



PRE-PUBLICATION DRAFT CRAVEN LOCAL PLAN

CONSULTATION DOCUMENT

**Draft Consultation Document for
consideration by Craven Spatial Planning Sub
Committee**

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SECTION 1: INTRODUCTION

- 1.1 This Local Plan sets out a spatial strategy and policies for change, development and conservation in Craven District outside the Yorkshire Dales National Park (YDNP) for the period 2012 to 2032. It is used to decide planning applications and sets out how land is to be used for things like housing, business, recreation and conservation; how the right development is to be achieved in the right location at the right time; and how sustainable development can be achieved overall.
- 1.2 The Craven Local Plan, together with Neighbourhood Plans and the Joint Minerals and Waste Local Plan (which sets out a strategy for minerals and waste planning in North Yorkshire outside YDNP and is prepared by North Yorkshire County Council (NYCC), the City of York Council (CYC) and the North York Moors National Park Authority (NYMNP)), will form the development plan for Craven outside the YDNP.¹
- 1.3 The Craven Local Plan is required by law² and has been tailor-made to suit Craven and its communities. It is committed to our international obligations and mindful of our aspirations as a nation including the national planning priorities set out in the National Planning Policy Framework (NPPF) and the more detailed guidance provided in the National Planning Practice Guidance (NPPG). The NPPF provides a broad set of national planning priorities, which include housing growth, economic growth, social progress and environmental enhancement. The Craven Local Plan pursues these national priorities in a way that makes sense for the local area, because it responds to local circumstances and evidence and has been developed in consultation with local people and other stakeholders with an interest in Craven. As a result, the Craven Local Plan is a plan for sustainable growth.

¹ The YDNP is a separate planning authority and is responsible for preparing both a local plan and a minerals and waste local plan for the Craven part of the National Park area.

² The legal basis for the requirement to produce a Local Plan was established by the Planning and Compulsory Purchase Act 2004. The 2004 Act sets a context for how Local Development Frameworks were to be prepared. However, the Localism Act 2011 changed this context to prepare Local Plans, by revoking Regional Strategies and establishing the Duty to Cooperate in its place.

Vision

- 1.4 The plan begins with a vision of what we would like Craven to be in 2032. This vision gives the plan a focus and a goal to aim for.

Objectives

- 1.5 The plan objectives are broad achievements we need to make in order to make the vision a reality. There are ten objectives overall (PO1 – PO10).

Strategy

- 1.6 The strategy is the method for achieving our objectives — or the tactics for securing each objective, on the way to realising our vision. These tactics take the form of strategic, site allocation and development management policies.

Proposals

- 1.7 Where a policy earmarks an area of land for a specific purpose - for example: building new homes or businesses, recreation or conservation -it's shown on the local plan map, also known as the policies map.

Plan Period

- 1.8 The Craven Local Plan covers the period of time from 2012 up to 2032. During this period, progress on achieving the objectives and towards our vision will be checked and announced each year in an annual report. If this monitoring reveals a hitch in the plan's progress, policies can be adjusted to bring it back on track.

Plan Area

- 1.9 This is the geographical area - all of the towns, villages and countryside - covered by the plan. The plan area doesn't include any part of Craven within the Yorkshire Dales National Park, which has its own local plan prepared by the National Park Authority. So, when you read "Craven" or "Craven plan area" in this document, it means "Craven outside the National Park". Where information or statistics referred to in the Local Plan relate to the whole of the District, i.e the plan area and the national park, you will read – "Craven District".

Other Planning Documents

- 1.10 The Craven Local Plan sets out a spatial strategy, that together with its strategic, site allocation and development management policies provide a coherent and comprehensive decision making framework for future planning applications. However, further detail and guidance on local plan policies can be a useful addition to the plan to help people when they are formulating their development proposals. Supplementary Planning Documents (SPDs) have this role and may follow on from the local plan. Any SPD that's in the pipeline will appear in the Local Development Scheme, which is a rolling programme for the preparation and review of local plan documents. The progress of SPDs will be monitored in the annual report. Similarly, if the Council decides it wishes to introduce a Community Infrastructure Levy (CIL) Charging Schedule to accompany the Local Plan, its timetable for preparation will be included in the Local Development Scheme.

Duty to Cooperate

- 1.11 The Craven Local Plan has been prepared in co-operation with neighbouring councils and agencies that work across council boundaries, to ensure that no opportunities are missed to work together on issues that are “bigger than local”, cross administrative boundaries and require a policy response. [More detail on the relevant cross boundary strategic priorities that have been identified for Craven's Local Plan and how cooperation and collaborative working with neighbouring authorities and other bodies has influenced the preparation of the Local Plan can be found in the Council's Duty to Cooperate Statement](#)

Engagement, Collaboration and Evidence

- 1.12 This plan has been created in collaboration with local communities and other stakeholders - people and organisations with an interest in the future planning of the area. Early engagement with communities and stakeholders on shaping the local plan strategy and policies took place in 2012 and 2013, which culminated in public consultation on a first initial draft of the local plan in 2014. The comments made and issues raised on the 2014 draft plan were taken into account and used to produce a revised, updated and

improved draft version of the plan in April 2016. The evidence base for the Local Plan has also been updated (in response to comments made on both the 2014 and 2016 versions of the draft local plan) and the plan has taken account of these updated reports in the formation of strategy and policy requirements.

- 1.13 Engagement with stakeholders is carried out according to the Statement of Community Involvement (SCI), which is a kind of customer charter for the creation of local planning documents.

Sustainability Appraisal

- 1.14 The plan has been developed and refined using Sustainability Appraisal (SA), and Habitats Regulation Assessment (HRA). The SA tests ideas and options against a set of sustainability objectives to see how effectively they might achieve sustainable development. The HRA highlights Likely Significant Effects (LSE) on European designated sites for biodiversity i.e RAMSAR sites, Special Areas of Conservation and Special Protection Areas and sets a framework for avoidance and/or mitigation. The SA Scoping Report has identified matters for the local plan to tackle and key issues are described in Section 2: Context.

Neighbourhood Plans

- 1.15 Parish councils within the Craven Local Plan area can produce neighbourhood plans which, when adopted, also form part of the development plan, together with the Craven Local Plan and the Joint Minerals and Waste Local Plan. Neighbourhood plans must be in general conformity with and reflect the strategic policies in the Craven Local Plan. Neighbourhood plans should not promote less development than set out in the Local Plan, but can promote more development. The Craven Local Plan has been prepared with neighbourhood plans in mind, as they're likely to be an important part of Craven's planning future.
- 1.16 Craven's parishes will be encouraged to adopt neighbourhood planning and will be guided and supported in their neighbourhood planning efforts.

Neighbourhood plans and orders will help to achieve sustainable growth in Craven by bringing forward communities' own initiatives and proposals, in line with the strategy established by this local plan, for such things as:

- Growth in housing and business
- Rural exception sites
- Conservation area appraisals
- Local lists
- Design guides
- Local green space
- Allotments
- Green travel
- Renewable and low-carbon energy
- Community projects for sport, recreation, tourism and biodiversity.

SECTION 2: CONTEXT

- 2.1 This section provides some context for Craven, its people and places in 2016 and identifies the key issues and challenges facing the area. More detailed facts and figures relating to Craven are contained in supporting Sustainability Appraisal documents.

Location and Area

- 2.2 The Craven plan area 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, South Lakeland and Eden Districts. The boundary of the National Park in the Craven District generally follows the A65 to the north of Skipton and the A59 to the east of Skipton. At several locations the boundary of the National Park bisects settlements e.g Embsay, Clapham, creating a 'split' in planning control between the National Park Authority and Craven District Council. 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.³

Sub- Regional/ Economic Context and Transport Links

- 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-Bradford conurbation as well as extensive predominantly rural areas to the east and north of the district in the York, North Yorkshire and

³ A suitable location map will be included here to accompany the text.

East Riding LEP. Craven also has economic links with East Lancashire, in particular with nearby towns in Pendle and the City of Lancaster.⁴

2.4 Craven is predominantly a 'small business' economy, it has a higher proportion of 'micro' firms employing fewer than 10 workers (89.7%) than both Yorkshire and the Humber (86.8%) and Great Britain more generally (88.3%). As a result, there are relatively few firms employing between 10 and 49 workers (8.6% versus 10.9% in Yorkshire and the Humber and 9.6% in Great Britain), between 50 and 249 workers (1.4% versus 1.9% in Yorkshire and the Humber and 1.7% in Great Britain) and large firms employing over 250 workers (0.3% versus 0.4% in Yorkshire and the Humber and Great Britain overall)⁵.

2.5 Nevertheless it is important to note that Craven is home to several large businesses of a national, and even international scale, including several in the Financial and Healthcare sectors (which have a strong presence in Craven as well as the wider Leeds City Region). A selection of these large companies located within Craven include:

- Angus Fire (Bentham): a manufacturer of fire protection products that has been in operation for over two hundred years, with customers in over a hundred countries and specialisms across a wide range of industrial sectors;
- Dales Pharmaceuticals (Skipton): UK operation for the international pharmaceuticals company. Dales Pharmaceuticals hold licences for manufacture, assembly and importation of medicinal products for human and veterinary use, including investigational medicinal products and specialist services, such as Home Office Controlled Drug licences;
- Computershare (formerly Homeloan Management Limited) (Skipton): a global financial administration company employing over 16,000 people across 90 offices around the world.
- Principle Healthcare International (Skipton): the UK's leading producers of vitamins, minerals and food supplements. The company heads up a

⁴Lichfields – Craven Employment Land Review and Future Requirements for Economic Growth 2017 Fig 2.10

⁵ONS, UK Business Statistics: Activity, Size and Location 2012

group which serves some of the major retailers in the UK, Europe and internationally;

- Skipton Building Society (Skipton): the UK's fourth largest building society, with £13.9 billion of assets and a national presence represented by a network of around 100 branches across the country; and
- Systagenix (Gargrave): world leader in the development and manufacture of advanced wound care products. The company distributes products and services to more than 100 countries, and employs 800 people worldwide including an experienced team of R+D Scientists at the Centre of Excellence for Wound Healing in Gargrave⁶

2.6 Craven has a lower level of business start-up relative to the national average, with just over 78 new business registrations per 10,000 working age population in Craven compared with 86 across Britain as a whole. However, Craven performs better in this measure relative to the regional rate, in which just 69 businesses are registered per 10,000 working age population⁷.

2.7 In contrast, self-employment in Craven is well above the regional and national average, with 27.4% of the working-age population falling within this category compared with just 8.7% regionally and 10.0% nationally in 2014⁸ (a fact partially explained by the rural nature of the District and the types of jobs that tend to flourish in such areas, such as leisure/recreation activities linked to tourism, hospitality and independent retail operations). Consultation with local businesses has shown that many of those who are self-employed and work from home (such as highly-educated private sector consultants) are drawn to the area in order to live and work in an attractive environment.⁹

2.8 Craven's employment space is dominated by industrial (factory and warehousing) uses which account for over 60% of the total stock. Craven's commercial office stock is also relatively significant at around 70,000 sq.m

⁶ York, North Yorkshire & East Riding Local Enterprise Partnership (2013) Strategic Economic Plan, Part 2, page 133

⁷ ONS, Business Demography Statistics 2013

⁸ ONS Annual Population Survey (Jul 2013-Jun 2014)

⁹ Lichfields -Craven Employment Land Review and Future Requirements for Economic Growth 2015 para 2.14 page 9

and has been growing in scale in recent years whilst the reverse is true for manufacturing¹⁰.

- 2.9 Between 1999/00 and 2004/05, Craven experienced a relatively large and steady rate of employment land development (with an average of 2.42 ha developed annually). Following this however, development reduced significantly to just 0.45 ha over the period 2005/06 – 2013/14. It is thought that this was due to a combination of a perceived lack of available employment sites combined with a tightening of finances and a more challenging business environment following the financial crisis¹¹.
- 2.10 A recent survey of local businesses in Craven identified a number of barriers to their further expansion. By far the most common barrier to further expansion was identified as a lack of suitable land and premises (67% of respondents highlighted this concern), in addition to the availability of a local workforce (33%) and a lack of affordable premises (26%)¹².
- 2.11 There is a diverse mix of business sectors within Craven, with concentrations scattered around the authority area¹³. However, the principal employment area within Craven is the area in and around the south of the plan area (encompassing Skipton but also Cross Hills and Sutton-in-Craven, in addition to Gargrave). Within Skipton itself, a large number of Public Services and Professional Services firms are evident. Clusters of businesses are also evident in the smaller, yet significant, settlements of Settle, Bentham and Ingleton.
- 2.12 There is a close correlation between the number and frequency of businesses and the strategic road network, with large hubs of firms visible to the east and west of Skipton via the A59 (providing a link to the M6 to the west and to the A1(M) and the port of Hull to the east); to the south of Skipton via the A629 (providing a link to the M606/M62 to the south-east) ,

¹⁰ Lichfields - Craven Employment Land Review and Future Requirements for Economic Growth 2017 para 3.36 page 24

¹¹ Lichfields - Craven Employment Land Review and Future Requirements for Economic Growth 2017 para 3.37 page 24

¹² Lichfields - Craven Employment Land Review and Future Requirements for Economic Growth 2017 para 5.51 page 35

¹³ Lichfields - Craven Employment Land Review and Future Requirements for Economic Growth 2017 Figs 2.5 and 2.6 page 10

and to the north west and south east of Skipton along the A65 (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).

- 2.13 Whilst the 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, the quality of the road connections between Craven and Colne in Pendle are currently poor. However, 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 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.
- 2.14 The Craven Plan area is linked to the rail network via the Leeds-Skipton-Carlisle route (incorporating the famous Settle-Carlisle railway) and the Leeds-Skipton-Lancaster-Morecambe route. Skipton is also the terminus for the electrified Airedale line from West Yorkshire (Leeds and Bradford). Rail services on the Airedale line connecting Skipton with Leeds and Bradford (and with other West Yorkshire towns in between) are excellent 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 2014/15¹⁴.
- 2.15 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. The rail connections to the west are particularly restricted with only Sunday services operating on the community rail line between Manchester –Clitheroe – Hellifield. There is no direct rail link between Skipton and towns in East

¹⁴ Office of Rail and Road (ORR) –Estimates of Station Usage for 2014/15

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.

