



SUBMISSION DRAFT CRAVEN LOCAL PLAN

REGULATION 22 DRAFT DOCUMENT FOR SUBMISSION

29th March 2018

**APPENDIX C: TO DRAFT POLICY
SP12: INFRASTRUCTURE, STRATEGY
AND DEVELOPMENT DELIVERY
(INFRASTRUCTURE DELIVERY PLAN)**

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1 Introduction

- 1.1 This Infrastructure Delivery Plan (IDP) has been prepared to support the delivery and implementation of the Craven Local Plan (the Local Plan). The Local Plan is the new development plan for Craven, outside the Yorkshire Dales National Park, for the period 2012 to 2032. For the avoidance of doubt, where reference is made to Craven in this document it means Craven outside the Yorkshire Dales National Park. The plan sets an overall development strategy, allocates sites for development, identifies areas of protection/restraint, and provides a suite of policies that will be used to guide decision making on planning applications.
- 1.2 The Government's National Planning Policy Framework (NPPF) requires development plans to be prepared in a positive manner. It requires them to plan proactively for and drive sustainable growth by assessing the need for, and helping to deliver the homes, business and industrial units and infrastructure that communities need to create thriving local places.
- 1.3 The NPPF also requires Local Plans to be deliverable, meaning that the development planned for can be delivered on the ground and can be supported by proper facilities, services and infrastructure.
- 1.4 The purpose of this IDP is:
- To assess existing infrastructure provision in Craven and to highlight current deficiencies;
 - To consider what new infrastructure needs will arise because of the development being planned for in the Local Plan; and
 - To determine how these arising infrastructure needs will be met, to support new development and to include identifying who is responsible for providing it, how it will be funded, and when it will be delivered.

What is infrastructure?

- 1.5 Infrastructure is a broad term which encompasses a range of structures, facilities and services that are required to support the functioning of places and communities. It is commonly categorised into three broad areas:
- Physical;
 - Social; and
 - Green.

1.6 Within these three broad categories, the areas of infrastructure covered by this IDP are outlined in the table below.

Table 1 - Infrastructure types and categories

| Infrastructure Category | Infrastructure Item |
|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Physical | <ul style="list-style-type: none"> • Transport – Road Network • Transport – Public Transport • Transport – Walking and Cycling • Water supply and Wastewater Treatment • Flood Risk • Energy Distribution |
| Social | <ul style="list-style-type: none"> • Education • Health |
| Green | <ul style="list-style-type: none"> • Open Space and Ecological Networks |

1.7 The provision, maintenance and improvement of infrastructure is funded from a wide variety of sources including Government funding to delivery bodies and public authorities, revenue generated by infrastructure providers (e.g. from customer charges), grants, voluntary donations and community generated funds, and contributions from developers where their development results in the need for new infrastructure or upgrades to existing provision.

1.8 Infrastructure providers generally have corporate plans and capital spending programmes which set out their plans for funding, provision and maintenance. Providers tend to work on relatively short timescales (e.g. 3 to 5 years) as beyond this, there is a greater level of uncertainty over budgets. Additionally, most infrastructure providers, particularly utilities companies can only fund infrastructure when development is certain to go ahead and are unable to speculatively fund projects for developments that are in the pipeline.

Priorities of Infrastructure

1.9 Infrastructure planning involves prioritisation at all stages of the planning process. Some types of infrastructure are essential to enable development to proceed, while others are necessary to ensure that communities are (or remain) sustainable on the

grounds of quality of life and impact upon the environment. While the Council may wish to deliver all types of infrastructure, prioritisation is likely to be required because of the availability of public and private sector funding sources.

1.10 This IDP will assess the priority of the delivery of infrastructure into two categories:

- Essential comprising;
 - Critical;
 - Important; and
- Place-shaping.

1.11 Essential infrastructure is broken down into two sub-categories; **critical and important**. If the identified infrastructure is **critical** then without it, development cannot commence e.g. flood risk mitigation and some transport/utility infrastructure. Otherwise the identified infrastructure is **important** to support new development, but the precise timing is less critical, and development can be phased to commence ahead of its provision e.g. schools and primary healthcare facilities.

1.12 Other infrastructure can be defined as **Place-shaping infrastructure**. The delivery of place-shaping infrastructure is needed in order to build/maintain sustainable communities but the timing is not as critical when compared to essential Infrastructure over the plan period e.g. libraries and other cultural provision.

1.14 This IDP does not deal with 'nationally significant infrastructure projects' (NSIP). Different consenting regimes apply to NSIP projects, and none have been identified within Craven, and are not currently anticipated as required within the Plan period.

The role of the planning system and developers

1.15 As new development places pressure on existing infrastructure and sometimes results in the need for new or improved facilities and services, developers can be required to contribute to the costs of provision. These contributions towards infrastructure are known as 'developer contributions' or 'planning obligations' and are currently agreed between developers and local authorities as part of the planning application process. These are then set out in a legal agreement known as a 'Section 106 Agreement' or planning obligation.

1.16 Planning obligations are an important tool that can make development that would be

otherwise unacceptable, acceptable. The Government's Planning Practice Guidance states that they should only be used where it is not possible to address unacceptable effects arising from development through a planning condition. Legislation sets parameters for the scenarios in which planning obligations can be used, and limits them to instances where they are:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

1.17 In 2010 the Government brought into force a new mechanism that local planning authorities can use for charging developers called the 'Community Infrastructure Levy' (CIL). Instead of contributions being negotiated on a case by case basis, CIL involves local authorities setting charges according to the floorspace size of a development, which can be varied according to the type of development (e.g. housing, employment or supermarket developments).

1.18 Some exploratory work has been undertaken into the feasibility of introducing CIL, but the Council has not at this stage taken a decision on whether to progress this. Currently therefore, financial contributions from developers for infrastructure provision are obtained through Section 106 agreements. In April 2015, the Government brought into place restrictions on the pooling of monies from Section 106 contributions and Councils can only pool money from a maximum of five Section 106 agreements for any infrastructure type or project. This will undoubtedly impact upon the way the Council can fund new infrastructure from developer contributions.

1.19 The Local Plan provides a policy framework which is intended to ensure that new development is supported by adequate and appropriate infrastructure. It is supported by Draft Policy INF1: Planning Obligations and further policies relating to infrastructure.

Preparation of the IDP

1.20 Preparation of the IDP has involved reviewing the plans and programmes of various infrastructure providers, in order to understand their planning process and future programmes. In line with the provisions of the 'duty to cooperate' (DTC) the Council has worked with relevant authorities and infrastructure providers to establish infrastructure provision and the needs that will arise in order to support the delivery of the Local Plan. This has involved written communication as well as meetings where appropriate. This is in order to understand the current plans of providers, and to inform them of the scale of growth anticipated in Craven so that this can be factored

into providers' future plans and strategies. The organisations engaged with are presented in the table below and have been contacted regarding the previous stages of the Local Plan production.

Table 2 Key Bodies and Organisations the Council has engaged with in preparing the IDP

| Body/Organisation | Service Responsibility |
|------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| North Yorkshire | County Council (NYCC) The highways network, cycle ways, public rights of way, public transport, adult social care, waste disposal, education, fire and rescue, community safety, libraries, community centres, youth clubs and surface water drainage. Advisory service landscape, archaeology and biodiversity. |
| North Yorkshire Fire and Rescue | Fire and Rescue |
| North Yorkshire Police | Policing |
| NHS Airedale, Wharfedale and Craven Clinical Commissioning Group | Health care including dental care |
| CCG | |
| National Grid (Electricity Transmission and Distribution) | |
| Electricity Northwest | Electricity |
| Environment Agency | Flooding |
| Highways England | Strategic Road Network |
| National Grid (Gas Transmission and Distribution) | Gas and electricity networks |
| Network Rail | National Rail Network |

| | |
|-------------------------------------------|----------------------------------------------------------------------------------|
| North East Ambulance Service NHS Trust | Ambulance |
| Openreach on behalf of BT | Telecommunications |
| Sport England | Playing pitches |
| United Utilities and Yorkshire Water | Sewerage Network including Waste Water Treatment Works and Clean Water Supply |

1.21 Infrastructure providers, DTC partners and neighbouring authorities were first consulted on the Local Plan in 2014 as part of a consultation on the initial draft plan and there has been further engagement through each stage of Local Plan preparation, which will be set out in more detail within the Consultation Statement which will accompany the publication Local Plan. Engagement via face to face meetings, telephone conversations and other means of communication has been held with a number of infrastructure providers in 2016. This is to seek an updated position based on draft policies within the emerging Local Plan which ran for consultation between April and May 2016. We will continue to engage with infrastructure providers as preparation of the plan progresses.

2 Infrastructure Requirements over the Plan Period

Craven in Context

- 2.1 Craven is situated at the western end of the county of North Yorkshire, England's largest County and is 370 square kilometres in area. The total area of Craven District is 1,179 square kilometres. The remainder of the Craven District (808 square kilometres) is within the Yorkshire Dales National Park. The Yorkshire Dales National Park Authority is a separate planning authority that produces a park-wide local plan, which encompasses parts of Craven, Richmondshire, Lancaster and South Lakeland Districts. The boundary of the National Park in Craven District generally follows the A65 to the north and west of Skipton and the A59 to the east. At several locations, the National Park boundary bisects settlements e.g. Embsay and Clapham, creating a 'split' in planning control between the National Park Authority and Craven District Council.
- 2.2 The Craven plan area is flanked by the County of Lancashire and the Lancashire districts of City of Lancaster, Ribble Valley and Pendle immediately to its west and south, Bradford Metropolitan District to the south-east and the Yorkshire Dales National Park to the north and east. See the map below.

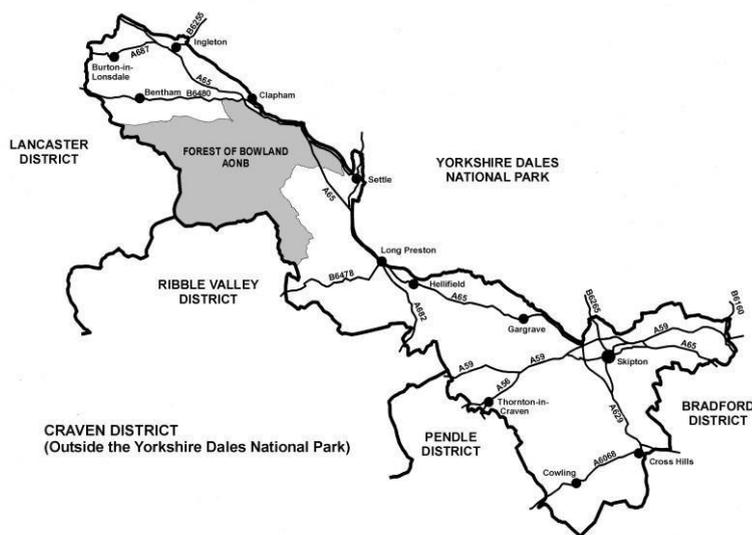


Figure 1 - Context Map

- 2.3 Craven District Council is a partner in the Leeds City Region Local Enterprise Partnership (LEP) and the York, North Yorkshire and East Riding LEP. Craven's presence in these two LEPs reflects significant economic links with the Leeds City Region as well as extensive (predominantly rural) areas to the east and north of the district in the York, North Yorkshire and East Riding LEP. Craven also has economic

links with East Lancashire, in particular with nearby towns in Pendle and the City of Lancaster.

Economy

- 2.4 There is a diverse mix of business sectors within Craven. Principal employment areas within Craven tend to be concentrated around the south of the plan area (encompassing Skipton but also Cross Hills and Sutton-in-Craven, and Gargrave). Within Skipton itself, a large number of Public Services and Professional Services firms are present. There are also clusters of businesses in the smaller, yet significant, settlements of Settle, Bentham and Ingleton.
- 2.5 There is a close correlation between the number of businesses and relationship with the strategic road network. There are large hubs of firms visible to the east and west of Skipton via the A59 and A65 which provide links to:
- the M6 at Preston to the west and
 - the A1(M) at York/Harrogate and the port of Hull beyond to the east;
 - links to the M606/M62 at Bradford to the south-east via the A629,
 - the M6 for Cumbria and the Lake District to the north-west and
 - West Yorkshire (Leeds) and the M1 to the south east.

Settlements

- 2.6 The market town of Skipton is the largest settlement in Craven and the District, and is located in the strategic 'Aire Gap' which links Yorkshire with Lancashire in the Pennines. Skipton, offers the widest range of employment opportunities, goods and services in the District and plan area and is well connected with the A road network and rail network. The two smaller market towns of Bentham and Settle are located in *the north and mid areas of the Craven plan area respectively and each have a good range of services serving a wider hinterland, provide employment opportunities and are well connected to the A road network and rail network, although Bentham is located further away from the A65 than Settle. Glusburn/Crosshills, is located in the south of the plan area close to the boundary with Bradford Metropolitan District, and offers employment opportunities and a good range of services for a village of its size.

- 2.7 The remainder of the plan area is characterised by villages that function as local service centres or villages that have basic services and these are generally located either on or close to main transport routes. For example, Ingleton, Clapham, Hellifield, and Gargrave are on/close to the A65 and except for Ingleton, have railway stations on either the Leeds – Skipton- Lancaster – Morecambe route and/or the Leeds – Skipton- Carlisle route. The village of Bolton Abbey in the south of the plan area is close to the A59 and has a public transport connection to Ilkley and Grassington.
- 2.8 A number of villages also form clusters of settlements in relatively close proximity to one another or to a market town where services may be shared and accessed via public transport, walking or cycling. For example, in the north of the plan area Burton in Lonsdale and Ingleton are in relatively close proximity to and have good public transport connections with the market town of High Bentham.
- 2.9 In the central part of the plan area the villages of Clapham, Giggleswick, Langcliffe (which is located just over the plan area boundary in the Yorkshire Dales National Park) and Rathmell form a cluster of settlements that have good public transport connections and are either within walking or cycling distance of the market town of Settle.
- 2.10 In the south of the plan area the villages of Embsay, Carleton, Cononley and Low Bradley have good and frequent public transport connections with Skipton (Cononley also has a railway station) and are within cycling distance of the main market town of Skipton. Similarly, the villages of Farnhill, Kildwick, Sutton in Craven and Cowling form a cluster of settlements around the larger village of Glusburn/Crosshills with good and frequent public transport connections and are within cycling distance of its wider range of services and employment opportunities.
- 2.11 Elsewhere in the plan area, there is a dispersed pattern of small villages and hamlets reflecting the rural nature of Craven, which is within the top ten most sparsely populated local authority areas in England.

