-5</b>	<b>0</b>	<b>-2</b>	<b>-2</b>	<b>-3</b>	<b>0</b>	<b>-2</b>	<b>-1</b>	<b>-2</b>	<b>-1</b>	<b>-2</b>	<b>-1</b>	<b>-1</b>	<b>-1</b>	<b>-1</b>	<b>-2</b>	<b>-1</b>	