2.16 The southern part of the Craven plan area, and the Aire Valley in particular has very good and 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 (e.g. the growth in car ownership and demographic change).

2.17 There are no airports within the plan area, but the nearest airports are Leeds-Bradford Airport to the south east and Manchester Airport to the south west.

Settlements

2.18 The Craven Plan area contains the four largest settlements within Craven District. The market town of Skipton is the largest town in the District and plan area (by a considerable margin) and is located in the south of the plan area in the strategic 'Aire Gap' through the Pennines linking Yorkshire with Lancashire. It contains the administrative functions of the District Council and is the base for a range of North Yorkshire County Council services. Skipton has the largest town centre, 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 Benthams and Settle are located in the north and mid areas of the Craven plan area respectively and both have a good range of services, provide employment opportunities and are well connected to the A road network and rail network, although Benthams is located further away from the A65 than Settle. Glusburn/Crosshills, the largest village in the District, 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.

- 2.19 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 (road and/or rail). For example Ingleton, Clapham, Hellifield, Long Preston and Gargrave are on/close to the A65 and with the exception of 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.
- 2.20 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 and Low Bentham.
- 2.21 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 National Park) and Rathmell form a cluster of settlements that have good public transport connections and are either within walking and /or cycling distance of the market town of Settle.
- 2.22 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 walking and/or 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 walking and/or cycling distance of its wider range of services and employment opportunities.

2.23 Elsewhere in the plan area, there is a dispersed pattern of small villages and hamlets reflecting the rural nature of the District, which is within the top ten most sparsely populated local authority areas in England.¹⁵

Natural and Built Environment

2.24 Craven has a unique and outstanding natural and built environment, which is reflected in local, national and international landscape and biodiversity designations together with designated and non-designated heritage assets.

2.25 The Craven plan area sits alongside the western boundary of the Yorkshire Dales National Park, and has its own important, distinctive rural landscapes which provide a high quality landscape setting for the National Park, including the Forest of Bowland Area of Outstanding Natural Beauty (AONB) which covers an extensive part of the plan area. The underlying gritstone and limestone geologies of the plan area, and the Aire Gap serves to effectively denote the change from limestone geology to the north to gritstone geology to the south and the effects of glaciation also serve to derive a rich and diverse landscape character and quality in Craven.

2.26 The market towns of Skipton and Settle and the larger villages of Ingleton, Giggleswick, Rathmell, Hellifield, Gargrave and Embsay are situated within the setting of or bisected by the national park boundary. The village of Clapham is bisected by the boundary of both the national park and the Forest of Bowland AONB , thus forming a unique dual-gateway to these areas, making the village popular with photographers, birdwatchers, cyclists and walkers, providing potential leisure/tourism opportunities. The market town of Bentham is also situated within the setting of the Forest of Bowland AONB. The three market towns of Skipton, Settle and Bentham are located in river valleys below steep sided Pennine uplands and moors. These valleys have long been important transport routes across the Pennines and Craven's central position in the north of England within the Pennines is integral to the past growth of its historic settlements.

¹⁵ Draft Craven SA/SEA Scoping Report

- 2.27 The Craven plan area has a built environment of exceptional quality with many of its historic market towns and villages having a distinctive character derived from a blend of the agricultural character of North Yorkshire with Pennine industrial heritage, associated with the building of the Leed-
Liverpool Canal, the railways, early watermills, textile mills and mill workers housing. The attractive historic market town of Settle for instance is notable for the survival of its many 17th and 18th century buildings, its steep lanes and narrow 'ginnels' as well as buildings and structures associated with the Settle-Carlisle Railway. The historic market town of Skipton has a unique character with its fine medieval buildings and street pattern juxtaposed with its textile mills, chimneys and terraced housing and the buildings, bridges, locks and other structures associated with the Leeds- Liverpool Canal and Thanet Canal.
- 2.28 What is also notable about Craven, is that there is very little, if any derelict land or buildings within its settlements and many former historic mills have been conserved and converted for other uses, including housing and employment. Many former contaminated industrial sites have also been remediated and redeveloped for housing.
- 2.29 The rich heritage of Craven is reflected in the number of heritage designations including 888 Listed Buildings, 31 Scheduled Monuments, including the Park Hill Earthwork (Civil War Battery in Skipton), 2 registered Parks and Gardens, including Broughton Hall, which is considered to be the best surviving example of work by William Andrews Nesfield and Gledstone Hall, which features a planting scheme by Gertrude Jekyll, and 29 Conservation Areas.¹⁶
- 2.30 The plan area is also rich in biodiversity and has a number of biodiversity or geodiversity designations of European and national importance, including a small part of the South Pennine Moors Special Protection Area (SPA) and Special Area of Conservation (SAC) in the south of the plan area and 12 Sites of Special Scientific Interest (SSSI) spread across the whole plan area. There are more than eighty Sites of Importance for Nature Conservation

¹⁶ "Heritage Counts 2013" Historic England

(SINC) located across the plan area and Craven District also has extensive areas of Ancient Woodland (186 sites).

- 2.31 With such a wealth of natural and built assets, it is perhaps unsurprising that the Craven plan area is a popular place for people to live work and visit. Recreational opportunities abound with an extensive rights of way network, and the national long distance footpath, the Pennine Way passes through the area. There are good cycling opportunities in the area with access to the National Cycle Network at Gargrave, Embsay, Giggleswick Clapham and Ingleton. The Way of the Roses and the Leeds-Liverpool Canal towpath present additional potential for active recreation and leisure.

People and Demographics

- 2.32 Craven District has a total population of 55,801¹⁷. About 82% of the total District population live in the Craven plan area.¹⁸ 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 reduced 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%¹⁹
- 2.33 Official population projections²⁰ indicate that the resident population in Craven will continue to age. Whilst this may happen in many areas throughout the country as people continue to 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. The percentage of the population aged 65+ in Craven is expected to increase from 25% in 2014 to 34% by 2032 (a 9% increase), with the percentage aged 80+ expected to increase from 7% to over 12% (a 5% increase). This is at a substantially higher rate than the expected change in both Yorkshire and Humber and in

¹⁷ ONS 2015 Mid Year Estimate

¹⁸ Craven SA/SEA Scoping Report

¹⁹ SHMA 2015 para 4.11 and Fig 4.1 page 49/50

²⁰ ONS 2014 - SNPP

England, where the percentage aged 65+ is projected to increase by 5%, and the population aged 80+ by 3%. The 2014-SNPP statistics show Craven's median age in 2014 is 49, which is significantly above the Yorkshire and Humber and England's median average age in 2014 at 40.²¹

- 2.34 The old age dependency (OAD) ratio measures the relationship between the size of the population aged 65+ and the population aged 16–64. Craven has an OAD of 42 in 2014, compared to a national average for England of 27. This means that the 65+ population of Craven is equivalent to 42% of the 15-64 age group population, compared to just 27% across England in aggregate.²² In Craven, the OAD is expected to rise over the 2012 to 2032 plan period from 39.2 to 66.4 (a change of 27.2).²³
- 2.35 The ageing of the resident population has important implications for the future prospects for Craven as a place to live, work and play and raises important issues that the Local Plan Strategy will need to address, including effects on the size and structure of the local labour force, the expected profile of future household formation, the balance and mix of Craven's communities, issues of loneliness and isolation, fuel poverty and effects on the provision of services.

Housing

- 2.36 House prices in Craven (as in many places elsewhere in the UK) have increased significantly over the period 2000 to 2015. Median house prices in 2000 were £70,000, but by 2015 median house prices were £182,500, an increase of 160.7%.²⁴ When compared to the seven other district authority areas within North Yorkshire, Craven is the fifth least affordable district (after York) with a house price to median income ratio of 7.7. Similarly, the lower quartile income to lower quartile house prices ratio is 7.7.²⁵ A recent study shows that there is an annual net imbalance of 145 affordable

²¹ Edge Analytics –Craven Demographic Forecasting Update October 2016 Fig 6, page 8

²² Edge Analytics –Craven Demographic Forecasting Update October 2016 Fig 6, and para 2.14, page 8

²³ Edge Analytics –Craven Demographic Forecasting Update October 2016 Fig 19, para 4.17, page 25

²⁴ SHMA Dec 2016 para 3.12, Fig 3.1, page 28/29

²⁵ SHMA Dec 2016 Tables 4.6 and 4.7, page 47

dwellings in Craven District as a whole, with most of this need (86.4%) for 1 and 2 bedroomed dwellings.²⁶

- 2.37 There are a total of 26,527 dwellings in Craven District of which 462 are vacant and 617 are second homes, resulting in a total of 25,448 occupied dwellings. The overall vacancy rate is 1.8% which compares with a vacancy rate of 2.7% across England²⁷.
- 2.38 The vast majority of the dwelling stock in Craven are houses (90.8%) with flats/apartments only making up 9.2% of the dwelling stock. In terms of dwelling size, most dwellings (63.6%) are three bedrooms or more, 28.6% are two bedroomed and only 7.7% are one bedroomed.²⁸
- 2.39 With respect to tenure of properties, 73.1% of properties are owned, with 17.4% of properties privately rented and 9.5% of properties as affordable rent or shared ownership.²⁹

Key Issues – Craven Plan Area

- 2.40 Arising from the context of the Craven plan area, the following key issues have been identified:
- **Falling resident workforce:** The existing housing stock is increasingly occupied by one or two person older/retired households. The area is also attractive to families, so new housing would help to enable younger households to move to Craven and access the housing market which will help to rebalance the age profile of the area; maintain mixed and balanced communities with access to services and improve the supply of local labour for businesses. The provision of smaller properties will also enable older households to downsize and free up larger housing units.
 - **Affordable housing need:** House prices and rents relative to local incomes are high. In common with many parts of the UK, house prices

²⁶ SHMA Dec 2016 Table 7.3, page 89

²⁷ SHMA Dec 2016 Table 4.1, para 4.3 page 36/37/38

²⁸ SHMA Dec 2016 Table 4.2, para 4.5 page 38/39

²⁹ SHMA Dec 2016 Fig 4.4 page 45

have not readjusted relative to wages since the price rises of the 2000s. This has resulted in considerable affordable housing need

- **Greenfield Development:** The limited supply of brownfield land means that to meet objectively assessed development needs, greenfield sites will be required for development, however, this needs to be reconciled with the appropriate protection of the plan area's outstanding environment, including its natural and historic assets.
- **Employment land:** Demand from local business for space to grow and limited serviced employment land available.
- **Transport:** There are opportunities for improved connectivity and economic links with Lancashire and West Yorkshire via road and rail networks.

SECTION 3: SUSTAINABLE DEVELOPMENT

VISION FOR CRAVEN IN 2032

Following a period of sustainable growth and change in Craven, there is a greater equality amongst its communities in terms of housing choice, better paid local job opportunities, more opportunities for pursuing a healthy and active lifestyle and access to services upon which residents, of all ages, depend. Craven is a distinctive and attractive place to live, work and visit, offering a fulfilling and vibrant community life.

Most new homes are situated within and around market towns and villages (on previously developed land where it has been possible and appropriate), between extensive public open spaces, connecting people to the countryside and creating corridors for wildlife. The location, design and sustainable construction of these new homes, along with business premises and other commercial enterprises has reduced carbon emissions, fuel poverty and waste and respects the distinctive character and heritage of their surroundings, reinforcing a 'sense of place'. The new homes have good access by walking, cycling, public transport and car to local facilities, employment areas, town centres and the countryside.

New well connected and serviced employment locations facilitate business creation, growth and productivity, and enable residents to work locally and obtain higher salaries.

Craven's high quality landscape and treasured environmental assets are conserved and are enjoyed by everyone.

NORTH AREA

The market town of Low and High Bentham is thriving, following a period of sustainable growth and change and is a focus for most new homes and jobs in the north area. New homes and employment areas in the smaller centre of Ingleton are also helping to support the North Craven economy. Residents in the smaller settlement of Burton-in Lonsdale enjoy a vibrant community life with good access to local services.

In Bentham, new and proportionate development has brought environmental and economic improvements securing a sustainable future for the spirited working market town. A new park provides recreation, cultural and social opportunities for residents and visitors. The tourism economy continues to grow through promotion of Bentham's location as a gateway to the Forest of Bowland Area of Outstanding Natural Beauty, and the town is capitalising on its' rail links to the west coast main line, Lancaster, Leeds and Bradford.

At Ingleton, regeneration opportunities encouraged by new development are boosting the tourism economy, based on the area's rich heritage, cultural and environmental assets, including Ingleton Viaduct, Riverside Park and Ingleton Waterfalls. The type and mix of new homes and jobs support a balanced local population and a range of facilities serving the local community and tourist economy. The village centre provides a lively mix of shops, services, cafes, pubs and restaurants in a stunning setting with access to outdoor sports and recreation.

MID AREA

The market town of Settle is the focus of most new homes and jobs in the mid area supporting a balanced population that includes working people and families. The smaller villages of Clapham Giggleswick, Rathmell and Hellifield are also thriving local communities.

In Settle, the historic market place and railway station on the world famous Settle- Carlisle Railway are the focal points of this well-connected hub for the Yorkshire Dales that has a concentration of shops, services, cultural facilities, creative businesses and industry. Older residents in particular are able to benefit from the town's intimate feel and large amount of facilities for its size.

SOUTH AREA

Skipton, the surrounding villages of Gargrave, Carleton, Embsay, Bradley and Cononley and the settlements in south Craven of Glusburn, Crosshills, Farnhill , Kildwick, Sutton –in Craven and Cowling are an ever popular location with families due to the winning combination of a high quality local

environment, good schools and good transport links to the Leeds-Bradford and Manchester conurbations.

New, innovative and diversified employment development within high quality local environments at Skipton, and Cononley and the established Broughton Hall Business Park, contribute to the prosperity of the area and the wider city region economy of Leeds and the economy of the York, North Yorkshire and East Riding Local Enterprise Partnership (LEP) area. The tourism economy is flourishing, based on the area's rich heritage, cultural and environmental assets, such as the Leeds & Liverpool Canal, the Embsay with Eastby – Bolton Abbey Steam Railway, Bolton Abbey, the Settle-Carlisle Railway, [Broughton Hall Estate](#), Skipton Castle and Woods, the Craven Museum and Gallery and the Yorkshire Dales National Park.