People and Demographics

- 2.12 Craven District has a total population of 55,801 (source: ONS 2015 Mid-Year Estimate). The population of Craven increased by 11% between 1991 and 2011, however, when this growth in population is examined in more detail by age group, it is clear that this growth in population was not balanced across different age groups. Over this period, the proportion of the population aged 0-15 increased by 4% but the proportion of those aged 16-39 declined by 16.7%. Older

age groups increased significantly, with those aged 40-59 increasing by 29.2% and those aged 60 and over increasing by 30%.

- 2.13 Official population projections suggest that the resident population in Craven will continue to age. Whilst this may happen in many areas throughout the country as people live longer, the projections indicate that this is likely to be particularly acute in Craven compared to the Yorkshire and Humber region or England as a whole and will have an impact on infrastructure requirements.

Housing

- 2.14 To meet the housing needs of Craven, provision is made for 4,600 net additional dwellings in Craven over the period 2012 to 2032. This is a minimum provision and equates to an annual average housing requirement of 230 net additional dwellings per annum.
- 2.15 Most growth is directed to Skipton as the main service centre for Craven with a secondary level of growth directed towards Settle and Bentham. The remaining growth is directed towards the smaller service centres and villages within Craven.

3 Infrastructure Requirements - Highways and Transport

Key Documents:

- North Yorkshire Local Transport Plan (LTP4)
- Leeds City Region LEP Strategic Economic Plan
- York, North Yorkshire and East Riding LEP Strategic Economic Plan
- Category 4 Road Maintenance: Full Business Case, NYCC 2016
- East Lancashire Highways and Transport Masterplan, LCC 2014
- Settle & District Chamber of Trade Strategic Plan (2016, 2017) .

Introduction

3.1 North Yorkshire County Council (NYCC) is the Highways and Transport Authority for Craven. NYCC is responsible for the preparation of the Local Transport Plan (LTP4). The LTP4 was published in 2016 and covers a period up to 2045. The LTP4 sets out the context of the Local Transport Plan and a Vision, Objectives and Commitment for transport in North Yorkshire. Craven does not include any roads that form part of the Strategic Highway which is the responsibility of Highways England.

Current Provision

Highways

3.2 NYCC has responsibility for the management, maintenance and improvement of most of the highway network of North Yorkshire. The local road network in Craven is made up of A roads, B roads and local roads that serve the area.

The main A roads within the District are:

- A59 which provides a link to the M6 at Preston to the west and to the A1(M) at York/Harrogate and the port of Hull to the east;
- A629 which provides a link to the M606/M62 at Bradford to the south-east;
- A65 which forms a trans-Pennine route linking the plan area with the M6 for Cumbria and the Lake District to the north-west and West Yorkshire (Leeds) and the M1 to the south east;
- A56 and the A6068 in the south of the plan area provide important links from Skipton and Glusburn/Crosshills respectively to the M65 at

Colne to the west, which connects to the M6 south of Preston and provides access to the M66 to Manchester;

- A687 forms an important traffic route between the A683 and the A65.

- 3.3 Craven has low population densities overall and sparse settlement patterns. Residents living in remoter rural areas are often required to make longer journeys to access essential services.
- 3.4 The Council has commissioned highway modelling work to examine the strategic and cumulative traffic effects on surrounding local highway network of the Council's future options for housing in Skipton where most growth will be delivered. This work is complete and is taken into account in this IDP.

Public Transport - Bus

- 3.5 Bus services in Craven are generally provided on a commercial basis by private bus operators. NYCC has powers and some funding available to support bus and community transport services, where an adequate level of service is not provided by private transport operators.
- 3.6 Several different bus operators operate within Craven offering a range of services to settlements across the area, with the principal operators being Transdev and NYCC. Transdev operate services at a frequency of every twenty minutes between Keighley and Skipton via Cross Hills (service 66) and every thirty minutes between Skipton and Burnley (service X43) and Keighley and Burnley via Cross Hills (service M4). There is also an hourly service between Skipton and Leeds (X84) operated by First. NYCC provide services from Skipton to a number of settlements in the Plan area including along the A65 between Ingleton and Settle (service 581) and Settle and Skipton (service 581).
- 3.7 The southern part of the Craven plan area, and the Aire Valley in particular, has frequent bus services/routes, connecting Skipton and settlements in south Craven to towns and cities in West Yorkshire and East Lancashire. Bus services connecting Skipton to Settle and beyond along the A65 are good, although in the more remote rural areas of Craven bus services face an uncertain future related to social change, the growth in car ownership and demographic change.

Public Transport - Rail

- 3.8 There are two inter regional rail routes operating through Craven and the wider district with daily services, the Leeds-Settle-Carlisle line and the Leeds-Morecambe line. There are nine stations within the Local Plan area at Bentham, Clapham, Giggleswick all on the Leeds-Morecambe line only, Settle, on the Leeds

Settle- Carlisle line only and Long Preston, Hellifield, Gargrave, Skipton and Cononley on both lines. Skipton and Cononley have frequent services to the settlements of Keighley, Bradford and Leeds on the Airedale line, with two trains per hour on average towards Leeds and two trains per hour on average towards Bradford. This provides a valuable commuter service from the south of Craven to major employment centres in West Yorkshire and ensures high annual passenger numbers at Skipton (1.106 million in 2014/2015).

- 3.9 The majority of the services are currently operated by Arriva Rail North, having taken over the franchise in early 2016. In addition, there is a direct service to London Kings Cross albeit infrequent. There is one service per day in each direction. Additional connections to London and other major UK cities are provided at Leeds, Lancaster or Carlisle, where it is possible to access the wider national rail network.
- 3.10 Craven is connected to the national rail network via the Leeds-Skipton- Carlisle route (incorporating the Settle-Carlisle railway) and the Leeds-Skipton- Lancaster- Morecambe route. Skipton is also the terminus of the electrified Airedale line from West Yorkshire (Leeds and Bradford) and this also denotes the extent of the Metro area. The rail services on the Airedale line connect Skipton with Leeds and Bradford (and with other West Yorkshire towns in between) are frequent and have experienced high levels of growth in usage in recent years. Indeed, Skipton Station is the second busiest railway station in North Yorkshire with over 1,106,036 entries and exits recorded in 2014/2015.
- 3.11 North and west of Skipton, the rail links that connect Craven with Carlisle, Lancaster and Clitheroe, are on less populous routes than the Airedale line and patronage from tourism contributes to the level of services in that area. A Sunday service operating on the community rail line between Manchester – Clitheroe – Hellifield is in operation. There is no direct rail link between Skipton and towns in East Lancashire, although the track bed of the route of the former Skipton to Colne railway line presents an opportunity to enhance the accessibility of employment, business and housing between Craven and East Lancashire and improve connections to Manchester and Manchester airport. The adopted Pendle Core strategy (2015) supports the reinstatement of the Colne to Skipton railway line as a key strategic transport scheme in Pendle and protects the route of the former Colne-Skipton railway for future transport use.

Walking and cycling

- 3.12 NYCC is responsible for maintaining the County's public rights of way

network, which extends to over 10,000km. Council Policy protects public rights of way from development that would result in harm to their recreational and/or amenity value.

Leeds & Liverpool Canal

- 3.13 The Leeds & Liverpool Canal runs from the Aire & Calder Navigation in Leeds to the river Mersey in Liverpool via Stanley Dock and the Liverpool Link. The Canal is 127 miles (204km) long and has 91 locks on the main line. There has been a long- identified gap in the National Cycle Network along the Leeds Liverpool Canal. The Aire Valley Towpath and route NCN69 which currently terminates at Silsden to the south of Skipton; and the Pennine Cycleway NCN68 goes through Gargrave on its way from Barnoldswick and on into the Yorkshire Dales.
- 3.14 The canal corridor's links communities with key areas of open space, employment sites, service centres and the National Park.

Car Parks

- 3.15 The Council carries out parking enforcement as an agent of NYCC for all on-street parking areas covered by Traffic Regulation Orders (TROs) within Craven. The agreement operates on the basis that the Council recovers its costs for administering the Civil Parking Enforcement (CPE) with any surpluses transferred to NYCC and ring-fenced for expenditure on parking/transport related projects within the District. The Council also operates Civil Parking Enforcement in its own off-street car parks.
- 3.16 At present there are no on street parking charges within Craven.
- 3.17 NYCC is responsible for determining how any on-street surplus funding arising from Civil Parking Enforcement (CPE) is spent. Section 55 (as amended) of the Road Traffic Regulation Act (1984) sets out the permitted uses for CPE surplus funding. The Act limits local transport authorities to spending surplus revenue, once the costs of the enforcement operation have been met, on parking, transport or environmental improvements within the Civil Enforcement Area.

Infrastructure - What is needed?

Strategic and cross boundary proposals

- 3.18 The Local Transport Plan and Local Enterprise Partnership Strategic Economic Plan highlight east to west transport corridors and connectivity as a strategic

transport issue. On a wider level, the A64 and A59 are two primary east-west corridors, with both experiencing poor journey times and journey time reliability. Much of this is due to long single carriageway sections, with higher volumes of slower moving traffic such as caravans, agricultural vehicles and HGVs. With limited overtaking opportunities, slow traffic speeds journey times are increased there is associated uncertainty for journey times and reliability. Corridor improvements to the A64 (outside of Craven) and A59 have been identified by the LEP and NYCC as long-term aspirations, however, further work needs to be undertaken in terms of feasibility.

- 3.19 Lancashire County Council in its East Lancashire Highways and Transport Masterplan (2014) has identified the A56 Colne-Foulridge bypass as a potential scheme which could be delivered within the lifetime of the Craven Local Plan, providing funding can be secured. The scheme is also supported by the Lancashire Local Enterprise Partnership (LEP) and is identified in the adopted Pendle Core Strategy (2015) in view of the potential for the scheme to enhance economic links and benefits between Lancashire and Yorkshire.
- 3.20 NYCC and the LEP have identified a large-scale maintenance package for North Yorkshire's roads which has been allocated funding through the Local Growth Fund and will be delivered over a five-year period from 2016 to 2021. The section covering the Local Plan area has been costed at £967,000.

Table 3 Strategic road infrastructure

| Scheme Description | Cost |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| A59 Introduction of three additional climbing lanes (overtaking opportunities) between Harrogate and Skipton, including a major realignment at Kex Gill | Unknown |
| A59, A56 and A6068 Corridor Improvements | Unknown |
| Craven District Strategic Maintenance Road Improvements | £967,000 |
| A56 Colne-Foulridge bypass | Unknown |

Rail

- 3.21 The redundant rail line between Skipton and Colne on re-instatement would provide improved east-west rail connections and is supported through the

LEPs and NYCC. Restoration of the missing link between Skipton and Colne will provide a strategic route connecting the towns of Central and Pennine Lancashire with the Leeds City Region. It would relieve pressure on the busy Huddersfield and Calder Valley trans-Pennine routes.

- 3.22 Work has also been undertaken by the West Yorkshire Combined Authority which includes the New Stations Study, in the Cross Hills (B) site was identified as one of five potential new stations within the Metro area. The station would have a forecast demand of around 200,000 passengers per annum. The Kildwick level crossing, which is closed for considerable periods within any given hour has been identified as a potential barrier to delivery. Consequently more detailed consideration of the business case for a station a Crosshills will be undertaken, including assessing how potential barriers to delivery could be overcome.
- 3.23 There are a number and range of station improvements to stations within the wider District that may need to be implemented over the plan period. Work will need to be undertaken with the Settle/Carlisle Development Company and the Leeds/Morecambe Rail Partnership to identify required improvements.
- 3.24 Improved rail service to Lancaster on the Bentham Line will be implemented within the plan period following Arriva Trains Northern Ltd being awarded the next Northern franchise. With the strong emphasis on Community Rail in the next franchise, Timetable improvements are to be introduced as soon as this is feasible.

Table 4 Rail infrastructure

| Scheme Description | Cost |
|-----------------------------------------------------------------------|-------------|
| Skipton to Colne Railway line re-opening | Unknown. |
| New Railway Station at Cross Hills | Unknown |
| Introduction of a regular service on Hellifield and Clitheroe Railway | Unknown |

| | |
|---------------------------------------------|---------|
| Station improvements across Craven District | Unknown |
| Improved train service to Lancaster | Unknown |

Local Road Network

3.25 -The growth proposed in the Local Plan may impact the highways and transport network in Craven. The following schemes have been identified by the District Council and NYCC.

Table 5 Junction improvements and major schemes

| Scheme Description | Cost |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| Sutton Lane and Holme Lane junction improvement and creation of footpath/cycle path | £1,000,000 |
| Bentham Station Road and Main Street junction, Bentham – open access to potential employment land, improve traffic and pedestrian flow on Station Road and develop shared space scheme at junction at Station Road and Main Street | £20,000 - £150,000 |
| Hellifield and Long Preston mini roundabout | £100,000 |
| Falcon Manor junction, Settle mini roundabout | £50,000 |
| A65 / Gargrave Road / A629 / A59 Roundabout – roundabout operating above capacity. | £300,000 |
| A6131 / A65 Priority junction – operating over capacity without improvement as a result of plan delivery | £170,000 |
| Water Street /Raikes Road Priority junction – amendments to junction to enhance capacity. | £220,000 |
| Craven Street /Keighley Road Signals – adjustment to timings to enhance capacity at the junction. | £5,000 |

| | |
|---------------------------------------------------------------------------------------------------------------|-------------|
| Kildwick Crossing – bridge crossing the railway line that will reduce congestion in the South Craven villages | £8,000,000+ |
|---------------------------------------------------------------------------------------------------------------|-------------|

Table 6 - Cycling, pedestrian and accessibility schemes

| Scheme Description | Cost |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| Kildwick | |
| Improvements to towpath from Kildwick to East Morton and associated greenways into nearby villages and also cycleway from Skipton to Broughton Hall and junction improvements to Broughton Hall and Broughton Village | £2,000,000+ |
| Hellifield | |
| Hellifield to Long Preston Cycleway | £150,000 |

Table 7 - Leeds Liverpool Canal scheme breakdown

| *Scheme Description | Cost |
|-----------------------------------|-----------------|
| Bradford Border to Bradley | |
| Canal Sections | £741,698 |
| Off Canal Links | £33,864 |
| Sub Total | £775,562 |
| South Craven | |
| Off Canal Links | £82,217 |
| Sub Total | £82,217 |
| Bradley to Skipton | |
| Canal Sections | - |
| Off Canal Sections | £123,245 |

| *Scheme Description | Cost |
|------------------------------------------------|-------------------|
| Sub Total | £123,245 |
| Skipton Town Centre | |
| Canal Sections | £20,529 |
| Off Canal Links | £227,788 |
| Sub Total | £248,317 |
| Embsay Link | |
| Off Canal Sections | £146,250 |
| *Sub Total | £146,250 |
| Skipton to Gargrave including Broughton | |
| Canal Sections | £1,178,493 |
| Off Canal Sections | £754,921 |
| Sub Total | £1,933,414 |
| Gargrave to Pendle Border | |
| Canal Sections | £1,167,952 |
| Off Canal Sections | £98,438 |
| Sub Total | £1,266,390 |
| Total | £4,575,395 |

Who is responsible for providing new infrastructure?