As the largest settlement in the district, Skipton is the main focus for growth in Craven. New public open spaces and family facilities mean that the town centre continues to thrive. Residents, workers and visitors alike appreciate the blend of street markets, independent shops, national retailers and a wide range of other essential services in a historic setting. Skipton also offers a broad range of employment opportunities, along with a diverse evening economy and cultural offer.

PLAN OBJECTIVES

PO1: Achieve patterns of development supported by adequate and appropriate infrastructure which:

- **Make best use of available resources**
- **Promote sustainable travel movements**
- **Nurture high quality environments and community life**
- **Promote health, wellbeing and equality.**

PO2: Conserve and enhance the high quality local environment including reinforcing the distinctive character of Craven's towns, villages, green infrastructure, biodiversity, ecological networks and cultural heritage.

PO3: Conserve and enhance the character and settings of Craven's landscapes and the special qualities of the protected landscapes of the Forest of Bowland AONB and the Yorkshire Dales National Park.

PO4: Maintain a continuous supply of housing land to meet housing needs throughout the plan period.

PO5: Improve housing choice in terms of house type, size, tenure, price and location.

PO6: Enhance the vitality of market towns and larger village centres and improve the provision of local community services and facilities in smaller settlements.

PO7: Provide sufficient and suitable employment land to enable businesses to grow and enhance their productivity and identify locations for new and

diversified employment development related to a high quality local environment, the tourism economy and cultural opportunities.

PO8: Address and mitigate flood risk as a response to climate change and as a barrier to local economic growth.

PO9: Encourage renewable forms of energy generation where appropriate to reduce carbon emissions, waste and water use arising from local development.

PO10: Achieve the diversification and growth of the rural based and farming economy.

Presumption in Favour of Sustainable Development

3.1 The principal aim of the Local Plan is to promote sustainable development in Craven. The purpose of this policy is to embrace two key planning principles and embed them in the Craven Local Plan:

- a) The presumption in favour of sustainable development as defined in the National Planning Policy Framework.
- b) The statutory requirement for decision taking in Section 38(6) of the Planning and Compulsory Purchase Act 2004, which states that the statutory Development Plan must be the starting point in the consideration of planning applications for the development or use of land.

DRAFT POLICY SD1: THE PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

The Craven local plan provides a positive planning framework for guiding development and change in Craven in line with national planning policy. At the heart of the local plan is the aim to deliver sustainable growth.

The council will take a positive and proactive approach to the consideration of development proposals that reflects the presumption in favour of sustainable development that is contained in the national planning policy framework (NPPF).

The council will take a proactive approach and will work co-operatively with people and organisations wishing to carry out development and applying for planning permission, to find solutions to secure sustainable development that meets relevant plan policies and can be approved wherever possible.

Development that accords with the provisions of the local plan (and neighbourhood plan where applicable) will be approved unless material considerations indicate otherwise.

Where the local plan (or neighbourhood plan where applicable) is silent, or where relevant policies have become out of date, proposals

for **sustainable** development will be approved, unless there are sound planning reasons why development should not be approved, taking into account whether:

a) any adverse impacts of development would outweigh the benefits, when assessed against the national planning policy framework (taken as a whole); or

b) specific policies in the national planning policy framework indicate that development should be restricted.

SECTION 4: STRATEGIC POLICIES AND SPATIAL STRATEGY

4.1 The draft local plan provides a policy framework that seeks to meet the policy objectives identified at PO1 – PO10. These objectives are informed by the context, background and issues for Craven which is presented at Section 2 of the draft plan.

MEETING HOUSING NEED

4.2 The National Planning Policy Framework (NPPF) requires local planning authorities use their evidence base to ensure that, unless there are robust grounds why not, when setting their local plan housing requirement it will meet the full objectively assessed needs for market and affordable housing in their area.

4.3 In 2014, the Court of Appeal held that the provisions of the NPPF require a two stage approach to be followed by local planning authorities when identifying a housing requirement in a local plan (*Solihull MBC v Gallagher Estates Ltd (2014) EWCA Civ 1610*).

4.4 The first stage involves establishing the full objectively assessed need for housing (FOAN) which disregards policy considerations and other matters such as planning constraints and land availability. The second stage involves the consideration of policy and other considerations which may justify a housing requirement in a local plan which is lower or higher than the FOAN.

4.5 In accordance with the NPPF and the National Planning Practice Guidance (NPPG) the Council has produced an evidence base which has established the full objectively assessed need for housing in the Craven District from 2012 to 2032.

This is provided by the following documents:

- Craven Local Plan Strategic Housing Market Assessment (SHMA) December 2016 Update
- Craven Local Plan Demographic Forecasting Update: August 2016

- Craven Local Plan Demographic Forecasting Update: Addendum October 2016.
- 4.6 The changing demography of the District such as population and age structure impacts strongly on the housing market and the type and quantity of housing required. The household change forecast scenarios produced in the demographic research reports have been applied in the SHMA. Economic forecasts were also used in these documents to identify what level of housing might be needed to support the estimated jobs growth in the District.
- 4.7 Following an analysis of these scenarios, the SHMA has concluded that the full objectively assessed housing need for housing from 2012 to 2032:
- **for the Craven District as a whole**, which includes part of the Yorkshire Dales National Park, is 214 dwellings per annum (4,280 dwellings), and
 - **for the Craven Local Plan Area**, which excludes the Yorkshire Dales National Park, is 182 dwellings per annum (3,640 dwellings)
- 4.8 In the knowledge that the Yorkshire Dales National Park Authority now has an adopted Local Plan which runs through to 2030 (only 2 years less than the plan period for the Craven Local Plan) and promotes the meeting of more than its own housing needs within the National Park, it is considered reasonable for this Council to adopt the Craven Local Plan Area FOAN of 182 dpa (3,640 dwellings from 2012 to 2032) as its starting point for the consideration of housing growth options.
- 4.9 Hence for the purposes of meeting the requirements of paragraph 47 of the NPPF, the FOAN for the preparation of the Craven Local Plan is the provision of 3,640 new dwellings between 2012 and 2032 equating to an annual average of 182 dwellings.
- 4.10 The second stage of the process of setting a housing requirement for the Craven Local Plan as described above has been undertaken in the Local Plan Background Paper: Housing Growth Options. This Background Paper identified that it is appropriate for the plan to undertake an assessment, including a sustainability appraisal of four alternative growth options. These growth options are:

- **Housing growth option A:** 145 dwellings per annum from 2012 to 2032 (2,900 dwellings)

(This growth option is below the level of the FOAN for the Craven Local Plan Area, but is based on the annual average number of dwellings completed (net) over the past 9 years and broadly reflects the number of dwellings required to support the latest job growth forecasts for the District)

- **Housing growth option B:** 182 dwellings per annum from 2012 to 2032 (3,640 dwellings)

(This option represents the FOAN for the Craven Local Plan Area, but excludes provision for the housing need of that part of the District within the Yorkshire Dales National Park (YDNP))

- **Housing growth option C:** 214 dwellings per annum from 2012 to 2032 (4,280 dwellings)

(This option represents the FOAN for the whole of the Craven District (including that part of the District within the YDNP))

- **Housing growth option D:** 350 to 400 dwellings per annum from 2012 to 2032 (7,000 to 8,000 dwellings)

(This growth option would result in the potential for the Local Plan area/ the District to meet all its need for affordable housing (FOANAH))

4.11 Following an assessment of the above growth options, including a sustainability appraisal, the Housing Growth Options Paper concludes as below:

4.12 **Housing growth option A:** 145 dwellings per annum (2,900 dwellings) from 2012 to 2032

- **is rejected** because, whilst indicating a relatively good scoring on environmental impact in the Sustainability Appraisal (SA) and a good alignment with the latest jobs growth forecast for the District (Experian REM 2016), it fails to meet the full objectively assessed need for housing (FOAN) and would not represent the positive planning for growth required

by the NPPF. This option would not meet the full objectively assessed need for affordable housing (FOANAH).

4.13 **Housing growth option B:** 182 dwellings per annum (3,640 dwellings) from 2012 to 2032

- **is rejected.** It scores reasonably well in its environmental impact (SA), and would be able to be met without the need to encroach into higher flood risk land or risk adverse impacts on the District's heritage. It would meet the full objectively assessed need for housing (FOAN) in the Craven Local Plan Area. However this option fails to recognise that some of the YDNP's housing need is likely to be met within the Craven Local Plan Area (outside of the National Park) and runs some risk that the housing need for the District as a whole may not be met. (It would be reliant on all the remaining housing need of the District being accommodated in the YDNP- this is a risk because of the current supply of housing in the YDNP Local Plan includes some reliance on windfall housing and the YDNPA is committed to reviewing its housing land allocations to identify more land for housing in the latter part of the plan period. This will be a challenge without environmental harm). This option would not meet the full objectively assessed need for affordable housing (FOANAH).

4.14 **Housing growth option C:** 214 dwellings per annum (4,280 dwellings) from 2012 to 2032

- **is accepted** as the preferred housing requirement for the Craven Local Plan. It would contribute better towards meeting the need for affordable housing than Growth Option's A and B. It aligns better than Growth Option B with the Council's Housing and Economic Strategies. This level of growth should ensure that the FOAN for the Housing Market Area (HMA) of the District as a whole will be met in the most sustainable locations across the District and minimise environmental harm in the Yorkshire Dales National Park. The moderate environmental harm likely to arise from providing for this level of housing is considered to be outweighed by the above benefits. This option is considered the best realistic option for minimising the impacts of an ageing population, the

creation of balanced and inclusive communities, maximising the workforce potential to support existing local businesses and for maximising affordable housing. Any higher growth than 214 dwellings per annum runs the following risks:

- undermining the stability of the YDNP's population by encouraging more people to move into Craven District, in particular young adults and people of working age,
- adversely impacting on sensitive environmental designations, and
- unnecessarily increasing the lengths of travel to work through the lack of jobs within Craven District for the resident population.

4.15 Housing growth option D: 350 to 400 dwellings per annum (7,000 to 8,000 dwellings) from 2012 to 2032

- **is rejected.** Although it is the only option that could potentially meet the full objectively assessed need for affordable housing (FOANAH), it could not be met without significant risks to the environment and an unsustainable pattern of growth. It would result in the unnecessary loss of significant areas of land of medium to high risk of flooding. This option appears unrealistic and undeliverable when compared with historic completions rates in the District which have reflected market demand. It runs the risk of saturating the market and undermining viability and delivery of that level of housing. It would be in conflict with the Council's Economic Strategy and Local Plan Objectives and be out of alignment with the Local Plan evidence contained in the Craven Local Plan Employment Land Review (March 2017). It is likely to undermine a key objective of the Yorkshire Dales National Park Authority's Local Plan to make the Park more attractive for young adults and people of working age; and it is likely to result in high levels of out of District commuting by residents seeking work not available in the District.

4.16 Housing growth option C: 214 dwellings per annum (4,280 dwellings) from 2012 to 2032 is therefore reflected in this policy.

- 4.17 The Council is currently seeking to agree with the Yorkshire Dales National Park Authority a 'Memorandum of Understanding' which sets out the respective positions of each local planning authority in relation to cross boundary matters.
- 4.18 Whilst the provision of 214 dwellings per annum from 2012 to 2032 will not meet all the needs of the Local Plan area/District for affordable housing, the Council is proactive in seeking to maximise affordable housing supply through its action plans and strategies and on all opportunity sites, including existing properties.
- 4.19 For example, Priority 4 of the Council's Housing Action Plan 2015/16 seeks to return empty properties into use and promote opportunities to registered providers to acquire/lease and refurbish/renovate empty properties.
- 4.20 Furthermore, the York, North Yorkshire and East Riding Housing Action Plan 2015/16 seeks to maximise delivery of affordable housing via planning obligations and other means. This Action Plan proposes to achieve this objective through the establishment of a York, North Yorkshire and East Riding Local Enterprise Partnership wide Registered Provider (RP) forum and identify and engage with RPs not active in the area to promote potential opportunities. This Action Plan also seeks to identify and use opportunities to re-develop or re-use existing residential or commercial property for new housing.
- 4.21 Finally, the York, North Yorkshire and East Riding Housing Strategy 2015-2021 provides the overall strategic basis for these action plans and at this strategic level seeks to continue to make the best use of existing stock and increase the supply of good quality new homes across all tenures and locations in line with Local Plans.

DRAFT POLICY SP1: MEETING HOUSING NEED

To meet the housing needs of Craven, provision is made for 4,280 net additional dwellings in the plan area over the period 1 April 2012 to 31 March 2032. This is a minimum provision and equates to an annual average housing requirement of 214 net additional dwellings per annum. The housing requirement will be provided through all of the following:-

- a) Net dwellings completed since 1 April 2012;
- b) Sites with planning permission or under construction
- c) New site allocations identified in the local plan at Policies SP5, SP6, SP7, SP8, SP9, SP10 and SP11 in accordance with the distribution strategy set out at Policy SP4;
- d) Small sites allowance identified in accordance with the distribution strategy set out at Policy SP4.

Housing Monitoring shows that 676 net dwellings have been completed between 1 April 2012 and 31 March 2017, the balance of the housing provision for the remainder of the plan period to be provided through b), c) and d) above is therefore 3,604 net additional dwellings

HOUSING DELIVERY AND ECONOMIC GROWTH

Housing Growth

- 4.22 To achieve the delivery of the balance of the housing requirement of **3,604 net** additional dwellings within the plan period 2012 to 2032, account has to be taken of likely future losses to the existing housing stock and consequently what level of gross completions may need to be delivered to ensure that the net housing requirement is achieved. Losses to the existing housing stock can occur through demolitions, changes of use from residential to other uses and conversion of residential properties resulting in a reduced number of dwellings (for instance by converting two cottages into a single dwelling).

4.23 Research into gross and net housing completions over a 10 year period from 2007 to 2016 shows that on average 12% of gross completions were offset by net gains through conversions or subdivisions and losses in the existing housing stock as Table 1 below shows.

Table 1 – Gross and Net Completions in Craven from January 2007 to December 2016	
Total Gross Completions	1596
Total Net Completions	1403
Annual average gross completions	159.6
Annual Average Net completions	140.3
% difference	12%

4.24 This evidence suggests that an allowance of 12% should be made to the residual housing requirement of **3,604 net** additional dwellings to ensure the net figure is delivered within the plan period, as illustrated in Table 2.

Table 2 – Housing Loss Allowance		
A	NET Additional Dwellings Required 2012-2032 in Policy SP1	4280
B	NET Completions 1 Apr 12 to 31 March 17	676
C	NET Residual Housing Requirement for the remainder of the plan period . (A – B)	3604
D	Add 12% allowance for housing losses 2017 to 2032	432
E	Gross Housing Requirement for remainder of plan period (C + D)	4036
F	Extant planning permissions at 01 Apr 17	1569
G	Gross Residual Requirement for Allocation /Small Site Allowance in Local Plan (E –F)	2467

Economic Growth

- 4.25 The delivery of new housing in Craven will also need to be balanced with the approach to facilitating economic growth and providing employment opportunities for residents and entrepreneurs.
- 4.26 To assist the Council in reaching a determination of the appropriate level of employment land that may need to be allocated in the Local Plan to align with the housing needs of the plan area, consultants Litchfields (formerly Nathaniel Litchfield & Partners) were commissioned to undertake an Employment Land Review (ELR 2017).
- 4.27 Litchfields considered five different scenarios of future employment space requirements, based on a number of approaches which reflect economic growth (Experian, REM); past development trends and potential labour supply scenarios (using three different dwelling requirements adapted from the SHMA 2016).
- 4.28 In summary, the range of employment land requirements resulting from the five scenarios (including an allowance for a margin of choice and the replacement of losses) is between 20ha and 29ha. However, Lichfields recommended that the lower two labour supply projections be excluded on the basis that these were unlikely to inform the housing OAN. They concluded therefore that the realistic employment land OAN range is likely to be in the order of around 26 ha to 29 ha over the 20-year plan period to 2032.
- 4.29 However, they also concluded that if the likely housing OAN figure to be taken forward is 214 dwellings per annum, a figure of 28ha would be required for the housing need and employment land need to align fully.
- 4.30 The Employment Land Review compared the realistic range of employment land requirement against the existing supply of employment space in Craven³⁰ which is presented in Table 3 below.

³⁰ Lichfields – Craven Employment Land Review and Future Requirements for Economic Growth March 2017
Table 8.2, para 8.19 page 64

Table 3	Demand/Supply Balance (ha)
Requirement for B Class Space (ha)	26 - 29
Adjusted Existing Supply of Employment Space (net) (ha)	13.88
Surplus (+) Shortfall (-) (ha)	-12.12 to -15.12

- 4.31 As Table 3 above shows, there is a shortfall of about 12 to 15 hectares of employment land to meet the realistic range of employment land requirement for the plan period 2012 to 2032.
- 4.32 The evidence suggests that the realistic range of employment land requirement is relatively narrow (3ha), but it is considered appropriate to indicate a minimum level of provision to ensure that the Local Plan strategies for housing and economic growth are aligned and complementary to deliver a balanced pattern of growth in Craven over the period 2012 to 2032. To achieve this, Draft Policy SP2 proposes that a minimum of 28ha of employment land for B Class Uses be provided in the plan area in accordance with the overall growth strategy set out at draft Policy SP 4.
- 4.33 This is not to say that economic growth should be confined to land allocations or existing sites and commitments identified in the plan. In line with policy SD1 and the presumption in favour of sustainable development, proposals for economic related development/employment generating uses on unidentified sites that accord with the spatial strategy will be supported subject to a number of criteria. See draft policies SP2, EC1, EC2 and EC3.
- 4.34 As well as identifying suitable employment land the local plan seeks to facilitate economic growth in the plan area by supporting measures to improve the transport connectivity of the plan area with the wider Leeds City Region, North Yorkshire, Lancashire, Cumbria and Greater Manchester.

DRAFT POLICY SP2: ECONOMIC ACTIVITY AND BUSINESS GROWTH

The local economy will grow, diversify and generate new employment and productivity opportunities. This will be achieved by:

- a) Making provision for a minimum of 28 hectares of employment land over the plan period for B1, B2 and B8 Uses through:
 - i) Safeguarding existing employment land and existing employment land commitments for B1, B2 and B8 uses (in Policy EC2);
 - ii) Allocating 15.5 ha of additional employment land for B1, B2 and B8 Uses in Skipton (Policy SP5), Settle (Policy SP6) and Ingletton (Policy SP9)
- b) Supporting sustainable economic activity within towns, villages and the rural areas, including the sustainable growth of the existing employment cluster at Broughton Hall Business Park;
- c) Supporting enhanced transport connectivity with the wider Leeds City Region, Lancashire, Cumbria and Greater Manchester. This includes capacity and congestion mitigation improvements, pedestrian and cycle links to enhanced public transport facilities and protection of the original double track route of the Skipton to Colne railway line for future transport use as identified on the policies map.

Individual development proposals will be considered under Policy EC1: Employment & Economic Development

HOUSING MIX AND DENSITY

4.35 The draft local plan seeks to create better places, meet housing requirements and the needs of a range of residents, ensure that the right housing is delivered, and land is used in an efficient and effective manner.

4.36 The NPPF (para 50), expects local authorities to identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand. Therefore, the Council's 2016 Strategic

Housing Market Assessment (SHMA) has been used to provide a general view on the overall housing mix the local population is likely to need over the emerging plan period. Assuming a broad tenure split of 60% market and 40% affordable, the 2016 SHMA recommends that:

- 39.4% of new homes should have 1-2 bedrooms
- 44.0% of new homes should have 3 bedrooms; and
- 16.6% of new homes should have 4+ bedrooms.

4.37 The 2016 SHMA also recommends that the majority (87.5%) of affordable homes should have 1-2 bedrooms and the majority (60.7%) of market homes should have 3 or more bedrooms.

4.38 The *mix* of housing to be planned for is likely to influence the *density* of housing to be planned for, because smaller homes tend to produce higher densities and larger homes lower densities. This relationship between housing mix and housing density is explored in the Council's background paper "Approaching Housing Density and Mix" (February 2017) , which has been subjected to consultation with stakeholders and accompanies the consultation draft local plan.

4.39 Research underpinning the background paper demonstrates that developments at a net density of 32 dwellings per hectare (dph)³¹ should be capable of providing the mix of housing the local population is likely to need over the emerging plan period. This indicative density figure should be broadly applicable across the plan area, although proposals for brownfield development with a significant element of conversion (which are likely to be in the minority) should be approached individually in terms of their housing density and mix.

4.40 On sites allocated for development under Policies SP5 to SP11, proposals will be expected to accord with Policy SP3, unless a specific site development density has been set out in the development

³¹ 32dph (net) includes dwellings, garages, gardens and parking spaces; a nominal allowance for access roads; and public open space (POS) at a rate of 43 sqm per dwelling to cover all POS typologies, in line with recommendations from the Council's Assessment of Open Space, Playing Pitch and Sport Facilities (February 2016).

principles. Lower or higher density schemes may be acceptable and justified where it is demonstrated that the proposals meet local plan objectives or deliver sustainable forms of development.

4.41 In determining planning applications, the council will have regard to the overall need to deliver a mix and range of house types and sizes and the most up to date evidence of need/demand, particularly the SHMA. Where applicants propose a mix of housing that does not respond to identified needs, they will be expected to provide robust and credible evidence to support their proposals.

DRAFT POLICY SP3: HOUSING MIX AND DENSITY

To meet the housing needs of Craven, new housing development proposals will be expected to meet the following:-

- a) an indicative net housing density target of 32 dwellings per hectare;
- b) an indicative housing mix of 39.4% one and two-bedroom dwellings, 44% three- bedroom dwellings and 16.6% four (or more) bedroom dwellings.

Variations (upwards or downwards) to the indicative targets for density and mix may be allowed where this can be properly justified on planning grounds.

The definition of 'net housing density' includes land for dwellings, garages, gardens, parking spaces and on-site Public Open Space, plus a nominal allowance for access roads.

SPATIAL STRATEGY AND HOUSING GROWTH

4.42 In arriving at the preferred spatial strategy, consideration has been given to the roles of settlements, their respective functions and level of services and consideration of their ability to accommodate growth and improve the mix of housing.

Settlement Hierarchy

4.43 The market town of Skipton is the largest town in the District and plan area (by a considerable margin), located in the south of the plan area in the strategic 'Aire Gap' through the Pennines linking Yorkshire with Lancashire. It contains the administrative functions of the District Council and is the base for a range of North Yorkshire County Council services. Skipton has the largest town centre, 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. Skipton is therefore identified as a Tier 1 Principal Town Service Centre in the settlement hierarchy.

4.44 The market towns of Settle and Bentham, and the villages of Glusburn/Crosshills, Ingleton and Gargrave are all smaller settlements than Skipton. However, the market towns of Settle and Bentham serve a wide rural hinterland in the mid and north sub areas of Craven and this elevates their role and function in the settlement hierarchy to Tier 2 Key Service Centres.

4.45 Glusburn/Crosshills, Ingleton and Gargrave whilst acting as local service centres do not have as substantial or wide a role in the plan area as Settle or Bentham, or as in the case of Glusburn/Crosshills, are not subject to the levels of constraint that limits their development potential. As such Glusburn/Crosshills, Ingleton and Gargrave perform a tertiary role in the settlement hierarchy as Tier 3 Local Service Centres.

4.46 At the next level, are villages with basic services and villages with basic services that are bisected by the Yorkshire Dales National Park boundary, these are Tier 4 settlements. Small villages, hamlets and farmsteads in open countryside fall within Tier 5 of the settlement hierarchy.

4.47 The settlements included in the settlement hierarchy are presented in Table 6 below:

Table 6 – Settlement Hierarchy

Tier	Role and Function	Settlement
1	Principal Town Service Centre	Skipton
2	Key Service Centres	High and Low Bentham, Settle
3	Local Service Centres	Gargrave Glusburn and Crosshills Ingletton
4a	Villages with Basic Services	Burton-in –Lonsdale Carleton Cononley Cowling Farnhill and Kildwick Hellifield Low Bradley Sutton-in-Craven Rathmell
4b	Villages with Basic Services Bisected by Yorkshire Dales National Park boundary	Bolton Abbey Clapham Embsay Giggleswick Long Preston
5	Small villages, hamlets and open countryside	All other villages and hamlets in the plan area not listed in Tiers 1 to 4b above.

Distribution of Growth – Preferred Option

- 4.48 To meet the aims and objectives of this draft plan and to respond to the issues identified in it and in the underpinning evidence, the following spatial strategy for the distribution of growth is the preferred option to deliver sustainable patterns of development in Craven. A number of alternatives have been considered and assessed in the Sustainability Appraisal (SA) and were subject to consultation in April/May 2016. The SA concluded that the preferred option is the most sustainable option to meet the aims and objectives identified and there were no substantive objections to the preferred spatial strategy.
- 4.49 Both the settlement hierarchy and preferred growth distribution strategy recognise the primacy of Skipton as the principal town in Craven and focus for growth, along with the settlements of Settle and High Bentham as secondary centres for growth as key service centres in the mid and north sub areas.
- 4.50 In recognition of the relative function of settlements, whilst taking account of physical constraint, a lower level of growth is directed towards Glusburn/Crosshills, Ingleton and Gargrave, as Tier 3 local service centres.
- 4.51 As set out above, Tier 4 settlements comprise villages with basic services (4a) and villages with basic services that are bisected by the YDNP boundary (4b). Overall, a low level of growth is directed towards Tier 4 settlements, however allocated growth is not directed to Bolton Abbey and Long Preston as Tier 4b settlements for the following reasons:-
- The majority of the built settlement of Long Preston is located within the Yorkshire Dales National Park and no land has been made available to allocate growth to in the very small part of the village located in the Craven Plan area;
 - Bolton Abbey is not to be allocated housing growth in the spatial strategy in view of the significance and sensitivity of its heritage assets.

4.52 Tier 5 of the strategy comprises other villages that are not identified and open countryside. Low levels of growth are directed towards tier 5 overall. The Spatial Strategy for distribution of growth is set out in Policy SP4 below.

DRAFT POLICY SP4: SPATIAL STRATEGY AND HOUSING GROWTH			
To deliver the spatial strategy and underpin sustainable growth within the plan area over the plan period 2012 to 2032, new dwellings are distributed in the following hierarchy:			
Tier	Settlement	Proportion of housing growth (%) at 214 net dwellings pa	Housing Provision (approx number of net dwellings pa)
1	Skipton (Principal Town Service Centre)	50%	107
2	Settle (Key Service Centre for mid sub area)	10.5%	23
2	Low and High Bentham (Key Service Centre)	<u>10.5%</u>	23
3	Glusburn/Crosshills (Local Service Centre)	<u>3.5%</u>	8
3	Ingleton (Local Service Centre)	<u>3.5%</u>	8
3	Gargrave (Local Service Centre)	<u>3.5%</u>	8
4a	Villages with Basic Services		
4a	Burton in Lonsdale	<u>0.4%</u>	1
4a	Carleton	1.2%	3
4a	Cononley	<u>2.5%</u>	5

Tier	Settlement	Proportion of Housing Growth % at 214 net dwellings per annum	Housing Provision (approx number of net dwellings per annum)
4a	Cowling	0.8%	2
4a	Farnhill and Kildwick	<u>0.4%</u>	1
4a	Hellifield	0.8%	2
4a	Low Bradley	0.8%	2
4a	Sutton in Craven	<u>1.2%</u>	3
4a	Rathmell	0.8%	2
4b	Villages with Basic Services that are bisected by the National Park boundary		
4b	Bolton Abbey	0%	0
4b	Clapham	0.8%	2
4b	Embsay	<u>2%</u>	4
4b	Giggleswick	0.8%	2
4b	Long Preston	0%	0
5	Other villages and open countryside small site allowance	<u>6%</u>	13
<p>Most growth is directed towards Skipton as the Tier 1 settlement. Growth to underpin and enhance their roles as Key Service Centres is directed towards Settle and Bentham as Tier 2 settlements. Proportionate growth to underpin their roles as Local Service Centres is directed to Glusburn/Crosshills, Gargrave and Ingletton as Tier 3 settlements. More limited growth is directed towards Tier 4a settlements to sustain their vitality and function, whilst Tier 4b settlements will receive limited growth</p>			

to reflect the roles of these settlements as villages with basic services and/or tourism hubs/gateways in/on the edge of the Yorkshire Dales National Park.