3.26 NYCC is the highway and transport authority in Craven. The county council's local committee for Craven manages an annual investment programme for the maintenance of the highway network and improvements to traffic management through parking and speed controls. The county council requires commuted sums to be provided in respect of future maintenance costs for any additional highway infrastructure on the existing network in some

circumstances, the provision of new highway.

- 3.27 Any new infrastructure within the highway or becoming adopted highway will require the approval of the county council and must meet the council's design and construction requirements. Works to improve the highway and transport network may be carried out by the county council's own teams, the council's contractors or by other with the consent of the county council.

How will new infrastructure be funded?

- 3.28 New infrastructure will be funded primarily through:
- Developer contributions will be expected to deliver infrastructure needed to mitigate the effects of development. , agreements under S106 of the Town and Country Planning Act (1990) and S278 of the Highways Act (1980) are expected to play a key role in addressing the direct effects of development. The delivery of more strategic improvements may be delivered through CIL if brought forward by the Council. Further work is required with consultants and NYCC to determine appropriate Section 106 and Section 278 contributions for development sites in Skipton and the four schemes listed in the Skipton Traffic Study (and this IDP tables 5 and 16) to address the cumulative impacts of the Local Plan allocations and the appropriate timing of highway improvements.
 - Government grants or loans through the LEP, Growth Fund and the DfT
 - Local Transport Plan Integrated Transport and Maintenance Budgets.
- 3.29 Resources may also be available from other organisations that have an interest in transport in Craven such as those that operate transport services such as bus or rail operators.

Summary

- 3.30 The above range of proposals relate to the cumulative effects of growth within Craven and are not critical for development to take place within Craven. This is, however, not an exhaustive list and further improvements may be identified through transport modelling and over the lifetime of the plan. Moreover, planning applications for individual development proposals will need to be accompanied by a transport assessment or transport statement and travel plan where appropriate. This will include a detailed assessment of the transport impacts of the development such as accessibility, highway design and safety. The outcomes of the transport assessment and travel plan may include further site-specific mitigation measures required to support specific development sites.

4 Water Supply, Treatment and Sewerage

Key Documents:

- United Utilities Final Water Resources Management Plan March 2015
- Yorkshire Water Our Blueprint for Yorkshire – The right outcome for Yorkshire February 2015

Water supply

Current Provision

- 4.1 In Craven District, clean water supply is provided by Yorkshire Water.
- 4.2 Yorkshire Water has a statutory duty to develop and maintain an efficient and economical system of water supply within their area. A proposal for expenditure over the 5-year period from 2015 to 2020 is detailed within Yorkshire Water's Our Blueprint for Yorkshire.
- 4.3 Within the document Yorkshire Water is planning to spend £3.8 billion to:
- Reduce leakage by 10 million litres a day.
 - Maintain drinking water quality by improving five of our treatment works serving the people of Scarborough, Selby and Sheffield.
 - Invest in sewage treatment works to reduce pollutants into the environment – we'll also remove a number of obstructions to fish movement in rivers by installing fish passes.
 - Nearly 80% of our investment will be targeted towards maintaining and enhancing your current service levels.
- 4.4 The plan covers aspects such as building new and modernising existing water pipes to ensure a reliable supply, reducing the number of overflows from sewers and improving water and wastewater treatment works to deal with growing population and climate change. The Investment Plan includes detailed breakdown of expenditure projections for water and sewerage service.

What is needed to support the emerging Local Plan?

- 4.5 Yorkshire Water have provided the following information on infrastructure requirements regarding the preferred allocated sites:

| Settlement | Infrastructure required |
|------------|-------------------------|
| | |

| | |
|-----------------------|------------------------------------------------------------------------------------------------------|
| Bentham | Local mains reinforcement may be required |
| Ingleton | Local mains reinforcement may be required |
| Burton in Lonsdale | Local mains reinforcement may be required |
| Settle | Some areas of Settle would have an insufficient network and local reinforcement will be required |
| Giggleswick | Local mains reinforcement may be required |
| Hellifield | Local mains reinforcement may be required |
| Rathmell | Local mains reinforcement may be required |
| Skipton | Dependent on the location of development off-site reinforcement of the mains network may be required |
| Gargrave | Local mains reinforcement may be required |
| Embsay | Local mains reinforcement may be required |
| Carleton | Local mains reinforcement may be required |
| Cononley | Local mains reinforcement may be required |
| Bradley | Local mains reinforcement may be required |
| Glusburn & Crosshills | Local mains reinforcement may be required |
| Sutton in Craven | Local mains reinforcement may be required |
| Cowling | Local mains reinforcement may be required |

Who is responsible for delivering new infrastructure?

4.5 Yorkshire Water is currently the sole authority for clean water supply infrastructure provision. They are responsible for assessing what capacity exists within their network, identifying what is needed to support anticipated levels of new development and for delivering required new infrastructure.

When will required new infrastructure likely be delivered?

- 4.6 In terms of water supply, there is sufficient capacity to accommodate new development as proposed over the plan period in Craven however, Yorkshire Water have identified that some local mains reinforcement may be required. Developers should engage early with Yorkshire Water through the planning application process to ensure that if any enforcements are required this can be completed in a timely manner.

Water treatment and sewage undertakers

Current Provision

- 4.7 The Craven Local Plan falls within both the jurisdiction of Yorkshire Water and United Utilities as appointed water and sewerage undertakers through the Water Industry Act (WIA) 1991. Section 94 places a duty upon a sewerage undertaker to provide, improve and extend a system of public sewers to ensure that its area is effectively drained.
- 4.8 The Water Services Regulation Authority (Ofwat) is the economic regulator of water and sewerage companies in England and Wales. For every five-year asset management planning (AMP) cycle, companies submit a business plan to Ofwat which sets out the requirements for maintaining its assets, improve services to customers and deal with its impact on the environment. Any infrastructure requirements which arise after agreement of the five-year AMP will normally be considered for the following AMP period.
- 4.9 Under Section 106 of the WIA 1991, developers have a right to connect to the existing sewerage system. The developer is required to fund the connection to the sewer and the cost of any on-site sewerage. Should the developer need to cross third-party land to connect to the existing sewerage system then they can requisition the sewerage undertaker to provide a new sewer under Section 98 of the WIA 1991. Requisitions are funded by the developer but the cost is discounted to take account of income received from new sewerage charges over a 12-year period.
- 4.10 United Utilities has recently produced a Water Resources Management Plan 2015 and Yorkshire Water's Our Blueprint for Yorkshire. The plan also sets out a proposed strategy for water resources and demand management to ensure adequate water supplies to serve customers.
- 4.11 When a developer wishes to proceed with a site, they can requisition the appropriate water company to provide local network infrastructure in

accordance with the relevant provisions of the WIA 1991. The cost of this is shared between the developer and undertaker in accordance with provisions of legislation.

- 4.12 Both Yorkshire Water and United Utilities offer a pre-planning sewerage enquiry service which landowners, developers and applicants can use to ascertain the waste and clean water status of a site. This service can be utilised at any stage prior to the submission of a planning application.

What is needed to support the emerging Local Plan?

- 4.13 United Utilities and Yorkshire Water have identified the following issues that will need to be considered when delivering the local plan.

| Settlement | Infrastructure required |
|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Skipton | Developments should be phased over the Plan period to ensure that adequate capacity can be provided at the receiving waste water treatment works |
| Glusburn & Crosshills | Drainage will be via the Aire Valley trunk sewer. Developments should be phased over the Plan period to ensure that adequate capacity can be provided at the receiving waste water treatment works |
| Sutton in Craven | The sites would drain via the Aire Valley trunk sewer. Developments should be phased over the Plan period to ensure that adequate capacity can be provided at the receiving waste water treatment works |
| Cowling | The sites would drain via the Aire Valley trunk sewer. Developments should be phased over the Plan period to ensure that adequate capacity can be provided at the receiving waste water treatment works |

Who is responsible for delivering new infrastructure?

- 4.14 United Utilities and Yorkshire Water are both responsible within Craven for providing waste water infrastructure provision. They are responsible for assessing what capacity exists within their network, identifying what is needed to support anticipated levels of new development and for delivering required new infrastructure.

Funding and costs for utilities infrastructure

- 4.15 United Utilities and Yorkshire Water have been consulted throughout the preparation of the Local Plan. Both infrastructure providers have requested that

development be phased in certain parts of the plan area in order to ensure that both providers can plan and ensure that waste water infrastructure can be provided for in a timely manner if required.

Summary

- 4.16 There are no significant issues with water utilities provision within the plan area. United Utilities and Yorkshire Water have stressed that early engagement with them as part of the planning process is vital. The Council will also encourage applicants to engage with both providers during the pre-application stage. This should allow all parties to find a suitable solution to any issues that may arise without compromising new development.

5 Gas Networks

Key Documents:

Long Term Development Statement 2015, North Gas Networks

Current Provision

Gas Transmission

- 5.1 National Grid owns and operates the high-pressure gas transmission system in England, Scotland and Wales. National Grid has a duty to develop and maintain an efficient co-ordinated and economical transmission system for gas and respond to requests for new gas supplies in certain circumstances.
- 5.2 New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Generally, network developments to provide supplies to the local gas distribution network are as a result of overall demand growth in a region rather than site specific developments.

Gas Distribution

- 5.3 Northern Gas Networks is the gas transporter that owns and operates the local gas distribution network in Craven. Northern Gas Networks does not supply gas, but provides the networks through which it flows. Northern Gas Networks infrastructure in Craven covers all of the major settlements and many of the smaller villages. However, some rural areas have no networked gas provision at all.
- 5.4 Northern Gas Networks has forecast that on a network basis annual gas demand is forecast to decrease by 7.55% over the next 10 years, with an average yearly decline of 0.87%. The forecast decline in overall annual gas demand and this is related to a less than favourable economic outlook, increases in UK gas prices and a reduction in peak day forecasts.

What is needed to support the emerging Local Plan?

- 5.5 The Local Transmission System is designed for transmission and storage of gas based on forecast demands. NGN are investing in the distribution networks and have a number of major projects detailed within their Long-Term Development Statement including gas transportation capacity

upgrades and pre-heating upgrades where no capacity increase is required.

Table 8: Northern Gas Network's Major Projects

| Project Name | Design | Build | Indicative Cost |
|---------------------------|---------------|--------------|------------------------|
| Cracoe PRI Upgrade | 2015/16 | 2016/17 | £200,000 |

Funding and costs for utilities infrastructure

5.6 All costs associated with the connection to the existing gas network and works downstream of this are generally fully funded by the customer (either the consumer, developer, consortium, etc.). If it is necessary to reinforce the network upstream of the connection point, an economic test is applied to these costs (based principally on the size of the load and the nature of the upstream network), the result of which being that none, part, or all of the upstream reinforcement will be funded by Northern Gas Network.

Summary

5.7 Specific development proposals in Craven are unlikely to have a significant effect upon National Grid's gas infrastructure. It is unlikely that any extra growth will create capacity issues for National Grid given the scale of these gas transmission networks. National Grid have been consulted throughout the preparation of the Local Plan and have not provided any comments relating to future capacity issues impacting the local plan area.

5.8 It is not anticipated that growth proposals will raise issues concerning gas supply in Craven and the wider district. As development takes place, further utilities requirements may emerge. Any deficits in provision are likely to be addressed systematically over time and at the expense of the developer.

6 Electricity

Key Documents:

Long Term Development Statement 2016, Northern Powergrid

Current Provision

- 6.1 National Grid owns and manages the national transmission network which maintains the flow of generated electricity to substations. National Grid has a statutory duty to develop and maintain an efficient, co-ordinated and economical transmission system of electricity and to facilitate competition in the supply and generation of electricity. Separate regional Distribution Network Operators (DNOs) own and operate the distribution network of towers and cables that bring electricity from the National Grid transmission network to homes and businesses. The DNO covering Craven and the wider District is Northern Powergrid. Within Craven there are no national grid high voltage lines.

What is needed to support the emerging Local Plan?

- 6.2 Northern Powergrid publishes a Long-Term Development Statement (LTDS) annually. This document compiles Northern Powergrid's network information and serves to provide developers with sufficient information to carry out initial assessments of its system capability and inform users of its distribution system development proposals.
- 6.3 Northern Powergrid has identified a range of current and future network improvement works in Craven. This includes:
- overhead line replacement of Silsden to Shortbank Road and Silsden to Skipton due to the condition of existing infrastructure,
 - Ings Lane flood defence works, and
 - the replacement of two 33/11kV transformers at Cross Hills.

Who is responsible for delivering new infrastructure?

- 6.4 Northern Powergrid and National Grid are the responsible bodies for delivering electricity infrastructure.

Summary

- 6.5 The review shows that there is sufficient capacity and infrastructure in

place to meet energy requirements arising from development proposals in the plan. Northern Powergrid and National Grid have been consulted throughout the plan making process in order to take account of the proposed growth within the local plan.

7 Flood Risk Management and Drainage Infrastructure

Key Documents:

Craven District Council Level 1 Strategic Flood Risk Assessment (2016), JBA Consulting

Introduction

- 7.1 Flooding is a natural process and is influenced principally by natural elements of rainfall, geology, topography, rivers and streams and man-made interventions such as flood defences, roads, buildings, sewers and other infrastructure. Flooding can cause significant disruption to communities, damage to property and possessions, and even loss of life.
- 7.2 There are a number of main rivers within Craven which contribute to the risk of fluvial flooding. In the north-west of Craven and the District the rivers Greta and Wenning, and their associated tributaries, create a relatively narrow corridor of risk along the watercourses. The majority of this affects rural and agricultural land. There is some risk to properties in the settlements of Ingleton and Burton in Lonsdale from the River Greta, and in High and Low Bentham from the River Wenning. In the central part of Craven and the district, the River Ribble and tributaries pose a risk to properties in parts of Settle, Giggleswick and Hellifield. An extensive area of rural land south of Settle is also at risk. In the south-east of Craven, a large area is shown to be at risk of flooding from the River Aire and its tributaries. Tributaries to the River Aire include Glusburn Beck, which is the subject of a Strategic Flood Risk Management (SFRM) study owing to the effect on flood risk and flooding locally arising from it. This falls mainly on rural and agricultural land; however, the flood risk also affects many larger settlements including Gargrave, Skipton, Low Bradley, Cononley, Kildwick, Cross Hills, Glusburn and Sutton-in-Craven. Transport infrastructure is also at risk, for example the A629 near Kildwick plus minor roads near Carleton and in Cross Hills and Glusburn. A tributary of the River Wharfe also contributes to a narrow corridor of fluvial flood risk in the east of the district near Bolton Bridge.
- 7.3 Craven District Council commissioned JBA Consulting to prepare a Strategic Flood Risk Assessment (SFRA) Level 1 report. The SFRA is designed to provide a planning toolkit relating to flood risk and development for Craven. It has consulted key flood risk stakeholders including the Environment Agency, Yorkshire Water,

United Utilities and North Yorkshire County Council Lead Local Flood Authority, to collate available and relevant flood risk information on all sources into one comprehensive assessment. The SFRA Level 1 report assessed flood risk from all sources at present and in the future and provided evidence for the District Council to apply the Sequential Test. The Sequential Test is a process to demonstrate that, when allocating land for development, the local planning authority has considered the risk of flooding from all sources and demonstrate that there are no reasonably available alternative sites in areas with a lower probability of flooding that would be appropriate to the type of development or land use proposed.

- 7.4 The Level 1 SFRA provides a number of planning policy recommendations for flood risk and management to reduce the impact of flooding on new development.

Drainage

- 7.5 Responsibilities for managing surface water drainage are split between the following organisations:

- The Environment Agency, has a strategic overview role of all flooding issues, and acts as the responsible authority for main river and coastal flooding. They are a statutory consultee for flooding in flood risk areas, and on spatial planning documents;
- Water companies, which have a duty (under Section 94 of the WIA 1991) to “effectually drain” areas for which they are responsible, but it is not clear what this means in practice and they are not responsible for runoff from open land;
- The lead local flood authority (NYCC) is responsible for managing local flood risks, setting out a local flood risk management strategy, regulating works on non-main rivers and is a statutory consultee on planning issues relating to surface water drainage;
- Internal drainage boards, which are responsible for land drainage and water levels within their drainage districts (which are mostly in rural areas); and
- Others involved in a more limited capacity, such as navigation authorities (e.g. Canal & River Trust) and riparian owners.

- 7.6 Drainage is complicated by the fact that it refers to both surface water run-off and to discharges to foul sewers. Sometimes surface water run-off will “drain” straight into an ordinary watercourse, but more frequently it drains into a sewer (i.e. a “combined” sewer) in order to provide the water to facilitate the conveyance of waste solids to waste water treatment works. A further complication is that much of the drainage infrastructure was built prior to any statutory requirement to keep records of the

exact location of drains. This means operators often will not know the age, condition or location of the drain concerned. Nevertheless, in general terms drainage is by definition a local matter, and only assumes significance at a strategic level if there is a malfunction or other problem on the local network that causes problems beyond a local scale.

- 7.7 The Airedale Internal Drainage Board (IDB) aims to manage water levels so that all development within and draining into the district does not increase surface water run-off, and that all discharges should be restricted to 1.4 litres per second per hectare. In addition, no development is permitted within 9m of the banks of a watercourse within the Craven, or culverted or piped watercourse.

Sustainable Drainage Systems (SuDS)

- 7.8 As an alternative to conventional piped means of managing surface water, the Council promotes the use of sustainable drainage systems or SUDS. SUDS aim to mimic within urban areas the way rainfall drains in natural systems. The prime function of SUDS, as with conventional drainage, is to provide effective surface water drainage, ensuring the greatest degree of flood risk protection over the long term both within and downstream of the development and prevent pollution.
- 7.9 NYCC as the Local Lead Flood Authority has produced a SuDS Design Guidance document for developers which should be referred to alongside this SFRA. Craven District Council have guidance on planning development in a site is given in the Craven District Council Flood Risk Guide for Planning Applications (2011).

What is needed to support the emerging local plan?

Skipton Flood Alleviation Scheme

- 7.10 The Skipton Flood Alleviation Scheme involves the building of two flood storage reservoirs on Eller Beck and Walter Hill Beck, and the installation of floodwalls in the town centre.
- 7.11 Skipton has suffered from flooding in 1908, 1979, 1982, 2000, 2004 and 2007 due to high volumes of water entering the town through Eller Beck from the north and Waller Hill Beck from the east. Both are culverted within the town, and Eller Beck in particular is prone to carrying woody debris from Skipton Woods into the culverts, resulting in blockages. As a result, a Skipton Flood Alleviation Scheme was developed by the Environment Agency. The scheme consists of three component parts:
- flood storage reservoir on Eller Beck, to the north of the A65 road,

- a similar structure on the Waller Hill Beck, and;
 - the construction of flood walls at strategic points within the town.
- 7.12 The Eller Beck storage reservoir will consist of an earth dam which will enable the storage of flood water. A culvert will be constructed through the dam, to carry normal river flows.
- 7.13 Material for the construction of the dam will be obtained from a pit near to the similar structure on Waller Hill Beck, and will be transported to the site along the A65. Within the town, three sections of flood wall will be built along the banks of Eller Beck.
- 7.14 The total cost for the complete project was £13.8 million, and is being funded by the Environment Agency, Department for Environment, Food and Rural Affairs (Defra), Craven District Council, North Yorkshire County Council, the Yorkshire Regional Flood and Coastal Committee, Yorkshire Water and the York, North Yorkshire and East Riding Local Enterprise Partnership.

Summary

- 7.15 As an underpinning principle, the Local Plan directs development away from areas which may be subject to flooding. The Council has recently updated its Strategic Flood Risk Assessment which serves to inform site allocations in the local plan. The delivery of the Skipton Flood Alleviation Scheme will reduce the risk of flooding from Eller Beck and Waller Hill Beck within Skipton which has a long history of flooding. Two flood storage areas upstream of Skipton are being built to slow the flow of water from surrounding hills, reducing the risk of the watercourses overtopping in the town centre.

8 Broadband and Telecommunications

Broadband

Current Provision

- 8.1 Historically across Craven and the wider District, broadband access has varied significantly, however infrastructure across the county as a whole has been improved significantly in the past few years through the Superfast North Yorkshire project.
- 8.2 Superfast North Yorkshire (SFNY) is the name given to the project bringing Superfast Broadband to North Yorkshire. The project is built around a partnership between North Yorkshire County Council and BT to deliver fibre based broadband to North Yorkshire but also brings together other initiatives by North Yorkshire County Council to address rural areas where the fibre-based coverage is not available. The SFNY project is managed on behalf of NYCC by NYnet. NYnet is financed by a mixture of funds from Central Government (via Broadband Delivery UK - BDUK), NYCC and the European Union.
- 8.3 Phase 1 of the project is now complete and the rollout of Phase 2 will see over 90% of premises in North Yorkshire having access to superfast broadband.
- 8.4 Broadband for the Rural North (B4RN) is another initiative that provides fibre optic broadband to parts of Craven and high speed connections in the north and west of the plan area.

What is needed to support the Local Plan?

- 8.5 Consideration is currently being given as to how superfast broadband can be provided in a cost-effective way to the premises that will remain without superfast broadband beyond Phase 2. Alternative solutions for these locations are being investigated; including high quality broadband from wireless operators and other alternative community broadband schemes, such as B4RN

Who will provide new infrastructure?

- 8.6 For new developments, developers are responsible for providing the infrastructure necessary to enable broadband access, and should engage with communication providers and local broadband projects as appropriate. This is reflected within local plan Policy INF5: Communications Infrastructure.
- 8.7 Telecommunication networks are unlikely to be a key driver of, or barrier to, development. It is however, broadband providers who are best placed to respond to demand arising from plan proposals

What will be the likely cost of new infrastructure be?

- 8.8 Costs for creating superfast broadband provision can vary significantly, depending on the scope of a project. Around 60 to 80% of the costs associated with installing fibre optic cable are due to the civic works that are required to get cables underground and into properties, the ducting required to hold the cable and indeed the cable itself. Digging work can incur costs of up to £100 per metre, depending on topography and terrain.

How would future provision be funded?

- 8.9 The Broadband Delivery UK national programme has an ambition that all properties within the UK will be able to access superfast broadband and it is expected that schemes for the delivery of these services to the most difficult to serve parts of the UK will be developed at a later date. Within the urban area demand should exist to make continuous improvement of high speed networks viable, however, it is expected that Government initiatives will be required to extend and encourage further improvement in rural areas where purely market driven broadband schemes are unlikely to be viable.

Summary

- 8.10 Broadband speeds have significantly increased in the last few years across Craven and the wider District as improvements are made to communications infrastructure both by an increased commercial deployment of broadband and the SFNY project. The Plan's strategy to concentrate the majority of the additional growth within settlement areas which have access to superfast broadband should act to ensure that most new developments are in areas where there are good connections to existing networks.

Mobile Networks

Current Provision

- 8.11 Craven is generally well served by mobile phone network coverage. Almost the whole of Craven is capable of receiving a basic '2G' service (phone calls and text messages). Mobile internet services 3G and superfast mobile internet 4G is currently available across the majority of Craven and the wider District through the networks of Vodafone, EE, O2 and Three with the exception of small pockets in rural areas.

Who will provide new infrastructure?

- 8.12 Mobile phone masts are constructed and maintained by the various mobile network operators.

What is needed to support the Local Plan?

- 8.13 Communications infrastructure is not considered to be a major critical concern in terms of future infrastructure planning. Demand for additional infrastructure is consumer led and it can be difficult for providers to quantify what level of need may arise from additional development. Thus demand-led approach means that the rollout of additional base station infrastructure tends to be reactive rather than proactive. The cost of required infrastructure is therefore not known in advance but is set out in the Mobile Operators Annual Rollout Plans.
- 8.14 It should be noted that telecommunications infrastructure is a rapidly evolving technology and therefore there may be need over the plan period for further infrastructure development to meet changing technological demand and for new ways of improving quality of coverage and/or network capacity to be developed.

9 Education

Introduction

- 9.1 Education provision includes pre-school, primary, secondary and post-16 age groups. Pre-school education is provided on a part-commercial basis in response to demand. Primary and Secondary education has traditionally been provided at a local scale by Local Education Authorities (LEA), and therefore needs to be planned at that level. Post-16 education tends to be provided for on a more centralised basis in major service centres, with an expectation that students will travel further than for primary and secondary education. NYCC is the Local Authority responsible for education in Craven and the District.
- 9.2 The Education Act 2011 has made a number of significant changes to the education system. Whilst Local Authorities (LAs), in their role as commissioners of education, must continue to plan for and secure sufficient schools for their area in line with their duties under section 14 of the Education Act 1996, the 2011 Act has introduced a new academy/free school “presumption”. Under the presumption, LEAs are required to seek proposals to establish an academy/free school in the first instance where there is an identified need for a new school.
- 9.3 Academies are publicly-funded independent schools. They receive the same level of per-pupil funding as an LEA maintained school, plus additions to cover services that are no longer provided for them by the local authority (such as help for children with special education needs). Academies have greater freedom over how they use their budgets to educate their students, and receive their funding directly from the Education Funding Authority (EFA) rather than from the LEA. Academies are obliged to follow the law and guidance on admissions, special educational needs and exclusions as if they were maintained schools. Academies, like all schools, are bound by the Schools Admission Code and have to admit up to their maximum number. The LEA will continue to coordinate the offer of a school place to all pupils and must ensure a school place for every child in their area. Free schools are schools which can be set up by groups of parents, teachers, charities, trusts, religious or voluntary groups in response to local needs. Free schools are set up and run as academies.
- 9.4 Where there is no suitable academy/free school proposal, a statutory competition can be held with the consent of the Secretary of State. Academy/free school proposals and proposals for foundation (by proposers other than the LEA), voluntary controlled and voluntary aided schools can be submitted to the competition. Only where a competition does not identify a suitable academy/free school or maintained school can

the LEA publish its own community or foundation school proposal. However, there remain certain special circumstances under which new maintained schools can be established.

Current Provision

- 9.5 NYCC determines the need for school places based on pupil forecasts that look at demographic trends over the past 3 years. Reception class numbers are based on projected births provided by the Office of National Statistics. These forecasts are updated at regular intervals and take account of pupils moving into and out of the county and outstanding planning permissions for housing developments. There is a single national measure to assess the net capacity of schools specified by the Department for Education. This ensures a robust and consistent method of assessing the capacity of schools. The measure is used to identify a surplus or shortage of places within schools.
- 9.6 NYCC receives capital funding for additional places needed as a result of identified pupil growth for all types of school, including academies/free schools and maintained schools. Some central funding is provided to support the development of free schools which are driven by parental demand rather than demographic growth. Capital funding provided by central government does not meet the full costs of providing additional places. Current funding allocations are known up to 2017/18.
- 9.7 In the Craven Local Plan area there are 26 primary schools including Long Preston and Embsay schools located in the Yorkshire Dales National Park but serving bisected villages) with a combined total number of pupils on the roll in January 2017 of 3606 pupils. There were a total of 8 primary schools which were over capacity as at January 2015. Whilst there are some primary schools that have a current capacity deficit, none of these add up to more than 15 places.

What is needed to support the emerging Local Plan?

- 9.8 There will be a number of schools that will have insufficient capacity as a result of delivery of the proposed allocations in the plan. NYCC have identified the following requirements based on the housing allocations within the Local Plan. This is not an exhaustive list, and needs may change over the course of the plan depending on the pace of housing and pupils numbers. All pupil demographics are reviewed on a termly basis. Organisationally, the County Council may need to look at adding additional classrooms to provide a half or full form of entry at schools.
- 9.9 The table below sets out provisional requirements arising from the delivery of allocations set out in the plan.