Tier 5 settlements and open countryside will receive a low level of growth which:-

a) is necessary to support a sustainable, vibrant and healthy rural economy and communities; or

b) can be justified in order to secure significant improvements to the environment or conservation of designated heritage assets in accordance with the National Enabling Policy; or

c) is justified through the neighbourhood planning process.

Spatial Strategy for Housing and Economic Growth – Preferred Sites

4.53 The draft strategic policies SP1 to SP4 set out the overall spatial strategy of the local plan for housing and economic growth in terms of the scale and distribution of housing and employment development to meet objectively assessed needs over the next 15 years of the plan period. To realise the spatial strategy of the local plan, specific preferred sites are identified in draft Policies SP5 to SP11 to deliver the sustainable development that is needed.

4.54 The NPPF (para 159) says that local planning authorities should prepare a Strategic Housing Land Availability Assessment (SHLAA) to establish realistic assumptions about the availability, suitability and the likely economic viability of land to meet the identified need for housing over the plan period. Reviews of land available for economic development should also be undertaken at the same time.

4.55 The council has prepared and maintained a SHLAA from the outset of preparing the local plan and has issued several 'Calls for Sites' as the plan has evolved and progressed through informal consultation and engagement. The council also commissioned consultants Lichfields to undertake a review of available and suitable employment land (March 2017) .

4.56 The sites put forward by landowners/developers for inclusion in the SHLAA have been subject to a series of analyses (which are set out in detail in the Residential Site Selection Process Background Paper accompanying the draft local plan) to assess their suitability for housing allocation. The first of those analyses used four criteria to examine the initial appropriateness of the sites to undergo Sustainability Appraisal (SA). These were:-

- i) The site is located within, adjoining or adjacent to a principal town, key service centre, local service centre or service village identified in the local plan settlement hierarchy;
- ii) The site is at least 0.1 hectares in size and is capable of accommodating at least five dwellings;
- iii) The site has an initial advantage because it contains at least 0.1 hectares of land that is at the lowest risk of flooding (flood zone 1);
- iv) The site is located outside areas protected nationally or internationally for key habitats and plant and animal species (i.e. Sites of Special Scientific Interest, Special Areas of Conservation & Special Protection Areas).

4.57 Sites that did not meet one or more of the aforementioned four criteria above stayed at **Level 1** of the SA. The sites which passed each of these four criteria moved on to analysis under twenty socio-economic and environmental SA objectives. Under each of the twenty objectives, sites could receive five different judgements based on their perceived influence on a social, economic, and/or environmental objective. These are strongly positive, positive, neutral (no or negligible effect, or uncertainty regarding effect), negative, or strongly negative. Sites which were considered not to perform to a satisfactory level remained at **Level 2** in the SA, whereas those sites which were considered to perform to a satisfactory level proceeded to **Level 3** and were included in the **Pool of Sites**. All of the above analyses are referred to as **Stage 1**, or the **Settlement Level Analysis**.

4.58 The next stage, **Stage 2 (District Level Analysis)**, features selecting the sites which are judged to be the most appropriate and best residential sites from the

Pool of Sites. There are four criteria to analyse sites which reach Stage 2, listed as follows:

- Viability of Affordable Housing Provision;
- Site Proximity to Designated Landscape Features;
- Site Proximity to Designated Natural Environment Features;
- Site Position to Health & Safety Executive (HSE) Zone.

4.59 If sites in a settlement pass all four criteria of the District Level Analysis, and collectively there are more sites in a settlement than are required to meet the balance of the housing provision required by Policy SP1 in line with the distribution strategy of Policy SP4 and after utilising the most appropriate housing densities for each site in accordance with Policy SP3, a further step is necessary within Stage 2. In these circumstances the sites within a settlement are compared and a judgement reached on which sites are preferred for allocation in the draft local plan. The judgements reached on each site are detailed in the Residential Site Selection Process Background Paper which accompanies the draft local plan.

4.60 For each proposed Preferred Site, a narrative of site analysis and description, including a net developable area, number of dwellings generated, expected delivery timeframe and development principles is prepared and these are set out in the draft local plan within draft Policies SP5, SP6, SP7, SP8, SP9, SP10 and SP11.

4.61 Table 7 below illustrates in summary form, how the balance of the housing requirement in Policy SP1, in line with the distribution strategy in Policy SP4, is addressed by the preferred sites identified in Policies SP5 to SP11.

Table 7 Summary of Housing Requirement and Proposed Supply by Settlement										
Tiers 1 to 4b	Settlement	Proportion of housing growth (%) Policy SP4	NET Housing requirement based on 214 dpa 2012 to 2032 Policy SP1	Total NET Comps 01/04/2012 to 31/03/2017 Policy SP1	NET Residual Housing Requirement 2017 to 2032 Policy SP1	Add 12% housing loss allowance to achieve NET delivery* Table 2	GROSS Total Residual Housing Requirement 2017 to 2032* Table 2	OPP's at 01 Apr 2017 Policy SP1	GROSS Residual Housing requirement for Allocation in Local Plan*	Approx yield of preferred sites in Policies SP5 to SP11
Tier 1	Skipton	50%	2140	313	1827	219	2046	793	1253	1392
Tier 2	High and Low Bentham	10.50%	450	5	445	53	498	57	441	444
Tier 2	Settle	10.50%	450	123	327	39	366	79	287	331
Tier 3	Glusburn and Crosshills	3.50%	150	32	118	14	132	83	49	61
Tier 3	Ingleton	3.50%	150	31	119	14	133	44	89	89
Tier 3	Gargrave	3.50%	150	16	134	16	150	42	108	108
Tier 4a	Burton in Lonsdale	0.40%	17	1	16	2	18	3	15	15
Tier 4a	Carleton	1.20%	51	4	47	6	53	55	-2	0
Tier 4a	Cononley	2.50%	107	15	92	11	103	45	58	93
Tier 4a	Cowling	0.80%	34	25	9	1	10	44	-34	0
Tier 4a	Farnhill & Kildwick	0.40%	17	1	16	2	18	16	2	0
Tier 4a	Hellifield	0.80%	34	7	27	3	30	33	-3	0
Tier 4a	Bradley	0.80%	34	2	32	4	36	11	25	25
Tier 4a	Sutton	1.20%	51	38	13	2	15	22	-7	0
Tier 4a	Rathmell	0.80%	34	1	33	4	37	17	20	20
Tier 4b	Bolton Abbey	0%	0	0	0	0	0	6	-6	0
Tier 4b	Clapham	0.80%	34	16	18	2	20	25	-5	0
Tier 4b	Emsay	2.00%	86	0	86	10	96	101	-5	0
Tier 4b	Giggleswick	0.80%	34	24	10	1	11	14	-3	0
Tier 4b	Long Preston	0%	0	2	-2	0	0	5	-5	0
	Total	94.00%	4023	656	3367	404	3771	1495	2276	2578
Tier 5	Other villages, open countryside, small site allowance	6.00%	257	20	237	28	265	74	191	
Grand Total		100.00%	4280	676	3604	432	4036	1569	2467	2578

Note: Individual figures may not sum to total figure due to rounding

DRAFT POLICY SP5: STRATEGY FOR SKIPTON –TIER 1

Skipton is the primary focus for growth and provision is made for the following development areas to meet the housing needs, commercial and employment space in the town:

Housing Sites:

				Expected Delivery Timeframe		
Site Ref	Location	Net Dev Area (Ha)	Yield	Short Term 1 to 5 years	Medium term 6 to 10 years	Long term 11 to 15 years
SK013	Land east of Aldersley Avenue and south of Moorview Way, Skipton	3.112	100			
SK015	Cefn Glas, Shortbank Road, Skipton	0.442	14			
SK044	Former allotments and garages, Broughton Road, Skipton	0.591	19			
SK058	Whitakers Chocolate Factory Site, Skipton	0.492	16			
SK060	Business premises and land, west of Firth Street, Skipton	1.323	123			
SK061	East of canal, west of Sharpaw Avenue, Skipton	2.781	89			
SK081, SK082 & SK108	Land north of Gargrave Road and west of Park Wood Drive and Stirtonber , Skipton	C3 9.948 D1 1.8	318			
SK088	Hawbank Fields north of Otley Road and south of A6131, Skipton	3.932	126			

SK089 & SK090	Land to the north of Airedale Avenue & Elsey Croft and east of railway line, Skipton	8.45	270			
SK094	Land bounded by Carleton Road, railway line and A629, Skipton	3.082	99			
SK101	East of Keighley Road and south of Cawder Lane, Skipton	3.422	110			
SK114 & SK124	Land to east of North Parade & Cawder Road garage site, Horse Close, Skipton	3.383	108			
Total		40.958	1392	582	458	352
Mixed Use Regeneration Sites:						
				Expected Delivery Timeframe		
Site Ref	Location	Net Dev Area (Ha)	Short Term 1 to 5 years	Medium term 6 to 10 years	Long term 11 to 15 years	
SK139	East and west of Cavendish Street, Skipton	1.995				
SK140	Skipton Station Areas A, and B, Carleton New Road, Sandylands Business Centre, Skipton	5.632				
Total		7.627				
Employment Sites						
				Expected Delivery Timeframe		
Site Ref	Location	Use Class	Area (Ha)	Short Term 1 to 5 years	Medium term 6 to 10 years	Long term 11 to 15 years
SK049	Land east of Skipton bypass, Skipton	B1,B2 and B8	6.02			

SK113	Land south of Skipton Auction Mart, Skipton	B1,B2 and B8	3.01			
SK135	Skipton Rock Quarry, Skipton	B2 and B8	1.00			
Total			10.03			
Proposals for development on the sites identified above will be supported subject to compliance with the following Development Principles for each site.						

Development Principles for Housing Sites, Regeneration Sites and Employment Sites identified in draft Policy SP5

Site Ref.	Location	Uses
SK013	Land east of Aldersley Avenue and south of Moorview Way, Skipton	C3 Residential
Site Allocation Area: 5.746 ha [net developable area 3.112 ha; green infrastructure area 2.634 ha].		
Number of Dwellings Generated: 100 dwellings [3.112 ha x 32 dwellings per ha].		
<p>Development Principles:</p> <ul style="list-style-type: none"> • Ground work assessment will be required as part of the on-site works to investigate areas thought to be of archaeological significance; • Development proposals for this site shall incorporate green infrastructure in the west, south and south east of the site to provide a buffer to the open moorland to the south and east, enhance biodiversity and provide a green corridor connection with the existing residential area at Aldersley Avenue and the play park to the north west of the site. • A Flood Risk Assessment is required, as a fluvial and/or surface water hazard has been identified within part of the site area. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site is in a prominent location on the edge of Skipton. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution. • Access to the site is to be gained from Moorview Way. A traffic impact assessment will be required. • Development proposals on this site must accord with all relevant policies of the local plan. 		
Expected Delivery Timeframe in the 2012-2032 plan period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
SK015	Cefn Glas, Shortbank Road, Skipton	C3 Residential
Site Allocation Area: 0.442 ha		
Number of Dwellings Generated: 14 dwellings [0.442 ha x 32 dwellings per ha].		
Development Principles:		
<ul style="list-style-type: none"> • Ground work assessment will be required as part of the on-site works to investigate areas thought to be of archaeological significance; • The site is in a prominent position on the edge of Skipton. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution. • Access to the site is to be gained from Shortbank Road. • Development proposals on this site must accord with all relevant policies of the local plan. 		
Expected Delivery Timeframe in the 2012-2032 plan period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
SK044	Former allotments and garages, Broughton Road, Skipton	C3 Residential
Site Allocation Area: 0.591 ha		
Number of Dwellings Generated: 19 dwellings [0.591 ha x 32 dwellings per ha].		
Development Principles:		
<ul style="list-style-type: none"> • A Flood Risk Assessment is required, as a fluvial and/or surface water hazard has been identified within part of the site area. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • Air quality, noise pollution and/or light pollution measures to be included in the design and layout of the scheme on the site; • The site is a town centre site with very good accessibility to key services and public transport. Proposals for development should therefore maximise the opportunities for future occupiers to walk or cycle to most key services rather than using a private vehicle; • Access to the site is to be gained from Niffany Gardens & Station Road. • Development proposals on this site must accord with all relevant policies of the local plan. 		
Expected Delivery Timeframe in the 2012-2032 plan period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
SK058	Whitakers Chocolate Factory Site, Skipton	C3 Residential
Site Allocation Area: 0.492 hectares		
Number of Dwellings Generated: 16 dwellings [0.492 ha x 32 dwellings per ha].		
Development Principles:		
<ul style="list-style-type: none"> • Siting and design of development on the site to conserve the setting of the conservation area, including the conversion of the two existing villa-style houses on the site as part of any proposed scheme; • Ground work assessment will be required as part of the on-site works to investigate areas thought to be of archaeological significance; The site is a town centre site with very good accessibility to key services and public transport. Proposals for development should therefore maximise the opportunities for future occupiers to walk or cycle to most key services rather than using a private vehicle; • Air quality, noise pollution and/or light pollution measures to be included in the design and design and layout of the scheme on the site; • Access to the site is to be gained from Keighley Road. • Development proposals on this site must accord with all relevant policies of the local plan 		
Expected Delivery Timeframe in the 2012-2032 plan period: Long term 11 to 15 years		

Site Ref.	Location	Uses
SK060	Business premises and land, west of Firth Street, Skipton	C3 Residential
Site Allocation Area: 1.323 ha		
Number of Dwellings Generated: 123 dwellings in total; 23 units from building conversion + 100 units from new build [(0.094 ha x 250 dwellings per ha = 23 units) + (1.22 ha x 82 dwellings per ha = 100 units)].		
Development Principles: <ul style="list-style-type: none"> • Siting and design of development on the site to conserve the setting of the conservation area, including conversion of the existing three storey stone building on the site as part of any proposed scheme; • Ground work assessment will be required as part of the on-site works to investigate areas thought to be of archaeological significance; • A Flood Risk Assessment is required, as a fluvial and/or surface water hazard has been identified within part of the site area. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • Air quality, noise pollution and/or light pollution measures to be included in the design and layout of the scheme on the site; • A Traffic Impact Assessment will be required; • The site is a town centre site with very good accessibility to key services and public transport. Proposals for development should therefore maximise the opportunities for future occupiers to walk or cycle to most key services rather than using a private vehicle; • Access to the site is to be gained from Firth Street. • Development proposals on this site must accord with all relevant policies of the local plan. 		
Expected Delivery Timeframe in the 2012-2032 plan period: Long term 11 to 15 years		