Table 10 - Primary Education Expansion Requirements

| Infrastructure required | Indicative | Funding Sources |
|-------------------------------------------------------------------|-------------------|------------------------------------------------------------------------|
| Two additional Primary Schools (Skipton) | £10m to £12m | Basic Needs Capital Funding, Capital Receipts, Developer Contributions |
| Two additional classrooms at Settle CE Primary School site | £1,631,520 | Basic Needs Capital Funding, Capital Receipts, Developer Contributions |
| Two additional classrooms at Bentham Primary School. | | Basic Needs Capital Funding |
| One additional classroom at Ingleton Primary School | £815,760 | Basic Needs Capital Funding, Capital Receipts, Developer Contributions |
| One additional classroom in Gargrave | £407,880 | Basic Needs Capital Funding, Capital Receipts, Developer Contributions |

| | | |
|-----------------------------------------------------------------------|------------|------------------------------------------------------------------------|
| One additional classroom in Cononley | £407,880 | Basic Needs Capital Funding, Capital Receipts, Developer Contributions |
| one additional classroom in Glusburn | £1,223,640 | Basic Needs Capital Funding, Capital Receipts, Developer Contributions |
| Additional detached playing field in Carleton of 5,000sqm | Unknown | Developer Contributions |
| Additional detached playing field of 11,000sqm in South Craven | Unknown | Developer Contributions |
| Additional detached playing field of 5,100sqm in Settle | Unknown | Developer Contributions |

Secondary Education, Special Schools and Further Education

Current Provision

9.10 In the Local Plan area there are 5 secondary schools with a combined total number of pupils on the roll in October 2016 of 4331 pupils. There was one secondary school over capacity at January 2015. South Craven School provides places for pupils who live in the area served by the primary schools at Cononley, Cowling, Glusburn, Kildwick, Lothersdale and Sutton in- Craven. South Craven School also serves the area of the Bradford Metropolitan District Council for those pupils whose main home is in the electoral areas of Eastburn, Silsden and Steeton. There are commuting flows into and out of Craven to access secondary education notably from Bradford District to South Craven School and to schools in Lancaster and South Lakeland Districts from the north of the plan area.

9.11 There are 10 special schools in North Yorkshire. In addition, a number of mainstream

schools also have extra resources to allow them to make provision for certain types of special education needs. These are called enhanced mainstream schools. There is 1 special school in Craven in Skipton and 2 enhanced mainstream schools in the Craven Local Plan area.

- 9.12 Craven College is the only further education provider in Craven with campus facilities at the Auction Mart, Aireville campus, High Street and Tyro training in Skipton. There are further facilities in Scarborough and at Leeds Bradford Airport. The college has over 6000 students and offers courses including A Levels, apprenticeships, vocational qualifications and degrees. The nearest universities are in Bradford, Leeds and Lancaster

What is needed to support the emerging Local Plan?

- 9.13 NYCC has identified that seven additional classrooms will be required at South Craven School to provide for the additional pupil numbers that will arise from housing sites allocated in the local plan. The indicative cost of seven secondary school classrooms is £4,261,530. NYCC has also requested that an additional detached playing field of 11,000 sq m be allocated in to accommodate growth from the proposed developments.

Table 13 - Expansion Requirements

| Infrastructure required | Indicative Cost | Funding Sources |
|---------------------------------------------------------------------|-----------------|------------------------------------------------------------------------|
| one additional classrooms at South Craven School¹ | £4,261,530 | Basic Needs Capital Funding, Capital Receipts, Developer Contributions |

How will education provision be funded?

- 9.14 Education provision will be delivered through the County Council’s Basic Capital Funding, Capital Receipts and Developer Contributions. The Local Plan will collect section 106 contributions towards education through **Draft Policy INF6:**

^{11 1} There is a likely to be a need for other additional classrooms at this school to meet demand from existing housing permissions, demographic growth, and housing allocations in the Bradford Local Plan area served by South Craven School. The Bradford Local Plan (Allocations Development Plan Document, May 2016) includes a target of 1,200 homes in Silsden and 700 homes in Steeton and Eastburn which would require approximately 8 additional classrooms on the site

Education Provision. This new policy will require all new housing and mixed-use developments of more than 25 dwellings in the principal town of Skipton and 15 or more dwellings in all other areas to contribute towards new or improved primary school facilities where a need can be evidenced by NYCC.

9.15 For Secondary School provision, new housing and mixed-use developments of more than 100 dwellings will be required to contribute towards new or improved secondary school facilities where a need can be evidenced by NYCC.

9.16 Calculating contributions is based on 0.25 primary school places and 0.13 secondary school places are generated per relevant house or residential unit. For primary school contributions, the following figures are used to calculate contributions per pupil place:

Department of Education (DfE) cost multiplier (£12,257) x regional factor (0.98) +
10% fees, plus furniture/equipment (£383) =

£13,596 per primary pupil place

9.17 For secondary school contributions the following figures are used to calculate contributions per pupil place:

DfE cost multiplier (£18,469) x regional factor (0.98) + 10% fees, plus
furniture/equipment (£383) =

£20,293 per secondary school place

10 Emergency Services

Key Documents:

North Yorkshire Fire and Rescue Authority Corporate Plan 2016/17 to 2020/21

North Yorkshire Fire and Rescue Service Fire Cover Review 2015

Police and Crime Commissioner North Yorkshire, Police and Crime Plan 2013 to 2016

Police

Current Provision

10.1 North Yorkshire Police operate 33 police stations and community offices across North Yorkshire. There are five police stations within Craven in:

- Settle Police Station
- Crosshills Police Station
- Grassington Police Station
- Ingleton Police Station
- Skipton Police Station

10.2 All five police stations are staffed with a mixture of Response and Safer Neighbourhood teams. Policing is 24/7 and Skipton operates a front desk between 9am to 5pm weekdays.

Funding of Policing Services

10.3 The Constabulary receives funding through the Office of the Police and Crime Commissioner from Central Government and from local Council Tax that provides the majority of the Constabulary's recurring revenue needs.

10.4 Within Craven North Yorkshire Police have a 'Designing Out' Crime Officer whose

role it is to work closely with local planning authorities to ensure that the principles of Crime Prevention Through Environmental Design (CPTED) and Secured by Design are reflected in major planning application decisions and through development principles.

Fire & Rescue Services

10.5 North Yorkshire Fire & Rescue Service (NYFRS) serves the communities of North Yorkshire and the City of York by providing an emergency response service to fire and other emergencies within the County. The service also reduces risk across the County by providing community safety activity (advice, education and other initiatives) and technical fire safety activity (legislative fire safer enforcement and education in commercial premises) to reduce the incidence and impact of fires, road traffic accidents and other hazards.

10.6 The Craven Local Plan area consists of three retained fire stations at:

- Skipton,
- Bentham and
- Settle.

10.7 NYFRS undertakes Integrated Risk Management Planning (IRMP) to determine the level of risk within the county; and the location and amount of service resources appropriate to that risk. A Fire Cover Review has been undertaken and there are no proposed changes. Ongoing monitoring shows that there has been a decline in the number of incidents within the District of 12% from 2010 to 2015.

Ambulance Service

10.8 The Yorkshire Ambulance Service (YAS) plans its operation based on a hub and spoke model. In Craven, there are three ambulance stations at Ingleton, Settle and Skipton. There are then a number of standby points which can consist of either simply a layby, a smaller property offering basic facilities or the use of facilities owned by the police or fire service. This enables ambulances to cover a wider geographical area ready to respond to calls.

10.9 There are no immediate plans for additional ambulance service facilities however, this is under constant review appraising of where callouts occur, ambulance

response times and the experience of ambulance crews. The service has a target of responding to calls within 8 minutes. It is more likely that the need could arise over the plan period for a new standby point as opposed to a new ambulance station.

Summary

- 10.10 The Council will continue to work with the emergency services to ensure that, in the first instance, new development is designed to accommodate their needs. Regarding the prevention of crime, the Council will work with the police and developers to ensure that techniques are included as standard within development which help to deter crime. This should deter potential criminals passively through good design without developers incurring significant additional costs.
- 10.11 The emergency services are consulted on planning applications and it is through this process that they can make the Council aware of specific requirements they may have relating to a particular development. Such requirements may indeed need to be funded (either in total or in part) through developer contributions where appropriate.

11 Household Waste Recycling and Waste Disposal Current Provision

- 11.1 In Craven both the County Council and the District Council are responsible for the management and treatment of waste. NYCC is responsible for the recycling and disposal of waste collected by the District Council from their refuse collection, recycling and street cleansing activities. They also provide household waste recycling centres at which residents can take their garden waste for composting and other waste for re-use or recycling.
- 11.2 NYCC operates 20 household waste recycling centres (HWRCs) across the county. More than 65% of waste collected at the sites is reused, recycled or composted. In October 2014, NYCC signed a contract with AmeyCespa for the long-term treatment of residual waste for North Yorkshire. In Craven District, there are two permanent household waste recycling centres at Skipton and Settle.

What is required to support the emerging Local Plan?

- 11.3 NYCC, together with the City of York Council and North York Moors National Park Authority, is in the process of preparing a Minerals and Waste Plan. The Plan will cover the period to 2030, and will set out the policies and proposals that will provide the planning framework to guide minerals and waste related development. The documents produced will include a minerals and waste joint plan, site allocations and development management policies document. In Craven, the plan has identified two waste sites for retention which include:
- Halton East Waste Transfer Station, Halton East - Retention of waste transfer station with higher vehicle numbers and hours of operation
 - Skibeden Landfill and Household Waste Recycling Centre - Retention of Household Waste Recycling Centre for waste transfer of household and some commercial waste.
- 11.4 The Plan identifies that no new sites are required for the transfer of waste. A new waste recovery facility, known as the Allerton Waste Recovery Park, (AWRP) which would enable delivery of targets agreed under the current Municipal Waste Management Strategy for York and North Yorkshire which is due to be operational by 2018. The AWRP facility has been designed to accommodate expected growth in a

rising of residual LACW over the period to 2040. It is therefore proposed not to review the approach of dealing with residual local authority collected waste as part of preparation of the Minerals and Waste Joint Plan.

Summary

- 11.5 In conclusion it is not considered, based on the available evidence at the present time, that any further waste infrastructure (including landfill and treatment capacity) will be required to support the emerging Local Plan.

12 Libraries

Current Provision

- 12.1 North Yorkshire Library and Information Service currently supports seven libraries across Craven district, plus a further three locations receive fortnightly visits from the Supermobile. Gargrave and Embsay libraries have been community managed since April 2012. In April 2017 Crosshills (now South Craven), Settle, Bentham and Ingleton transferred to community management. Skipton Library serves as the core library for the district, overseeing and giving additional support to the community libraries. NYCC provides some front-line staffing, professional support, IT devices and network (including wi-fi), and books for the community libraries which remain part of the wider library network.
- 12.2 The six community libraries are all in either new or recently refurbished premises and in general are fit for purpose for some time to come. Skipton Library, whilst potentially in the ideal location, remains in need of improvements to fully provide a library fit for the 21st Century. However, all services offered across the county are available, working around the space and other building restrictions.
- 12.3 The Supermobile visits Cowling, Kettlewell and Buckden, on a fortnightly basis. Stops last for 2 hours enabling the provision of books, internet access (satellite wi-fi) as well as acting as a hub for information for other agencies such as Social Care, Police etc.
- 12.4 It is not considered that there is a need for expansion of the library service to meet any additional requirements, options for Skipton Library will be evaluated as they arise.

Summary

- 12.5 There is considered to be no requirement for additional library facilities to meet requirements as the current existing libraries will remain open, however this position will remain under review by the County Council.

13 Health Provision and Adult Social Care

Key Documents:

Joint Health and Wellbeing Strategy 2015 - 2020

Public Health

- 13.1 NYCC has a duty to promote and improve the health and wellbeing of the population of North Yorkshire, tackling challenges such as certain sections of the population involved in smoking, alcohol and drug misuse and those who are classed as obese. The North Yorkshire Health and Wellbeing Board has published a Joint Strategic Needs Assessment (JSNA) and developed a Joint Health and Wellbeing Strategy setting out how these needs can best be addressed. These documents include recommendations for joint commissioning and integrating services across health and care.
- 13.2 The JSNA looks at a range of health-related indicators, identifying those areas where action is required. Currently, there are no indications of any major deficits regarding health care provision within Craven.

Primary Care Current Provision

- 13.3 Primary care refers to services provided by GP practices, dental practices, community pharmacies and high street optometrists. The Craven Local Plan area is the responsibility of two Clinical Commissioning Group's NHS Cumbria in the north of the plan area with 1 GP Practice in Craven at Bentham and NHS Airedale, Wharfedale and Craven in the south of the plan area which comprises 4 General Practices at Skipton, Settle and Cross Hills. The Council is committed to engaging with the NHS Commissioning Board area team for North Yorkshire and Humber to consider the implications of planned growth in the District on primary care services and facilities.

Secondary Care Current Provision

- 13.4 Secondary care covers hospital care for conditions that normally cannot be dealt with by primary care services. The University Hospitals of Morecambe Bay NHS Foundation Trust (serving north Craven) and the Airedale NHS Foundation Trust

(serving Settle southwards) are the principal providers of hospital services to the population of the Craven area. The Trust also provides a wide range of community health services (including Community Hospitals, drop-in centres and home visits).

What is needed to support the emerging Local Plan?

13.5 As part of the development of their five year Strategic Plans, the Trusts have reviewed the infrastructure needs within the community to meet future growth. Using the ONS population estimates by age band for the District, consideration has been given to the likely changes in the demography of the area in order to assess the potential changes in the health care needs of the local population. Based on this assessment the most marked increase is in the 80+ age group with the most significant increase within this banding being in the 85-89 age group. This demographic change will challenge services and the ways they are delivered in future. Working with health and social care Commissioners, the Trust recognizes that it will need to deliver new models of care and work in a more integrated way, supporting patients in their own homes, as well as in hospital.

Social and Care Services

13.6 Social and care services encompass a range of services. These are mainly provided and procured in England by upper-tier and unitary authorities as part of Adult Social Services and Children and Young People's Services. Social and care services are administered by NYCC for the Craven, and the wider District. Provision tends to be made in response to demand, and services planned on the basis of forecasts of future need. The provision by developers of new facilities for social and care services on the largest developments could therefore to be justified in certain circumstances.

Extra Care Housing

13.7 The duty under the Community Care Act 1990 to provide residential accommodation to some adults over 18 years old who through age, illness, disability or any other circumstances are in need of care and attention which would otherwise be unavailable to them, also rests with NYCC. Extra care housing can include a range of housing types but a common principle is that it provides independent living accommodation with a level of support equivalent to that of a care home.

Current Provision

13.8 Extra care housing is defined by the Chartered Institute of Housing as homes that are part of purpose-built schemes, or have been remodeled, to provide a barrier-free environment which facilitates mobility and access for those with mobility issues including frail older people. There are currently two extra care housing schemes in Craven:

- Woodlands extra care housing, Skipton. The scheme provides 26 self-contained two-bedroom apartments and five, one-bedroom apartments.

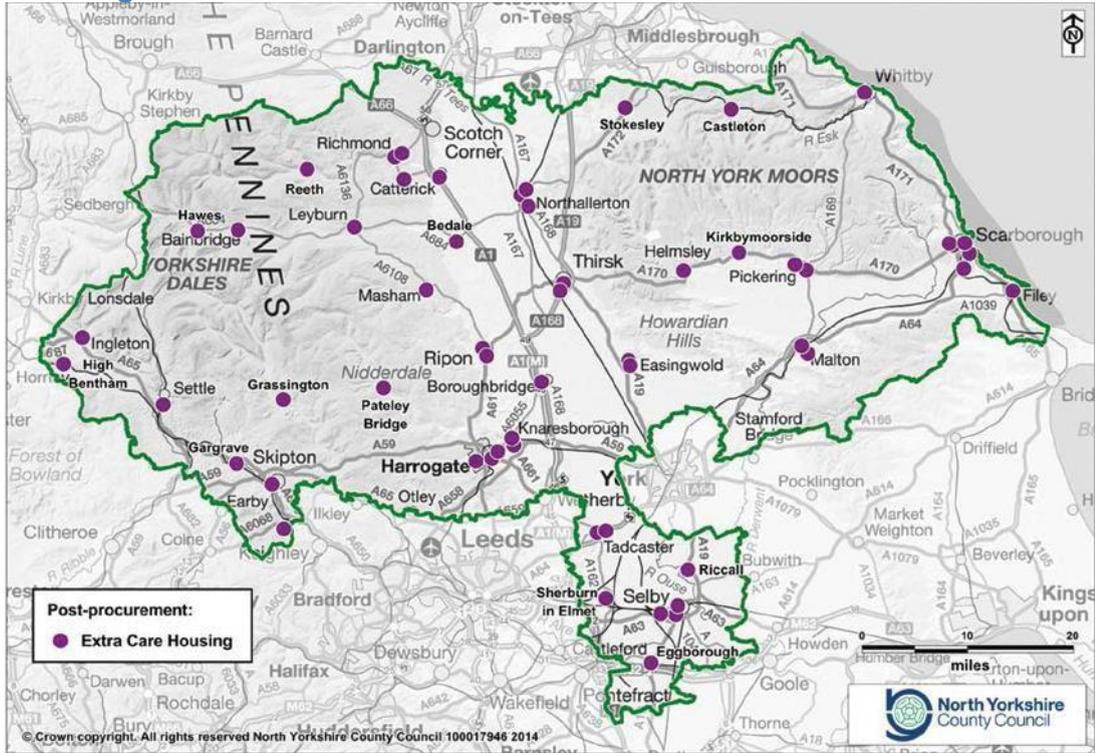
13.9 Limestone View, Settle. The scheme provides 50 self-contained, one and two-bedroom apartments including 21 one-bedroom specialist complex needs apartments.

What is needed to support the emerging Local Plan?

13.10 The 2020 North Yorkshire Care and Support Where I live Strategy sets out future areas where extra care housing will be delivered. NYCC has identified a minimum requirement of delivering 203 units over the plan period. NYCC have identified Gargrave as a priority area for the delivery of extra care housing with other potential developer at Bentham/Ingleton area.

13.11 The intention is that there will be an extra care housing scheme in every major town across the County providing more than 2,500 apartments and bungalows for people who need care and support where they live. The map below shows the locations of where it is intended to have an extra care housing scheme in the future.

Figure 2 - Locations of Future Extra Care Provision



14 Public Realm and Civic Spaces

Current Provision

14.1 Town Centre Health Checks have been undertaken in 2016 to provide a snapshot of the current health of Craven's town centres. The assessment of town centre health is based on the indicators set out in National Planning Policy Guidance (NPPG) and the National Planning Policy Framework (NPPF) requirement for local planning authorities to assess and plan to meet the needs of main town centre uses in full. Town Centre Health Checks have been carried out on the following settlements within Craven:

- Skipton;
- Settle;
- Ingleton;
- Bentham; and
- Cross Hills.

14.2 Civic spaces include civic and market squares and other hard surfaced community areas designed for pedestrians. Civic spaces often define the character of urban environments and have also been assessed as part of the Town Centre Health Checks.

What is needed to support the emerging Local Plan?

14.3 Improving the public realm of the key settlements in particular is very important so as to provide a more pleasant environment for residents and visitors alike. This could include public art and signage improvements at various locations across the District.

14.4 A number of public realm improvements have been identified from the Town Centre Health Checks including provision of new street furniture, improved signage and accessibility improvements within town centres which are set out in **Appendix 1**.

14.5 The Local Plan has identified a number of housing allocations which could

provide public art and public realm improvements as part of their development and is set out within the development principles for these sites.

Current Provision

- 14.6 Current provision of civic spaces is included within the Council's Open Space Assessment. However, the Assessment does not provide a thorough appraisal of the civic spaces within the District and a further appraisal should be undertaken as part of any further updates to the Open Space Assessment. Evidence of required improvements can be found within Village Centre Action/Improvement Plans where these have been undertaken. What is needed to support the emerging Local Plan?
- 14.7 Ingleton Village Centre Action Plan has identified the refurbishment of the market square and streetscape as a priority scheme for the area. The purpose of the refurbishment is to create an attractive focus for the village; a space that is designed to be flexible, that will accommodate events, a remodeled market and seating. The proposal will look to slow traffic, give priority to pedestrians and provide a place that will encourage people to spend time in. The scheme for refurbishing the square will seek to improve the visibility of the entrance to Riverside Park, and will encourage people to discover this part of the village – at present, it does not.
- 14.8 The Crosshills Village Centre Improvement Plan has also identified a number of improvements to the town centre that would improve the vitality of the village centre. This includes: refurbishment of pavements, Heritage Building Scheme and the relocation of the Recycling Bring Site.

Summary

- 14.9 Further work should be undertaken to assess the level of improvements required for civic spaces within Craven including further Town/Village Centre Action or Improvement Plans and further work should be undertaken within the Open Space Assessment to provide further details of civic space improvements required to support the Local Plan.

15 Green Infrastructure

Key Documents:

Sport and Leisure Facilities Strategy, February 2016

Update Assessment of the Existing and Future Needs of the Community for Open Space, Sport and Recreation Facilities within Craven District, February 2016

Craven Playing Pitch Strategy, February 2016

- 15.1 The term green infrastructure includes all sorts of natural and semi-natural features, which form a network across rural and urban areas such as woodland, watercourses, ponds, wetland, hedgerows, verges, Public Rights of Way (PROWs), National Trails, footpaths, cycle-paths, street trees, parks, gardens, playing fields, green roofs and walls, allotments and cemeteries.
- 15.2 These green infrastructure assets are often multi-functional and make valuable contributions to biodiversity, landscape, townscape, education, active recreation, relaxation and tackling climate change (by absorbing carbon dioxide, assisting the water cycle and alleviating flood risk). Good quality green infrastructure can also serve to boost local economic activity.

Open Space

15.3 The following types of open space that have been assessed for the IDP are:

- Parks and Gardens;
- Amenity Greenspace;
- Open space provision for Children and Young People;
- Allotments;
- Cemeteries;
- Natural and semi-natural greenspace; and
- Green corridors.

15.4 The assessment has been carried out within the provisions of the Open Space, Sport and Recreation Facilities for the District which was published in February 2016. Provision of Open Space in the District has been assessed by sub area. The district has been divided into three sub areas. These are:

- **North Craven** - this includes the settlements of Burton-in-Lonsdale, Ingleton, Clapham and Low and High Bentham;
- **Mid Craven** – this includes the settlements of Settle, Giggleswick, Hellifield and Rathmell; and
- **South Craven** – this includes the settlements of Skipton, Gargrave, Carleton, Cononley, Embsay, Low Bradley, Glusburn/Cross Hills, Sutton and Cowling.

Parks and Gardens

Current Provision

15.5 Within the Open Space Assessment there is considerable variation of provision across the District. South Craven is relatively well-provided for; however, in contrast, North and Mid Craven show a considerable quantitative shortfall in relation to both the average standard and in comparison, to the National Fields in Trust benchmark standard.

Table 14 - Current Provision of Parks and Gardens

| Site Name | Size (Ha) | Green Space Quality Audit Score |
|-------------------------------|-----------|---------------------------------|
| North Craven | | |
| The Cross, Burton in Lonsdale | 0.074 | Average |
| Jubilee Cross, Low Bentham | 0.061 | Good |
| Ingleton Park | 1.263 | Good |
| Mid Craven | | |
| None | n/a | n/a |
| South Craven | | |
| Sutton Park, Sutton | 2.67 | Very Good |
| Aireville Park, Skipton | 21.2 | Very Good |

| | | |
|------------------------------------------------|-------|-----------|
| Tradesman Place and Jubilee Garden, Skipton | 0.17 | Good |
| Glusburn Park, Glusburn | 1.88 | Good |
| Broughton Hall Estate | 0.681 | Very Good |

What is needed to support the emerging Local Plan?

15.6 Overall, there is a Craven-wide need for multi-purpose parks. The Council has identified that feasibility should be assessed in the Settle and Skipton area as there is a lack of provision within these areas.

Summary

15.7 Some settlements lack Parks and Gardens but often have spaces that have elements of this typology. Lothersdale Recreation Ground is a good example as a primary classification is that of a Play Area for Children and Young People as the site has an equipped play area, a multi-use games area and an informal grass pitch. The site also has a War Memorial, some planted areas, trees, benches and paths. This type of multi-functional space is more prevalent in the smaller settlements in order to provide a single central site in the village for a wide range of use and purpose.

Amenity Greenspace

Current Provision

15.8 There is fairly consistent provision across the District of amenity greenspace for each sub area. All areas show a current deficit in comparison to the National FIT benchmark standard with the most pronounced being the South Craven area.

15.9 The local comparison standard for Amenity Greenspace is 0.41ha/1000 population (total amount of current provision/population). The South Craven area shows slightly higher provision with Mid and North Craven slightly down on the Craven average.

What is needed to support the emerging Local Plan?

15.10 When compared to the future population growth all areas show a deficit with the South Craven area showing the highest deficit. Some settlements lack any

amenity greenspaces such as Bradley village, but this has a centrally located playing field that provides a secondary function as an amenity greenspace including seating, picnic area and host the annual village gala. The Council has identified that feasibility should be assessed in South Craven sub area as there is a lack of provision

Children’s Play Areas and Facilities for Young People

Current Provision

15.11 There is good coverage across Craven and the wider District for children’s play areas and facilities for young people with the South Craven and Mid Craven areas slightly above the plan area average. However, the North Craven area shows a quantitative shortfall in relation to the average standard.

What is needed to support the emerging Local Plan?

15.12 All of the designated sub areas within Craven show a future deficiency against the current district average and significant current and future provision in comparison to the National FIT benchmark standard.

15.13 The following infrastructure requirements have been identified within the Open Space Assessment:

- Creation of ‘iplay’ playground in Aireville Park and Settle;
- Provision of a skatepark in Settle;
- Implementation of the Aireville Park Masterplan;
- Construct a new pump track in the mid and north sub area; and
- Create new or improve existing playgrounds to incorporate ‘green play’ i.e. at Aireville Park and in Bentham.

How will future provision be funded?

15.14 New infrastructure will be funded through a number of means that include capital and revenue funding, developer contributions and grant funding. Developer

contributions are supported through Draft Policy INF1 and INF3.

Indoor Sports Facilities

Current Provision

15.15 The Craven Swimming Pool and Fitness Centre is the sole Council operated facility within Craven and provides two swimming pools, a 68-station fitness suite, health suite (sauna and steam), 14-hole pitch and putt and a Multi-Use Games Area. The District also contains a range of private sports facilities that can also be accessed by the public.

15.16 The Council's Built Sports Facilities Strategy (2016) provides a clear understanding of the overall surpluses and deficiencies that exist across the plan area relating to indoor and outdoor built sports facilities which include swimming pools, sports halls and fitness facilities (gyms). The assessment also provides specific geographical and/or individual facility current and future needs.

What is needed to support the emerging Local Plan?

15.17 The strategy has identified a need for a multi-purpose sports hall space in Skipton, the replacement for ageing sports halls of Sandylands and Skipton Academy, improvement or replacement of facilities of Settle Pool and the need to optimise capacity for community use of sports facilities on education sites including Giggleswick and South Craven Schools. A deficiency in pool space has been identified by the end of the plan period. The strategy also recommends the closure of the existing pool and sports hall on the former Malsis school site due to them being surplus to requirements.

How will future provision be funded?

15.18 New infrastructure will be funded through a number of means that include capital and revenue funding, developer contributions and grant funding. Developer contributions are supported through Draft Policy INF1 and INF3.

Playing Pitches

Current Provision

15.19 The Council's Playing Pitch Strategy (PPS) 2016, provides an up to date analysis of

supply and demand regarding playing pitches (grass and artificial) which serve Football, Rugby Union, Cricket and Hockey. The Craven Plan Area has sufficient provision for the current and future levels of demand for cricket, football and hockey. This has been calculated using projected population growth and the future planned housing development, emphasising the recommendation that the focus should be on

15.20 The calculation has shown that rugby currently has inadequate provision to satisfy the demands of local residents, The RFU and Craven District Council will work with the two key clubs to follow the pitch improvement programmes that are currently in place.

15.21 The quality of pitches is relatively ordinary apart from cricket, which scored well across a number of high quality sites. A major contribution to this is a wetter climate that characterises Craven and the Pennine area. However, matters are compounded by the lack of winter training space. The maintenance and quality of the more rural sites has also been identified as a key issue, with over-marking of football pitches onto cricket pitches causing issues with maintenance when the seasons overlap.

What is needed to support the emerging Local Plan?

15.22 There is a shortage of 3G AGP provision in Craven and the wider district, with the action plan recommending that this is addressed through development at Giggleswick School and the installation of floodlights at South Craven School, to allow further community use of their full size 3G AGP.