Site Ref.	Location	Uses
SK061	East of canal, west of Sharpaw Avenue, Skipton	C3 Residential
Site Allocation Area: 3.663 ha [net developable area 2.781 ha; green infrastructure area 0.882 ha].		
Number of Dwellings Generated: 89 dwellings [2.781 ha x 32 dwellings per ha].		
Development Principles: <ul style="list-style-type: none"> • Siting and design of development on the site to conserve the setting of the conservation area, which adjoins the western boundary of the site and includes the Leeds & Liverpool Canal corridor. • Ground work assessment will be required as part of the on-site works to investigate areas thought to be of archaeological significance; 		

<ul style="list-style-type: none"> • Development on this site should be set back from the Leeds & Liverpool Canal to mirror the residential development located immediately to the north of the site and to provide an area of green infrastructure within the site; • A Flood Risk Assessment is required, as a fluvial and/or surface water hazard has been identified within part of the site area. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site is a town centre site with very good accessibility to key services and public transport. Proposals for development should therefore maximise the opportunities for future occupiers to walk or cycle to most key services rather than using a private vehicle; • The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution. • Access to the site is to be gained from Cawder Lane. Access to Keighley Road from Cawder Lane is via the existing Horse Close Bridge, which is currently restricted in terms of width. Development proposals for the site should therefore demonstrate how access to the site via Horse Close Bridge can be improved (by either widening the existing bridge or the provision of a new bridge) to serve the new housing. A traffic impact assessment will be required. • Development proposals on this site must accord with all relevant policies of the local plan.
<p>Expected Delivery Timeframe in the 2012-2032 plan period: Short term 1 to 5 years.</p>

Site Ref.	Location	Uses
SK081, SK082 & SK108 (incorporating site SK080a)	Land north of Gargrave Road and west of Park Wood Drive and Stirtonber, Skipton	C3 Residential D1 Education
<p>Site Allocation Area: 18.586 ha [net developable area 11.748 ha including 9.948 ha for the provision of new housing and 1.8 ha for the provision of a new school in Skipton; green infrastructure area 5.873 ha.]</p>		
<p>Number of Dwellings Generated: 318 dwellings [9.948 ha x 32 dwellings per ha].</p>		
<p>Development Principles:</p> <ul style="list-style-type: none"> • An area of land (1.8ha) in the north east corner of the site is allocated for the provision of a new primary school. • The site is a greenfield site in a prominent position on the edge of Skipton, in relatively close proximity to the Yorkshire Dales National Park boundary and a SINC. Development proposals for this site should incorporate a green infrastructure corridor along the entire western boundary of the site to provide biodiversity and landscape mitigation for the YDNP and SINC. A green infrastructure corridor should also be provided along the entire eastern boundary of the site to provide a green buffer to existing residential development and incorporate pedestrian/cycle links through the site to connect with the existing PROW network to the north; the proposed new primary school in the north east corner of the site; the Rockwood estate to the east of the site and Gargrave Road and Aireville Park to the 		

south of the site.

- An area of land (0.963ha) in the south of the site adjacent to Gargrave Road is proposed as a Local Green Space designation (LGS) in Policy ENV10, therefore any proposed development scheme should be designed to ensure that the area designated as Local Green Space is retained as open land and that development proposals comply with the provisions of Policy ENV10.
- The siting and design of development on the site to conserve the setting of the conservation area.
- Ground work assessment will be required as part of the on-site works to investigate areas thought to be of archaeological significance;
- The site is a greenfield site in a prominent position on the edge of Skipton. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution.
- There are several access options for this site including Gargrave Road, Parkwood Way, Park Wood Drive and White Hills Lane. A Traffic Impact Assessment will be required.
- A Flood Risk Assessment is required. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible
- Development proposals on this site must accord with all relevant policies of the local plan.
- Before any development takes place, a comprehensive Masterplan for the site, including the incorporation of the development and design principles detailed above, shall be produced in collaboration with, and to the satisfaction of, the local planning authority and other key stakeholders. Development proposals will be expected to accord with the principles of the Masterplan.

Expected Delivery Timeframe in the 2012-2032 plan period: Medium to long term 6 to 15 years.

Site Ref.	Location	Uses
SK088	Hawbank Fields north of Otley Road and south of A6131, Skipton	C3 Residential
Site Allocation Area: 8.598 ha [net developable area 3.932 ha; green infrastructure 4.666 ha]		
Number of Dwellings Generated: 126 dwellings [3.932 ha x 32 dwellings per ha].		
Development Principles:		
<ul style="list-style-type: none"> • A Flood Risk Assessment is required, as a fluvial and/or surface water hazard has been identified within part of the site area. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site is a greenfield site in a prominent position on the edge of Skipton, in relatively close proximity to the Yorkshire Dales National Park boundary. Development proposals for this site should incorporate biodiversity and landscape mitigation(s) including approximately 4.666ha of green infrastructure in the north, south and east of the site, which shall include the protection of the existing area of wood land in the south west of the site. • Development proposals should seek to maximise opportunities for links to be made to existing green infrastructure networks to the north, south and west of the site. The creation of a green corridor in the north of the site would continue the existing pattern of residential development on Green Acres where the dwellings are set back from Harrogate Road. 		

- Ground work assessment will be required as part of the on-site works to investigate areas thought to be of archaeological significance;
- The site is a greenfield site in a prominent position on the edge of Skipton. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution.
- Access to the site is to be gained from Harrogate Road (A6131) with an opportunity for pedestrian access to be provided onto the site from Greenacres to the west.
- Development proposals on this site must accord with all relevant policies of the local plan.

Expected Delivery Timeframe in the 2012-2032 plan period: Short term 1 to 5 years.

Site Ref.	Location	Uses
SK089 & SK090	Land to the north of Airedale Avenue & Elsey Croft and east of railway line, Skipton	C3 Residential
Site Allocation Area: 10.592 ha [net developable area 8.45 ha; green infrastructure area 2.142 ha].		
Number of Dwellings Generated: 270 dwellings [8.45 ha x 32 dwellings per ha].		
<p>Development Principles:</p> <ul style="list-style-type: none"> • A Flood Risk Assessment is required, as a fluvial and/or surface water hazard has been identified within part of the site area. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site is a greenfield site in a prominent position on the edge of Skipton, in relatively close proximity to the Yorkshire Dales National Park boundary. Development proposals for this site should incorporate biodiversity and landscape mitigation(s) including green infrastructure corridors. A green infrastructure corridor along the northern boundary of the site along Otley Road should be provided to maintain the existing open, rural feel of this approach to Skipton up to the railway bridge. A green infrastructure corridor should also be provided to the south west of site SK090 incorporating an existing footpath running within the site adjacent to the south west boundary, providing links to the east of Skipton and beyond. A third green infrastructure corridor should also be provided adjacent to the south boundary, providing a buffer between existing residential development at Elsey Croft and new residential development on sites SK089 & SK090. This area would also maintain an open feel to the existing PROW running along the southern boundary of the site. • Ground work assessment will be required as part of the on-site works to investigate areas thought to be of archaeological significance; • The site is a greenfield site in a prominent position on the edge of Skipton. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution. • Access to site SK090 is to be gained from Wensleydale Avenue, Otley Road and Elsey Croft • Development proposals on this site must accord with all relevant policies of the local plan. 		

Expected Delivery Timeframe in the 2012-2032 plan period: Short/ medium term 1 to 10 years.		
Site Ref.	Location	Uses
SK094	Land bounded by Carleton Road, railway line and A629, Skipton	C3 Residential
Site Allocation Area: 10.487 ha [net developable area 3.082 ha; green infrastructure area 7.406 ha).		
Number of Dwellings Generated: 99 dwellings [3.082 ha x 32 dwellings per ha].		
<p>Development Principles:</p> <ul style="list-style-type: none"> • A Flood Risk Assessment is required, as a fluvial and/or surface water hazard has been identified within part of the site area. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site is a greenfield site in a prominent location on the edge of Skipton, Development proposals for this site should incorporate biodiversity and landscape mitigation(s) including approximately 7.4 ha of green infrastructure in the east, west and south of the site which lies within flood risk zone 2 & 3 and provides an opportunity for an area of open space/green infrastructure to be created, potentially incorporating a closed road cycle circuit track; • Ground work assessment will be required as part of the on-site works to investigate areas thought to be of archaeological significance; • The site is a greenfield site in a prominent position on the edge of Skipton. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution. • Access to the site is to be gained from Carleton Road and Burnside Crescent. • Development proposals on this site must accord with all relevant policies of the local plan. 		
Expected Delivery Timeframe in the 2012-2032 plan period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
SK101	East of Keighley Road and south of Cawder Lane, Skipton	C3 Residential
Site Allocation Area: 3.999 ha [net developable area 3.422 ha; green infrastructure area 0.569 ha).		
Number of Dwellings Generated: 110 dwellings [3.422 ha x 32 dwellings per ha].		
<p>Development Principles:</p> <ul style="list-style-type: none"> • Ground work assessment will be required as part of the on-site works to investigate areas thought to be of archaeological significance; • Siting and design of development on the site to conserve the setting of the conservation area, 		

which adjoins the western boundary of the site and includes the Leeds & Liverpool Canal corridor.

- Development on this site should be set back from the Leeds & Liverpool Canal to provide an area of green infrastructure within the site;
- The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution.
- The site is a town centre site with very good accessibility to key services and public transport. Proposals for development should therefore maximise the opportunities for future occupiers to walk or cycle to most key services rather than using a private vehicle;
- A Flood Risk Assessment is required. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible
- Access to the site is to be gained from Cawder Lane. Access to Keighley Road from Cawder Lane is via the existing Horse Close Bridge, which is currently restricted in terms of width. Development proposals for the site should therefore demonstrate how access to the site via Horse Close Bridge can be improved (by either widening the existing bridge or the provision of a new bridge) to serve the new housing. A traffic impact assessment will be required.
- Development proposals on this site must accord with all relevant policies of the local plan.

Expected Delivery Timeframe in the 2012-2032 plan period: Medium term 6 to 10 years.

Site Ref.	Location	Uses
SK114 & SK124	Land to east of North Parade & Cawder Road garage site, Horse Close, Skipton	C3 Residential
Site Allocation Area: 3.8 ha [net developable area 3.383 ha; green infrastructure area 0.418 ha].		
Number of Dwellings Generated: 108 dwellings [3.383 ha x 32 dwellings per ha].		
Development Principles:		
<ul style="list-style-type: none"> • Ground work assessment will be required as part of the on-site works to investigate areas thought to be of archaeological significance; • The site is a greenfield site in a prominent location on the edge of Skipton, Development proposals for this site should incorporate biodiversity and landscape mitigation(s) including a green infrastructure corridor incorporating the linear wooded area in the northern part of the site and provide links to the existing PROW network to the north ; • The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution. • A Flood Risk Assessment is required. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible • Access to the site is to be gained from the Cawder Road garage site located in the south west of the site. Alternatively there is the potential to access the site via existing reservoir track from Whinny Gill Road, which provides access to a residential scheme with consent to the north of the site. Access to Keighley Road from Cawder Lane is via the existing Horse Close Bridge, which is currently restricted in terms of width. Development proposals for the site should therefore demonstrate how access to the site via Horse Close Bridge can be improved (by either widening the existing bridge or the provision of a new bridge) to serve the new housing. A traffic impact assessment will be required. • Development proposals on this site must accord with all relevant policies of the local plan. 		
Expected Delivery Timeframe in the 2012-2032 plan period: Medium to long term 6 to 15 years		

Site Ref.	Location	Uses
SK139	East and west of Cavendish Street, Skipton	Retail (A1) and commercial led mixed use.
Site Allocation Area: 1.955 ha		
<p>Overall</p> <p>A commercially led regeneration opportunity, with a focus on commercial and retail uses.</p>		
<p>Development Principles:</p> <ul style="list-style-type: none"> • A retail/commercial led mixed use regeneration opportunity area on land east and west of Cavendish Street, Skipton offering potential to enhance this part of the town. The site provides opportunities to address identified retail capacity requirements in Skipton, provide improvements to environmental quality and enhance connections in the town. Proposals should take account of the following development principles: <p>Use(s)</p> <ul style="list-style-type: none"> • The site should be re-developed for a retail and commercial-led mix of uses that complement and underpin the role and function of this part of Skipton whilst supporting the town centre as a whole; • Proposals should provide for retail-led floorspace that takes account of the convenience and comparison retail capacity as identified in the 2016 Retail and Leisure Study; <p>Flood risk mitigation</p> <ul style="list-style-type: none"> • A Flood Risk Assessment is required and proposals will need to address and mitigate flood risk including making use of Sustainable Urban Drainage Systems (SUDS) to mitigate run off and localised flood risk, if possible and feasible; • Proposals should take account of the presence of Eller Beck and the related flood alleviation works that apply to part of the opportunity area; <p>Heritage significance considerations</p> <ul style="list-style-type: none"> • A ground work assessment will be required as part of the on-site works to investigate areas of potential archaeological significance; • Proposals should take account of and understand the significance of the Conservation Area designation that applies to part of the regeneration opportunity area; • Regeneration proposals should take account of the setting and significance of surrounding Listed Buildings; <p>Leeds Liverpool Canal</p> <ul style="list-style-type: none"> • Proposals should take account of the setting and significance of the Leeds-Liverpool canal as a community and tourism asset, and a local transport corridor; • Proposals should take account of the potential for access and permeability to and from the Leeds Liverpool canal towpath; <p>Ground Conditions</p> <ul style="list-style-type: none"> • A ground conditions assessment is required to consider the potential presence of ground contaminants potentially arising from historical uses/activities in the opportunity area; • Mitigation is to be provided where it is necessary; <p>Access</p>		

- Principal vehicular access to be gained from Cavendish Street, Broughton Road;
- Pedestrian access to be gained from Leeds Liverpool Canal, Gallows Bridge and to link to the bus station and town centre;
- Secondary access could be gained from Cross Street, and/or Gas Street;

Masterplanning

A Masterplan for the opportunity area, including the incorporation of the development and design principles detailed above, shall be produced in collaboration with, and to the satisfaction of, the local planning authority and other key stakeholders. Development proposals will be expected to accord with the principles of the Masterplan. Regeneration should not occur on a piecemeal basis and a comprehensive approach is expected.