15.23 The PPS concludes that:

- There is sufficient quantitative provision for current and future levels of demand for cricket, football and hockey and the focus should be on improving the quality of provision;
- Rugby does not currently have adequate quantitative provision to satisfy the demand of local residents, therefore it is recommended that existing rugby pitches are improved and that a new rugby specific 3G Artificial Grass Pitch (AGP) is addressed through development at Giggleswick School;
- The quality of pitches is considered ordinary apart from cricket, which scored well against a number of high quality sites;

- There is a shortage of 3G Artificial Grass Pitch (AGP) provision, which could be addressed through development at Giggleswick School and the installation of floodlights at South Craven School to allow further community use of their full size 3G AGP;
- An opportunity exists to develop Sandylands in Skipton as a multi-sport hub to improve the quality and quantity of provision at one of the most accessible and largest sites in Craven and the wider district; and
- There is a need for a new MUGA in the Settle area.

How will future provision be funded?

15.24 New infrastructure will be funded through a number of means that include capital and revenue funding, developer contributions and grant funding. Developer contributions are supported through Draft Policy INF1 and INF3.

Cemeteries and Crematoria

Current Provision

15.25 Under Section 214 of the Local Government Act 1972, Councils of Districts, London Boroughs and Parishes are empowered to provide, maintain and manage cemeteries and burials grounds, whether in or outside their area. Any new provision of cemeteries in Craven District (within and outside of the National Parks) is likely to fall on Craven District Council.

15.26 In Craven, the District Council Bereavement Services operate one cemetery at Ingleton and Skipton and Waltonrays Cemetery and Crematorium. Within the District there are a large number of Cemeteries which are listed within the Update Assessment of the Existing and Future Needs of the Community for Open Space, Sport and Recreation Facilities within Craven District, February 2016.

15.27 Cemeteries within Craven have been designated as good to average and churchyards as good or very good in the Update Assessment for the Open Space, Sport and Recreation Facilities within Craven District appraisals. However, the report does highlight a number of issues such as poor signage. It also highlights issues in terms of furniture with bins and seats being in short supply.

What is needed to support the emerging Local Plan?

15.28 The report highlights that cemeteries in the District appear quite full and that the District Council may need to investigate consideration of space allocation to meet future demand. The Council will conduct a strategic options appraisal of the provision of burial space throughout the District and adopt measures to increase the general availability of burial space in accordance with strategic appraisal. The Council recognises that piecemeal delivery of additional burial space on individual sites is unlikely to be appropriate. Therefore the Council needs to explore options based around the strategic delivery of additional burial space.

Allotments

Current Provision

15.29 Within Craven, there is a total of 13 allotments sites covering 12.97 hectares in area.

Table 15 - Current Provision of Allotments - Craven

| Allotment sites name | Size (Ha) | Score |
|------------------------------------------------|-----------|---------|
| North Craven | | |
| No Allotment sites | | |
| Mid Craven | | |
| Allotments, Settle | 1.415 | Average |
| Dog Meadow Allotments, Settle | 0.097 | V Poor |
| Hellifield Allotments, Brook St, Hellifield | 0.214 | Good |
| South Craven | | |
| Allotments, Sutton | 0.445 | Average |
| Broughton Road Allotments, Skipton | 1.592 | Average |

| | | |
|----------------------------------------|-------|---------|
| Carleton Road Allotments, Skipton | 0.134 | Good |
| East Castle Street Allotments, Skipton | 5.41 | Poor |
| Granville Street Allotments, Skipton | 0.101 | Poor |
| Castle Court Allotments, Skipton | 0.102 | Poor |
| Meadow Lane Allotments, Cononley | 1.83 | Poor |
| Church Road Allotments, Cononley | | Average |
| Shires Lane Allotments, Embsay | 0.212 | Poor |
| Allotment Gardens, Glusburn | 1.42 | Average |

15.30 When assessing Craven as a whole, allotment provision is within the national local authority standard (National FIT). However, this is due to a surplus of allotments within Skipton and the Mid Craven area. There are no allotments within the north Craven sub area. In the mid and southern area of the Craven there is a lack of quality provision may need investigation in light of national demand. If more open space cannot be found, then improvements should be made to the quality of existing sites.

What is needed to support the emerging Local Plan?

15.31 Allotment provision should be increased in terms of quality and quantity to meet sustained demand. The Council should assess the feasibility of providing allotments in the northern sub area in particular.

Summary

15.32 The Council will conduct an appraisal of current and future demand for allotment plots throughout Craven and wider District and adopt measures to acquire additional allotment land to meet future demand if necessary.

16 Next Steps and Plan Delivery

16.1 This section of the report sets out how the Council proposes to deliver the necessary infrastructure required to support delivery of the Local Plan. It is based on the evidence gathered and identified in this report, taking into account what is considered to be **critical, important** and **place shaping infrastructure** and the likely available sources of funding to support infrastructure delivery at this point in time.

Identifying Infrastructure

16.2 The IDP has identified the required infrastructure to support the development set out within the emerging Local Plan. Discussions with infrastructure providers and relevant authorities have identified requirements at the present time. The important infrastructure identified to support development includes:

- Open space improvements across the District;
- Built sporting facilities improvements;
- Primary and secondary school spaces required to address the effects of new development and a new primary school within Skipton;
- Skipton Flood Alleviation Scheme;
- Leeds and Liverpool Canal Access Development Plan;
- Rail improvements including a new station and line re-opening;
- Aspirational cross boundary road corridor improvements;
- Public Realm improvements.

16.3 None of the above infrastructure items have been designated as critical where, without it, development cannot commence. The delivery of infrastructure will rely on a range of potential funding streams and it is anticipated that both developer contributions via Section 106 of the Town and Country planning Act (1990), Section 278 of the Highways Act (1980) and potentially Community Infrastructure Levy (CIL) if introduced in the future, together with other external funding streams will play a crucial role.

Funding Infrastructure

Section 106 Agreements

16.4 Section 106 agreements will have an important role in addressing the direct effects of development on services and infrastructure. Regulation 122 of the CIL Regulations 2010 (as amended) requires that S106 agreements be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

16.5 The CIL Regulations (2010) prevent local planning authorities after April 2015 from applying planning obligations in the form of Section 106 planning agreements to more than five separate applications within their area for the purposes of securing a single piece of infrastructure or types of infrastructure.

16.6 The Council currently collects Section 106 contributions towards the provision and improvement of open space infrastructure, which the Council will continue to use, to deliver infrastructure of this type as set out within the Open Space Assessment undertaken by the Council in February 2016.

16.7 The Council will also begin to collect Section 106 contributions towards education provision on behalf of the County Council as the Local Education Authority. Section 106 contributions towards education will only be sought where the County Council can evidence need.

Section 278 Agreements

16.8 Further to S106 Agreements, a S278 Agreement is made between a developer and a Highways Authority to enable works to be carried out on the public highway to facilitate development. The need to enter into a S278 Agreement usually arises as a result of a planning application. Examples of works delivered through S278 Agreements include construction of a new access junction, improvement to an existing junction, or safety related works. The use of S278 Agreements will continue to be an important delivery mechanism moving forward.

Community Infrastructure Levy (CIL)

16.9 The Council will consider the introduction of CIL in consultation with developers, local communities and infrastructure providers and will undertake the necessary work and procedural requirements to ensure that any charges do not undermine the local plan strategy. Planning obligations and CIL will perform their separate and respective functions and developers will be safeguarded from “double charging”.

16.10 CIL is a form of developer contribution that works differently from S106 and S278. It is a non-negotiable charge that a Council can impose on a square

metre basis to help pay for infrastructure required as a result of development. CIL receipts collected would be divided between the District Council and Parish and Town Councils. Parish and Town Councils would receive 15-25% of the CIL. Infrastructure to be funded by CIL cannot be also funded by S106 or S278 agreements.

16.11 Due to the limitations on the pooling of S106 agreements, CIL is recognised as being a more flexible funding mechanism for delivering infrastructure.

16.12 The Council will continue to work with partners to broaden its understanding of infrastructure needs and delivery mechanisms and ultimately conclude whether the introduction of CIL will be beneficial to support implementation of the Local Plan.

Other Sources of Funding

16.13 Developer contributions alone will not be able to deliver the entire infrastructure identified within the IDP. In this respect, other sources of funding are likely to be necessary to support the delivery of required infrastructure. Such streams include:

- Local Enterprise Partnership Funding E.g. Local Growth Fund;
- Capital Funding;
- New Homes Bonus;
- Central Government Funding;
- Funding directly from infrastructure providers.

16.14 It should be noted that funding mechanisms are likely to change over time. The Local Plan provides a development strategy over a 20-year period and it is possible new funding streams will become available.

Monitoring and Review

16.15 The IDP provides a baseline position for the infrastructure requirements for Craven. Whilst the information presented can provide only a snapshot of the current situation, the IDP is intended to be a living document. The Council will therefore continue to work with relevant partners and organisations to ensure that the data which supports the IDP is kept as up to date as possible. Throughout the plan period, the Council will continue to review and update the IDP in order to reflect progress on infrastructure delivery.

16.16 Through this process, the IDP will aid the Council and relevant partners to

prioritise spending on infrastructure and address funding gaps up to 2032. Progress on infrastructure delivery will be monitored and reported on in the Annual Monitoring Report following adoption of the Local Plan.

Next Steps

16.17 The Council will publish the Infrastructure Delivery Plan alongside the Publication Local Plan. The Council will however continue to engage with infrastructure providers to establish that the infrastructure needed to support the implementation of the Local Plan has been identified.

Appendix 1 - Infrastructure Requirements

Infrastructure definitions:

| | |
|-------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Critical infrastructure | Identified infrastructure is critical then without it development cannot commence. |
| Important infrastructure | Identified infrastructure is important to support new development but the precise timing is less critical and development can be phased to commence ahead of its provision e.g. schools and primary healthcare facilities. |
| Place-shaping infrastructure | Place-shaping infrastructure is needed in order to build sustainable communities but the timing is not as critical when compared to essential infrastructure over the plan period e.g. libraries and other cultural provision. |

Table 16 - Infrastructure Requirements Summary Table

| Infrastructure category | Infrastructure required | Reason for improvement | Cost | Delivery phase | Funding sources | Critical/ Important/ Place-shaping | Lead agency | Risks to delivery/ Further information |
|-------------------------|-------------------------------------------------------------|-----------------------------------|---------------------------|----------------|-------------------------------------------------------------------------|------------------------------------|-------------|--------------------------------------------------------------------------------------------------------------------------------------|
| Primary Education | Two Additional Primary Schools in Skipton | Additional pupils in the District | £10,000,000 - £12,000,000 | 1-15 years | Basic Capital Funding, Capital receipts, Developer Contributions | Important | NYCC | Low risk as statutory requirement. Gaps in funding would be addressed by capital receipts, S106 or increasing borrowing if necessary |
| Primary Education | Four additional classrooms at Settle CE Primary School site | Additional pupils in the District | £1,631,520 | 1-15 years | Basic Capital Funding, Capital receipts, Developer Contributions | Important | NYCC | Low risk as statutory requirement. Gaps in funding would be addressed by capital receipts, S106 or increasing borrowing if necessary |
| Primary Education | One additional classroom at Sutton in Craven primary | Additional pupils in the | £407,880 | 1-5 years | Basic Capital Funding, Capital receipts, | Important | NYCC | Low risk as statutory requirement and additional classroom |

| Infrastructure category | Infrastructure required | Reason for improvement | Cost | Delivery phase | Funding sources | Critical/ Important/ Place-shaping | Lead agency | Risks to delivery/ Further information |
|-------------------------|----------------------------------------------------|-----------------------------------|------------|----------------|------------------------------------------------------------------|------------------------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | schools | District | | | Developer Contributions | | | could be at either primary school located in Sutton in Craven. Gaps in funding would be addressed by capital receipts, S106 increasing borrowing if necessary |
| Secondary Education | Seven additional classrooms at South Craven School | Additional pupils in the District | £4,261,530 | 1-15 years | Basic Capital Funding, Capital receipts, Developer Contributions | Important | NYCC | Low risk as statutory requirement. Gaps in funding would be addressed by capital receipts, S106 increasing borrowing if necessary |
| Primary | Two additional | Additional | £815,760 | 1-5 years | Basic Capital | Important | NYCC | Low risk as statutory |

| Infrastructure category | Infrastructure required | Reason for improvement | Cost | Delivery phase | Funding sources | Critical/ Important/ Place-shaping | Lead agency | Risks to delivery/ Further information |
|-------------------------|------------------------------------------------------|-----------------------------------|----------|----------------|------------------------------------------------------------------|------------------------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------|
| Education | classrooms in Carleton | pupils in the District | | | Funding, Capital receipts, Developer Contributions | | | requirement. Gaps in funding would be addressed by capital receipts, S106 increasing borrowing if necessary |
| Primary Education | Two additional classrooms at Ingleton Primary School | Additional pupils in the District | £815,760 | 1-5 years | Basic Capital Funding, Capital receipts, Developer Contributions | Important | NYCC | Low risk as statutory requirement. Gaps in funding would be addressed by capital receipts, S106 increasing borrowing if necessary |
| Primary Education | One additional classroom in Gargrave | Additional pupils in the District | £407,880 | 1-10 years | Basic Capital Funding, Capital receipts, Developer | Important | NYCC | Low risk as statutory requirement. Gaps in funding would be addressed by capital |

| Infrastructure category | Infrastructure required | Reason for improvement | Cost | Delivery phase | Funding sources | Critical/ Important/ Place-shaping | Lead agency | Risks to delivery/ Further information |
|-------------------------|--------------------------------------|-----------------------------------|----------|----------------|------------------------------------------------------------------|------------------------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------|
| | | | | | Contributions | | | receipts, S106 increasing borrowing if necessary |
| Primary Education | One additional classroom in Cononley | Additional pupils in the District | £407,880 | 1-10 years | Basic Capital Funding, Capital receipts, Developer Contributions | Important | NYCC | Low risk as statutory requirement. Gaps in funding would be addressed by capital receipts, S106 increasing borrowing if necessary |
| Primary Education | One additional classroom in Cowling | Additional pupils in the District | £407,880 | 1-10 years | Basic Capital Funding, Capital receipts, Developer Contributions | Important | NYCC | Low risk as statutory requirement. Gaps in funding would be addressed by capital receipts, S106 increasing borrowing if |

| Infrastructure category | Infrastructure required | Reason for improvement | Cost | Delivery phase | Funding sources | Critical/ Important/ Place-shaping | Lead agency | Risks to delivery/ Further information |
|-------------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|------------|----------------|------------------------------------------------------------------|------------------------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------|
| | | | | | | | | necessary |
| Primary Education | Three additional classrooms in Glusburn | Additional pupils in the District | £1,223,640 | 1-10 years | Basic Capital Funding, Capital receipts, Developer Contributions | Important | NYCC | Low risk as statutory requirement. Gaps in funding would be addressed by capital receipts, S106 increasing borrowing if necessary |
| Transport | A59 Improvements | Introduction of three additional climbing lanes (overtaking opportunities) between Harrogate and Skipton, including a major | Unknown | 1-15 years | LTP LEP | Important | NYCC | Identified within LTP4 as a priority, however no funding currently assigned to scheme or feasibility carried out |