Development proposals on this site must accord with all relevant policies of the local plan.

Site Assembly, Delivery

The opportunity area is in a range of ownerships and assembling the site will influence delivery timescales. Site assembly powers will be considered for use where it is expedient, appropriate and necessary for regeneration to succeed. Craven District Council is owner of part of the regeneration opportunity area.

Expected Delivery Timeframe in the 2012-2032 plan period: Long term, 11 to 15 years

Site Ref.	Location	Uses
SK140	Land at Skipton Station, Broughton Road, Carleton New Road, Sandylands Business Centre, Skipton	Commercially led including employment and an element of community uses.
Site Allocation Area: 5.632 ha		
Overall: A commercially led regeneration opportunity, with a focus on commercial and employment led mixed uses, and an element of community uses.		
Development Principles:		
<ul style="list-style-type: none"> • An employment/commercially led mixed use regeneration opportunity area on land at Skipton railway station, Carleton New Road, and Sandylands Business Centre. Proposals should take the opportunity to enhance connections between the railway station and the wider town. 		
Use		
<ul style="list-style-type: none"> • Proposals should enhance the role of Skipton Railway Station as a transport hub and gateway to Skipton and the Yorkshire Dales; • The site should be developed for commercial and employment-led mix of uses that complement and underpin the commercial, employment, transport, and community functions of this part of Skipton; 		
Access		
<ul style="list-style-type: none"> • Principal vehicular access to be gained from Carleton New Road and Broughton Road; • Pedestrian access to be gained from Gawflat Bridge and the Leeds & Liverpool Canal towpath. 		

- Existing pedestrian connections to the town from the railway station should be enhanced and form a traffic free pedestrian gateway;
- Pedestrian access from Broughton Road and Carleton New Road via the Railway Station underpass should be enabled and enhanced.
- This regeneration area provides an opportunity for Sandylands business centre to be remodelled to create/enhance pedestrian access and connections to/from the railway station, Sandylands sports area and the town;

Flood risk mitigation

- A Flood Risk Assessment is required and proposals will need to address and mitigate flood risk including making use of Sustainable Urban Drainage Systems (SUDS) to mitigate run off and localised flood risk, if possible and feasible;
- Proposals should take account of the proximity of Eller Beck and the associated flood alleviation works;

Heritage significance

- A ground work assessment will be required as part of the on-site works to investigate areas of potential archaeological significance;
- Regeneration proposals should take account of the setting and significance of designated heritage assets (Conservation Area and Listed Buildings) both within the regeneration opportunity area and in the immediate surroundings;

Leeds & Liverpool Canal

- Proposals should take account of the setting and significance of the adjacent Leeds & Liverpool canal and towpath as a community asset and means to enhance the connections within Skipton;
- Proposals should take account of the potential for access and permeability to and from the Leeds & Liverpool canal towpath;

Other services

- Proposals should account for the relocation or retention of emergency services provision in the opportunity area;

Ground Conditions/Contamination

- A ground conditions assessment is required to consider the potential presence of ground contaminants arising from historical uses/activities;

Existing Businesses

- Business, commercial and leisure uses and activities are to be retained where possible and enhanced;

Masterplanning

A Masterplan for the regeneration opportunity area, including the incorporation of the development and design principles detailed above, shall be produced in collaboration with, and to the satisfaction of, the local planning authority and other key stakeholders. Development proposals will be expected to then accord with the principles of the Masterplan. Regeneration should not occur on a piecemeal basis and a comprehensive approach to redevelopment is expected.

The opportunity area is in a range of ownerships and assembling the site will influence delivery timescales. Site assembly powers will be considered for use where it is expedient, appropriate and necessary for regeneration to succeed.

Development proposals on this site must accord with all relevant policies of the local plan.

Expected Delivery Timeframe in the 2012-2032 plan period: Long term, 11 to 15 years

Site Ref.	Location	Uses
SK049	Land east of Skipton bypass, Skipton	B1, B2, B8 Employment
Site Allocation Area: 6.02 ha		
<p>Development Principles:</p> <ul style="list-style-type: none"> • Development of the site will be employment led (B1, B2, B8) to ensure the delivery of socio-economic objectives set out in the Local Plan. • High flood risk is likely to be reduced on completion of the Skipton Flood Alleviation Scheme. However, a Flood Risk Assessment is likely to be required in order to assess any residual fluvial or surface water hazard within the site. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site's prominent location adjacent to the bypass on the town's south-east periphery shall be addressed in the design, layout and landscaping of the development to ensure that the character and appearance of the local area is not adversely affected. • Connections, including pedestrian and cycle routes to/from the town, railway station and adjacent employment and residential areas shall be created/enhanced. • Development proposals on this site must accord with all relevant policies of the local plan. 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Medium to long term 6 to 15 years.		

Site Ref.	Location	Uses
SK113	Land south of Skipton Auction Mart, Skipton	B1, B2, B8 Employment
Site Allocation Area: 3.01 ha		
<p>Development Principles:</p> <ul style="list-style-type: none"> • A Flood Risk Assessment is required, as fluvial and surface water hazards have been identified within parts of the site. . Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site adjoins the Skipton Conservation Area and is in a prominent location on the Leeds & Liverpool Canal at an important gateway to the town. Therefore, the developer is required to carry out a detailed assessment of the likely impact of development on the character and appearance of area, including the conservation area and its setting, and to incorporate any necessary mitigation measures into the proposals. Special attention will be paid to the proposed siting, design, layout and landscaping of development to ensure that the character and appearance of the area is not adversely affected. • The developer is required to arrange an investigation and assessment of the site's archaeological interest, which may necessitate the carrying out of ground works before and/or during development. The findings of the investigation and assessment shall be taken into account in the proposals and any necessary mitigation measures will be incorporated into the development, in the interests of archaeological conservation. 		

- Development proposals on this site must accord with all relevant policies of the local plan

Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term within the next 5 years.

Site Ref.	Location	Uses
SK135	Skipton Rock Quarry, Skipton	B2, B8 Employment
Site Allocation Area: 1.064 ha		
<p>Development Principles:</p> <ul style="list-style-type: none"> • A Flood Risk Assessment is required, as a surface water hazard has been identified within part of the site. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The developer is required to arrange a detailed assessment of the likely impact of development on biodiversity, including biodiversity within the adjoining SINC. The findings of the assessment will be taken into account in the proposals and any necessary mitigation measures will be incorporated into the development, in the interests of nature conservation. • Development proposals on this site must accord with all relevant policies of the local plan. 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term within the next 5 years.		

DRAFT POLICY SP6: STRATEGY FOR SETTLE – TIER 2

Settle is a secondary location for growth in the plan area, providing serviced employment land and housing growth to reflect the role of Settle as a rail connected key service centre for the mid sub area. Development will provide housing to meet local needs whilst employment development will ensure that a medium to long term supply of serviced employment land is delivered to provide opportunities for entrepreneurs and businesses to expand and locate in the mid sub area. Provision is made for the following sites and locations to meet these aims:

Housing Sites:

				Expected Delivery Timeframe		
Site Ref	Location	Net Dev Area (Ha)	Yield	Short Term 1 to 5 years	Medium Term 6 to 10 years	Long Term 11 to 15 years
SG021, SG066, SG080	Land to the north-west of Penny Green and west of Skipton Road and railway, Settle	3.172	102			
SG025	Land to the south of Ingfield Lane, Settle	4.34	139			
SG027, SG068	Land to the south of Brockhole View and west of Brockhole Lane, Settle	1.075	34			
SG032	Car park, off Lower Greenfoot and Commercial Street, Settle	0.412	13			
SG042	NYCC Depot, Kirkgate, Settle	0.245	8			
SG079	Land to the north of Town Head Way, Settle	1.095	35			

Total		10.339	331	194	137	
Employment/Mixed Use Sites:						
				Expected Delivery Timeframe		
Site Ref	Location	Net Dev Area (Ha)	Yield	Short Term 1 to 5 years	Medium Term 6 to 10 years	Long Term 11 to 15 years
SG060	Northern part of Sowarth Industrial Estate, Settle	1.654				
SG064	Land south of Runley Bridge Farm and west of B6480	5.039				
Total		6.723				
Proposals for development on the sites identified above will be supported subject to compliance with the following Development Principles for each site.						

Development Principles for Housing and Employment/Mixed Use Sites identified in draft Policy SP6

Site Ref.	Location	Uses
SG021, SG066, SG080	Land to the north-west of Penny Green and west of Skipton Road and railway, Settle	C3 Residential
Site Allocation Area: 4.297 ha (net developable area 3.172 ha; green infrastructure area 1.125 ha).		
Number of Dwellings Generated: 102 dwellings (3.172 hectares x 32 dwellings per hectare).		
Development Principles:		
<ul style="list-style-type: none"> The site is a greenfield site in a prominent location on the edge of Settle. Development proposals for this site should incorporate biodiversity and landscape mitigation(s) including a green infrastructure corridor along the south-eastern border of the net developable area of the site, to mitigate impact on the Settle-Carlisle Conservation Area to the east, and wider views of the site from the National Park. ; 		

- Siting and design of development on the site to conserve the significance of heritage assets near the site and their settings;
- The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution.
- A Flood Risk Assessment is required. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible
- Access to the site is to be gained from Penny Green and/or the B6480. Any new access road from the B6480 shall be sensitively designed and extensively landscaped including tree planting to minimise and mitigate impact on the nearby conservation area and the B6480, as a main road approach into Settle.
- Development proposals on this site must accord with all relevant policies of the local plan

Expected Delivery Timeframe of the 2012-2032 Plan Period: Medium term 6 to 10 years.

Site Ref.	Location	Uses
SG025	Land to the south of Ingfield Lane, Settle	C3 Residential
Site Allocation Area: 11.43 ha [net developable area 4.34 ha; green infrastructure area 7.09 ha (including an approved surface water management scheme in the south-east section of the site)].		
Number of Dwellings Generated: 139 dwellings (4.34 ha x 32 dwellings per ha).		
<p>Development Principles:</p> <ul style="list-style-type: none"> • The site is a greenfield site in a prominent location on the edge of Settle. Development proposals for this site should incorporate biodiversity and landscape mitigation(s) including green infrastructure corridors through the centre of the site and western edge of the site and connecting to the approved 'water meadows' surface water management scheme to the south and east of the site • Siting and design of development on the site to conserve the significance of heritage assets (Grade II listed buildings of Falcon Manor Hotel and Ingfield Lodge and the Settle-Carlisle railway conservation area) surrounding the site and their settings. • A Flood Risk Assessment is required, as a fluvial and/or surface water hazard has been identified within part of the site area. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution. • Ground work assessment will be required as part of the on-site works to investigate areas thought to be of archaeological significance. This may include sub-division of the site to protect these specific areas within the site's overall area; • Access to the site is to be gained from Austwick Close and Skipton Road (B6480) • Development proposals on this site must accord with all relevant policies of the local plan 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
SG027, SG068	Land to the south of Brockhole View and west of Brockhole Lane, Settle	C3 Residential
Site Allocation Area: 1.832ha (net developable area 1.075 ha; and green infrastructure area 0.746ha).		
Number of Dwellings Generated: 34 dwellings (1.075 ha x 32 dwellings per ha).		
Development Principles: <ul style="list-style-type: none"> • The site is a greenfield site in a prominent location on the edge of Settle. Development proposals for this site should incorporate biodiversity and landscape mitigation(s) including green infrastructure corridors along the southern edge of the site and connecting to the approved 'water meadows' surface water management scheme to the south west of the site • The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution. • Ground work assessment will be required as part of the on-site works to investigate areas thought to be of archaeological significance. This may include sub-division of the site to protect these specific areas within the site's overall area; • A Flood Risk Assessment is required. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible • Access to the site is to be gained from Brockhole View and Brockhole Lane. • Development proposals on this site must accord with all relevant policies of the local plan 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
SG032	Car park, off Lower Greenfoot and Commercial Street, Settle	C3 Residential
Site Allocation Area: 0.412 ha (net developable area 0.412 ha).		
Number of Dwellings Generated: 13 dwellings (0.412 ha x 32 dwellings per ha).		
Development Principles: <ul style="list-style-type: none"> • Siting and design of development on the site to conserve the significance of heritage assets (listed buildings and conservation areas) on the site and their settings; • Opportunities for further intensification of use within this accessible, town centre site in terms of housing density should be maximised, subject to specific analysis. • The site is a town centre site with very good accessibility to key services and public transport. Proposals for development should therefore maximise the opportunities for future occupiers to walk or cycle to most key services rather than using a private vehicle; • Access to the site is to be gained from Lower Greenfoot. • Development proposals on this site must accord with all relevant policies of the local plan 		

Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		
Site Ref.	Location	Uses
SG042	NYCC Depot, Kirkgate, Settle	C3 Residential
Site Allocation Area: 0.245 ha (net developable area 0.245 ha).		
Number of Dwellings Generated: 8 dwellings (0.245 ha x 32 dwellings per ha).		
Development Principles: <ul style="list-style-type: none"> • Siting and design of development on the site to conserve the significance of heritage assets (listed buildings and conservation areas) on the site and their settings;; • Opportunities for further intensification of use within this accessible, town centre site in terms of housing density should be maximised, subject to specific analysis. • The site is a town centre site with very good accessibility to key services and public transport. Proposals for development should therefore maximise the opportunities for future occupiers to walk or cycle to most key services rather than using a private vehicle; • Air quality, noise pollution and/or light pollution measures to be addressed as far as possible in the design and layout of the scheme on the site; • Ground work assessment will be required as part of the on-site works to investigate areas thought to be of archaeological significance. This may include sub-division of the site to protect these specific areas within the site's overall area; • Access to the site is to be gained from and Church Street car park and Kirkgate. • Development proposals on this site must accord with all relevant policies of the local plan 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
SG079	Land to the north of Town Head Way, Settle	C3 Residential
Site Allocation Area: 1.745 ha (net developable area 1.095 ha; green infrastructure area 0.65 hectares).		
Number of Dwellings Generated: 35 dwellings (1.095 ha x 32 dwellings per ha).		
Development Principles: <ul style="list-style-type: none"> • Siting and design of development on the site to conserve the significance of heritage assets (listed buildings and conservation areas) on the site and their settings; • The site is a greenfield site in a prominent location on the edge of Settle. Development proposals for this site should incorporate biodiversity and landscape mitigation(s) including a green infrastructure corridor along the eastern boundary of the site to mitigate impact on the National Park.; • The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution. 		