| Infrastructure category | Infrastructure required | Reason for improvement | Cost | Delivery phase | Funding sources | Critical/ Important/ Place-shaping | Lead agency | Risks to delivery/ Further information |
|-------------------------|------------------------------------------|------------------------------------------------------------------------------------------|----------|----------------|---------------------|------------------------------------|--------------------------|------------------------------------------------------------------------------------------------------------------|
| | | realignment at Kex Gill | | | | | | |
| Transport | A56, A59, A6068 corridor improvements | Improving links from Skipton and South Craven to Lancashire along the A59, A56 and A6068 | Unknown | 1-15 years | LTP LEP | Important | NYCC Highways England | Identified within LTP4 as a priority, however no funding currently assigned to scheme or feasibility carried out |
| Transport | Maintenance | Improving routes connecting villages to the Skipton | £967,000 | 1-5 years | LTP LEP | Important | NYCC | Scheme has been joint funded through LEP and NYCC. |
| Transport | Skipton to Colne Railway line re-opening | Improve east to west movement | Unknown | 1-20 years | Network Rail DfT | Place-shaping | Network Rail | Scheme is currently aspirational. Work needs to be undertaken to assess feasibility and |

| Infrastructure category | Infrastructure required | Reason for improvement | Cost | Delivery phase | Funding sources | Critical/ Important/ Place-shaping | Lead agency | Risks to delivery/ Further information |
|-------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|------------|----------------|---------------------------------------|------------------------------------|--------------------------------|----------------------------------------------------------------------------------------|
| | | | | | LEP | | | cost. |
| Transport | New Railway Station at Cross Hills | Provide additional capacity and support growth | Unknown | 1-20 years | Network Rail LEP | Important | Network Rail, Northern Rail | Feasibility Work completed on potential new stations on Metro system |
| Transport | Station Improvements across Craven including raising Horton Station platform | Make rail travel more appealing to commuters and visitors | Unknown | 1-20 years | Network Rail LEP | Important | Network Rail, Northern Rail | |
| Transport | Sutton Lane and Holme Lane junction improvement and creation of footpath/cycle path | Congestion and safer pedestrian and cycle routes between Sutton and employment centres | £1,000,000 | 1-15 years | CIL Developer Contributions LEP | Important | NYCC BMBC | No funding available Land ownership issues Require cooperation with Bradford MBC |

| Infrastructure category | Infrastructure required | Reason for improvement | Cost | Delivery phase | Funding sources | Critical/ Important/ Place-shaping | Lead agency | Risks to delivery/ Further information |
|-------------------------|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|----------------|-----------------------------------------------|------------------------------------|-------------|------------------------------------------------------|
| Transport | Bentham Station Road and Main Street junction, Bentham | Open access to potential employment land, improve traffic and pedestrian flow on Station Road and develop shared space scheme at junction at Station Road and Main Street | £20,000 to £150,000 | 1-10 years | CIL Developer Contributions | Important | NYCC | No funding available Land ownership issues |
| Transport | Hellifield and Long Preston Mini Roundabout | Improve flow of traffic from side roads | £100,000 | 1-5 years | LTP Developer Contributions LEP | Important | NYCC | Scheme is not considered a priority by NYCC Highways |

| Infrastructure category | Infrastructure required | Reason for improvement | Cost | Delivery phase | Funding sources | Critical/ Important/ Place-shaping | Lead agency | Risks to delivery/ Further information |
|-------------------------|----------------------------------------------|------------------------------------------------|----------|----------------|---------------------------------------|------------------------------------|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Transport | Falcon Manor junction mini roundabout | Improve flow of traffic in and from side roads | £50,000 | 1-5 years | LTP Developer Contributions LEP | Important | NYCC | Junction may need to be improved to ease flows |
| Transport | A65 / Gargrave Road / A629 / A59 Roundabout. | Roundabout operating above capacity | £300,000 | 1-5 years | LTP Developer Contributions LEP | Important | NYCC | For Gargrave Road, at the curve near the approach, widen by 1.5m. This adds enough width to add another lane. For the A629, widen the approach road half width by 0.5m and at the curve near the approach widen by 2m. |
| Transport | A6131 / A65 | Priority junction – expected to operate over | £170,000 | 1-5 years | LTP Developer | Important | NYCC | It is recommended that the widths of the minor arm (A6131) can be widened by 2m at an |

| Infrastructure category | Infrastructure required | Reason for improvement | Cost | Delivery phase | Funding sources | Critical/ Important/ Place-shaping | Lead agency | Risks to delivery/ Further information |
|-------------------------|---------------------------------------------|------------------------------------------------------------|----------|----------------|---------------------------------------|------------------------------------|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | capacity without improvement as a result of plan delivery. | | | Contributions LEP | | | offset of 10m, 15m and 20m from the give way line. There is land availability within the highway boundary to do this |
| Transport | Water Street /Raikes Road Priority junction | amendments to junction to enhance capacity | £220,000 | 5-10 years | LTP Developer Contributions LEP | Important | NYCC | To add capacity and improve the flow of traffic at the junction the junction has been remodelled by changing the priority so that Raikes Road becomes the minor arm with Water Street and Mill Bridge having priority. This rearrangement will not require any additional land and shows that the junction |

| Infrastructure category | Infrastructure required | Reason for improvement | Cost | Delivery phase | Funding sources | Critical/ Important/ Place-shaping | Lead agency | Risks to delivery/ Further information |
|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|-------------|----------------|---------------------------------------|------------------------------------|-------------|----------------------------------------------------------------------------------------------------|
| | | | | | | | | will operate below capacity in the Local Plan Scenario |
| Transport | Craven Street /Keighley Road Signals | adjustment to timings to enhance capacity at the junction | £5,000 | 1-5 years | LTP Developer Contributions LEP | Important | NYCC | Adjusting the signal timings offers a low-cost mitigation measure to add capacity to this junction |
| Transport | Improvements to towpath from Kildwick to East Marton and associated greenways into nearby villages and also cycleway from Skipton to Broughton Hall and junction improvements to | Improved safe, green routes, reduce congestion and safe segregated cycle routes. | £2,000,000+ | 1-15 years | LTP Developer Contributions LEP | Important | NYCC | Funding does not become available |

| Infrastructure category | Infrastructure required | Reason for improvement | Cost | Delivery phase | Funding sources | Critical/ Important/ Place-shaping | Lead agency | Risks to delivery/ Further information |
|-------------------------|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|-------------|----------------|---------------------------------------|------------------------------------|-------------|----------------------------------------|
| | Broughton Hall and Broughton Village | | | | | | | |
| Transport | Kildwick Crossing – bridge crossing the railway line that will reduce congestion in the South Craven villages | Congestion | £8,000,000+ | 1-20 years | LEP | Important | NYCC | Funding does not become available |
| Transport | Hellifield to Long Preston Cycleway | Project to provide safe cycle and pedestrian links between the two villages | £150,000 | Unknown | LEP LTP Developer Contributions | Important | NYCC | Funding does not become available |
| Transport | Leeds & Liverpool Canal Access Development Plan | Improve pedestrian and cyclist accessibility | £4,575,395 | 1-5 years | DfT Developer Contributions | Important | NYCC CDC | Funding has been allocated from DfT |

| Infrastructure category | Infrastructure required | Reason for improvement | Cost | Delivery phase | Funding sources | Critical/ Important/ Place-shaping | Lead agency | Risks to delivery/ Further information |
|-------------------------|---------------------------------------------------------------------------------|-------------------------------------------------------|------------|----------------|-------------------------|------------------------------------|--------------|---------------------------------------------------------------------------------------------------------|
| | | along the Canal | | | | | | |
| Open Space/Sport | Carleton additional detached playing field of 5,000 sq m is provided | Additional pupils in the District | Unknown | 1-10 years | Developer Contributions | Important | CDC NYCC | Playing field requested by NYCC as part of education requirement |
| Open Space/Sport | South Craven additional detached playing field of 11,000 sq m | Additional pupils in the District | Unknown | 1-10 years | Developer Contributions | Important | CDC/ NYCC | Playing field requested by NYCC as part of education requirement |
| Open Space/Sport | Settle additional detached playing field of 5,100 sq m is allocated in the town | Additional pupils in the District | Unknown | 1-10 years | Developer Contributions | Important | CDC/ NYCC | Playing field requested by NYCC as part of education requirement |
| Sport Facilities | Additional pool provision on the Settle Pool site | New facility equivalent of a new 4 lane x 25m pool is | £5,000,000 | 1-15 years | Developer Contributions | Important | CDC | Additional pool provision on the Settle Pool site – likely to be a new facility given age and design of |

| Infrastructure category | Infrastructure required | Reason for improvement | Cost | Delivery phase | Funding sources | Critical/ Important/ Place-shaping | Lead agency | Risks to delivery/ Further information |
|-------------------------|----------------------------------------------------------------|-------------------------------------------------------------|------------|----------------|----------------------------------------------------------------------------------|------------------------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------|
| | | needed by 2032 | | | Grant Capital Funding | | | existing facility. The equivalent of a new 4 lane x 25m pool is needed by 2032, in addition to the existing water space in the District. |
| Sport Facilities | Replacement Sports Hall in Skipton at Sandylands Sports Centre | The need to replace ageing facilities and increase capacity | £1,200,000 | 1-15 years | Developer Contributions/ Lawn Tennis Association Capital Funding Grants | Important | CDC | Funding does not become available Feasibility work needs to be undertaken |
| Sports Facilities | Development of a closed circuit cycling track, and | Need identified within Built Facilities | Unknown | 1-15 years | Developer Contributions | Important | CDC | Funding does not become available Feasibility work needs to |

| Infrastructure category | Infrastructure required | Reason for improvement | Cost | Delivery phase | Funding sources | Critical/ Important/ Place-shaping | Lead agency | Risks to delivery/ Further information |
|-------------------------|--------------------------------------------------------|------------------------------------------------------------------------------------------|---------|----------------|------------------------------------------------------|------------------------------------|-------------|------------------------------------------------------------------------------------------------------------------------------|
| | the future development of bowls facilities | Study | | | British Cycling Grants Capital Funding | | | be undertaken |
| Sports Facilities | Skipton LMS Pitch new clubhouse and ancillary facility | Need identified in Playing Pitch Assessment | Unknown | 1-15 years | Developer Contributions Capital Funding Grants | Important | CDC | Funding does not become available Feasibility work needs to be undertaken |
| Sports Facilities | MUGA in Mid area of Craven | Limited MUGA provision in the district, notably in the Mid area of Craven such as Settle | Unknown | 1-15 years | Developer Contributions Capital Funding Grants | Important | CDC | New MUGA likely to be in Settle area Funding does not become available Feasibility work needs to be undertaken |
| Sports Facilities | BMX /pump track in Settle | Demonstrable need for teenage and | Unknown | 1-15 years | Developer Contributions | Important | CDC | Funding does not become available |

| Infrastructure category | Infrastructure required | Reason for improvement | Cost | Delivery phase | Funding sources | Critical/ Important/ Place-shaping | Lead agency | Risks to delivery/ Further information |
|-------------------------|--------------------------------------|------------------------------------------------------------------------------------------------------|---------|----------------|------------------------------------------------------|------------------------------------|-------------|----------------------------------------------------------------------------------|
| | | youth facilities in the northern geographical area of the District | | | Capital Funding Grants | | | Feasibility work needs to be undertaken |
| Sports Facilities | BMX/pump track in Ingleton | Demonstrable need for teenage and youth facilities in the northern geographical area of the District | Unknown | 1-15 years | Developer Contributions Capital Funding Grants | Important | CDC | Funding does not become available Feasibility work needs to be undertaken |
| Public Realm | Upgrade street furniture in Ingleton | Improve the attractiveness of the town | Unknown | 1-15 years | Developer Contributions Capital Funding NHB | Place-shaping | CDC | Funding does not become available Feasibility work needs to be undertaken |

| Infrastructure category | Infrastructure required | Reason for improvement | Cost | Delivery phase | Funding sources | Critical/ Important/ Place-shaping | Lead agency | Risks to delivery/ Further information |
|-------------------------|------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|---------|----------------|---------------------------------------------------|------------------------------------|-------------|----------------------------------------------------------------------------------|
| Public Realm | Appropriate signposting in town centre from/to ginnels which connect the High Street/Sheep Street to the courts and terraces | Improve accessibility in Skipton town centre | Unknown | 1-15 years | Developer Contributions Capital Funding NHB | Place-shaping | CDC | Funding does not become available Feasibility work needs to be undertaken |
| Public Realm | Implement a Town Centre Management Scheme in Settle | Traffic around marketplace causing congestion and impacting on visual appearance of the Market Place | Unknown | 1-15 years | Developer Contributions Capital Funding NHB | Place-shaping | CDC | Funding does not become available Feasibility work needs to be undertaken |
| Public Realm | Landscaping in core retail area in | Improve attractiveness and vitality of | Unknown | 1-15 year | Developer Contributions | Place-shaping | CDC | Funding does not become available |

| category | Infrastructure required | Reason for improvement | Cost | Delivery phase | Funding sources | Critical/ Important/ Place-shaping | Lead agency | Risks to delivery/ Further information |
|----------|------------------------------------------------------------|-----------------------------------------------------------------------------|-------------|----------------|------------------------------------|------------------------------------|--------------------------|----------------------------------------------------------------------------------|
| | Cross Hills | town centre | | | | | | Feasibility work needs to be undertaken |
| | Replacement of Street Furniture in Cross Hills Town Centre | Improve attractiveness and vitality of town centre | Unknown | 1-15 years | Developer Contributions | Place-shaping | CDC | Funding does not become available Feasibility work needs to be undertaken |
| | Removal of current signage in Bentham Centre | Declutter town centre to improve attractiveness and vitality of town centre | Unknown | 1-15 years | Developer Contributions | Place-shaping | CDC | Funding does not become available Feasibility work needs to be undertaken |
| | Skipton Flood Alleviation Scheme | Reduce the risk of flooding within Skipton Town Centre | £13,800,000 | 1-5 years | LEP Funding Capital Funding | Important | EA CDC LEP | Scheme has commenced |