- A Flood Risk Assessment is required. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible
- Access to the site is to be gained from Town Head Way.
- Development proposals on this site must accord with all relevant policies of the local plan

Expected Delivery Timeframe of the 2012-2032 Plan Period: Medium term 6 to 10 years.

Site Ref.	Location	Uses
SG060	Northern part of Sowarth Industrial Estate, Settle	Commercially led including employment, retail, leisure and some residential uses
Site Allocation Area: 1.654 ha		
<p>Overall A commercially led mixed use regeneration opportunity on the northern part of Sowarth Industrial Estate, Settle offering potential to enhance this part of town. Site to include a mix of employment, retail, and leisure uses, with an element of residential. Regeneration of the site provides opportunities for improvements to environmental quality and enhanced connections in this part of the town. Proposals should take account of the following development principles:</p>		
<p>Development Principles:</p> <p>Use</p> <ul style="list-style-type: none"> • Proposals should enhance the role of Sowarth Industrial Estate as a multi-use town centre business park, including a mix of employment, retail and leisure uses that complement and underpin the regeneration of this town centre business park; • Opportunity for a limited amount of residential use, in keeping with the residential areas to the north of the site, and incorporating pedestrian links to the town centre where possible; • Existing business, commercial and retail uses and activities are to be retained where possible and enhanced. <p>Access</p> <ul style="list-style-type: none"> • Principal vehicular accesses to be gained from Kirkgate and Kings Mill Lane. <p>Flood risk mitigation</p> <ul style="list-style-type: none"> • A Flood Risk Assessment is required and proposals will need to address and mitigate flood risk including making use of Sustainable Urban Drainage Systems (SUDS) to mitigate run off and localised flood risk. <p>Heritage significance</p> <ul style="list-style-type: none"> • A ground work assessment will be required as part of the on-site works to investigate areas of potential archaeological significance; • Regeneration proposals should take account of the setting and significance of designated heritage assets (Conservation Area and listed buildings) in the immediate surroundings of the regeneration opportunity. 		

Ground Conditions/Contamination

- Given the current industrial use on site a ground conditions assessment is required to consider the potential presence of ground contaminants arising from historical uses/activities.

Masterplan

A Masterplan for the regeneration opportunity area, including the incorporation of the development and design principles detailed above, shall be produced in collaboration with, and to the satisfaction of, the local planning authority and other key stakeholders. Development proposals will be expected to accord with the principles of the Masterplan. Regeneration should not occur on a piecemeal basis and a comprehensive approach to redevelopment is expected.

Site Assembly

The opportunity area is in a range of ownerships and assembling the site will influence delivery timescales. Site assembly powers will be considered for use where it is expedient, appropriate and necessary for regeneration to succeed.

Development proposals on this site must accord with all relevant policies of the local plan

Expected Delivery Timeframe in the 2012-2032 plan period: Long term, 11 to 15 years

Site Ref.	Location	Uses
SG064	Land south of Runley Bridge Farm and west of B6480	Employment led mixed use development
Site Allocation Area: 5.039 hectares.		
Development Principles:		
<ul style="list-style-type: none"> • The site is allocated as employment led mixed use site with an element of residential. A minimum of 2.6 ha shall be for B1, B2 and B8 uses; • Siting and design of development on the site to conserve the significance of heritage assets (listed buildings and scheduled ancient monuments) on the site and their settings; • A ground work assessment is required as part of the on-site works to investigate areas thought to be of archaeological significance; • The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution. • Access to the site is to be gained from the B6480. • Development proposals on this site must accord with all relevant policies of the local plan 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short to medium term 6 to 10 years		

DRAFT POLICY SP7: STRATEGY FOR BENTHAM –TIER 2

Bentham is a secondary location for growth in the plan area, reflecting its role as a key service centre in the north sub area and providing serviced employment land and housing growth to underpin growing prosperity in the town; capitalise on linkages with the rail connected university city of Lancaster, and the tourism potential of the Forest of Bowland AONB. Provision is made for the following development areas to meet housing needs and bolster prosperity and resilience in the town:

Housing Sites:

Site Ref	Location	Net Dev Area (Ha)	Yield	Expected Timescales for Delivery		
				Short Term 1 to 5 years	Medium Term 6 to 10 years	Long Term 11 to 15 years
HB011	Primary school, east of Robin Lane, west of Lowcroft, High Bentham	0.962	30			
HB024	North of Lakeber Drive, High Bentham	0.872	27			
HB025	East of Butts Lane, High Bentham	1.015	32			
HB026	North of Springfield Crescent and east of Butts Lane, High Bentham	2.577	82			
HB036	Land to the East of Robin Lane, High Bentham	0.502	16			
HB038	Land south of Low Bentham Road, High Bentham	0.891	28			

HB039	Land between Springfield Crescent and Tatterthorn Road, High Bentham	0.616	19			
HB042	Land between Pye Busk and Belle Bank, High Bentham	0.475	15			
HB044	Land to west of Goodenber Road, High Bentham	1.870	59			
HB052	Land to north west of Bank Head Farm and south of Ghyllhead Farm, High Bentham	3.688	118			
LB012	Wenning View, Low Bentham Road, Low Bentham	0.566	18			
Total		14.034	444	426	9	9
<p>Proposals for development on the sites identified above will be supported subject to compliance with the following Development Principles for each site.</p>						

Development Principles for Housing identified in draft Policy SP7

Site Ref.	Location	Uses
HB011	Primary school, east of Robin Lane, west of Lowcroft, High Bentham	C3 Residential
<p>Site Allocation Area: 0.962 ha (net developable area 0.962 ha).</p>		
<p>Number of Dwellings Generated: 30 dwellings (0.962 ha x 32 dwellings per ha).</p>		
<p>Development Principles:</p> <ul style="list-style-type: none"> • Recreational space and/or other community benefits will be provided within open areas of the site. • Development will conserve heritage assets, including those revealed in the Assessment of High Bentham for Conservation Area designation (August 2016). • Development will take advantage of the site's central location by encouraging walking and cycling to nearby services and public transport. • Development will present an opportunity to regenerate the local area, improve overall standards of living and promote sustainable communities through the provision of extra care housing for older people to meet identified local needs. 		

- Access to the site is to be gained from Robin Lane and Low Croft.
- Development proposals on this site must accord with all relevant policies of the local plan

Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.

Site Ref.	Location	Uses
HB024	North of Lakeber Drive, High Bentham	C3 Residential
Site Allocation Area: 0.872 ha (net developable area 0.872 ha).		
Number of Dwellings Generated: 27 dwellings (0.872 ha x 32 dwellings per ha).		
Development Principles:		
<ul style="list-style-type: none"> • The public footpath crossing the site will form a framework for the design of on-site public open space to provide enhanced green infrastructure, a connection to open countryside to the north and associated well-being benefits. Development of this site and adjoining allocated sites HB052 and HB044 will take the opportunity to secure additional benefits by creating green infrastructure linkages across all three sites. • The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution. • Development proposals on this site must accord with all relevant policies of the local plan 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
HB025	East of Butts Lane, High Bentham	C3 Residential
Site Allocation Area: 1.015 ha (net developable area 1.015 ha.)		
Number of Dwellings Generated: 32 dwellings (1.015 ha x 32 dwellings per ha).		
Development Principles:		
<ul style="list-style-type: none"> • A Flood Risk Assessment is required, as a fluvial and/or surface water hazard has been identified within part of the site area. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site's prominent location shall be addressed in the design, layout and landscaping of the development to ensure that the character and appearance of the local area is not adversely affected and shall include measures to minimise impacts on air quality, noise and light pollution; • Access to the site is to be gained from Butts Lane • Development proposals on this site must accord with all relevant policies of the local plan 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
HB026	North of Springfield Crescent and east of Butts Lane, High Bentham	C3 Residential
Site Allocation Area: 2.577 ha (net developable area 2.577 ha).		
Number of Dwellings Generated: 82 dwellings (2.577 ha x 32 dwellings per ha).		
Development Principles: <ul style="list-style-type: none"> • A Flood Risk Assessment may be required as a surface water hazard adjoins part of the site. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site's prominent location shall be addressed in the design, layout and landscaping of the development to ensure that the character and appearance of the local area is not adversely affected and shall include measures to minimise impacts on air quality, noise and light pollution; • Access to the site is to be gained from Springfield Crescent • Development proposals on this site must accord with all relevant policies of the local plan 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
HB036	Land to the East of Robin Lane, High Bentham	C3 Residential
Site Allocation Area: 0.502 ha (net developable area 0.502 ha).		
Number of Dwellings Generated: 16 dwellings (0.502 ha x 32 dwellings per ha).		
Development Principles: <ul style="list-style-type: none"> • A Flood Risk Assessment may be required as there is some risk of groundwater emergence within the site. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site's prominent location at the town's northern entrance shall be addressed in the design, layout and landscaping of the development to ensure that the character and appearance of the local area is not adversely affected and shall include measures to minimise impacts on air quality, noise and light pollution. • Access to the site is to be gained from Robin Lane, at the south end of the site • Development proposals on this site must accord with all relevant policies of the local plan 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
HB038	Land south of Low Bentham Road, High Bentham	C3 Residential
Site Allocation Area: 0.891 ha (net developable area 0.891 ha).		
Number of Dwellings Generated: 28 dwellings (0.891 ha x 32 dwellings per ha).		
Development Principles: <ul style="list-style-type: none"> • The site's prominent location shall be addressed in the design, layout and landscaping of the development to ensure that the character and appearance of the local area is not adversely affected and shall include measures to minimise impacts on air quality, noise and light pollution; • Access to the site is to be gained from the B6480; • Development proposals on this site must accord with all relevant policies of the local plan 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
HB039	Land between Springfield Crescent and Tatterthorn Road, High Bentham	C3 Residential
Site Allocation Area: 0.616 ha (net developable area 0.616 ha).		
Number of Dwellings Generated: 19 dwellings (0.616 ha x 32 dwellings per ha).		
Development Principles: <ul style="list-style-type: none"> • A Flood Risk Assessment may be required as there is some risk of groundwater emergence within the site. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site's prominent location at the town's eastern entrance shall be addressed in the design, layout and landscaping of the development to ensure that the character and appearance of the local area is not adversely affected and shall include measures to minimise impacts on air quality, noise and light pollution; • Access to the site is to be gained from the B6480 • Development proposals on this site must accord with all relevant policies of the local plan 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
HB042	Land between Pye Busk and Belle Bank, High Bentham	C3 Residential
Site Allocation Area: 0.475 ha (net developable area 0.475 ha).		
Number of Dwellings Generated: 15 dwellings (0.475 ha x 32 dwellings per ha).		
Development Principles: <ul style="list-style-type: none"> • A Flood Risk Assessment may be required as there is some risk of groundwater emergence within the site. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site's prominent location at the town's eastern entrance will be addressed in the design, layout and landscaping of the development to ensure that the character and appearance of the local area is not adversely affected and shall include measures to minimise impacts on air quality, noise and light pollution; • Access to the site is to be gained from the B6480; • Development proposals on this site must accord with all relevant policies of the local plan 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
HB044	Land to west of Goodenber Road, High Bentham	C3 Residential
Site Allocation Area: 1.870 ha (net developable area 1.870 ha).		
Number of Dwellings Generated: 59 dwellings (1.870 ha x 32 dwellings per ha).		
Development Principles: <ul style="list-style-type: none"> • Development of the site will incorporate a means of access to and from the adjoining allocated site HB052. • A new public footpath link will be created across the site and will be combined with on-site public open space, in order to enhance the public rights of way network, the site's accessibility to local services (including the town centre and primary school) and local green infrastructure provision. Development of this site and adjoining allocated sites HB052 and HB024 will take the opportunity to secure additional benefits by creating green infrastructure linkages across all three sites. • Development proposals on this site must accord with all relevant policies of the local plan 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
HB052	Land to north west of Bank Head Farm and south of Ghyllhead Farm, High Bentham	C3 Residential
Site Allocation Area: 5.742 ha (including a net developable area of 3.688 ha and 2.054 ha of additional green infrastructure).		
Number of Dwellings Generated: 118 dwellings (3.688 ha x 32 dwellings per ha).		
Development Principles: <ul style="list-style-type: none"> • Development of the site will incorporate a means of access to and from the adjoining allocated site HB044. • Development of the site will contribute to the improvement and growth of green infrastructure and to achieving net gains in biodiversity. Existing public rights of way that cross the site will form a framework for the design of substantial on-site public green space, which will mitigate landscape impact, enhance local green infrastructure, achieve a net gain in biodiversity, provide a connection to the open countryside and secure well-being benefits. Development of this site and adjoining preferred sites HB044 and HB024 will take the opportunity to secure additional benefits by creating green infrastructure linkages across all three sites. • A Flood Risk Assessment is required, as a surface water hazard has been identified within parts of the site. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site's size and prominent location on the town's northern periphery will be addressed in the design, layout and landscaping of the development to ensure that the character and appearance of the local area is not adversely affected and shall include measures to minimise impacts on air quality, noise and light pollution; • Access to the site is to be gained from Robin Lane • Development proposals on this site must accord with all relevant policies of the local plan 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
LB012	Wenning View, Low Bentham Road, Low Bentham	C3 Residential
Site Allocation Area: 0.566 ha (net developable area 0. 566 ha).		
Number of Dwellings Generated: 18 dwellings (0.566 ha x 32 dwellings per ha).		
Development Principles: <ul style="list-style-type: none"> • The developer is required to arrange an investigation and assessment of the site's archaeological interest, which may necessitate the carrying out of ground works before and/or during development. The findings of the investigation and assessment will be taken into account in the proposals and any necessary mitigation measures will be incorporated into the development, in the interests of archaeological conservation. • Development proposals on this site must accord with all relevant policies of the local plan • Access to the site is to be gained from the B6480. 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Medium to long term 6 to 15 years.		

DRAFT POLICY SP8: STRATEGY FOR GLUSBURN/CROSSHILLS – TIER 3

Located between Skipton and Steeton/Silsden in Bradford district, Glusburn/Crosshills is a substantial centre of population in Craven and is a service centre. There are however physical constraints to growth that influence future growth and direction. A proportionate level of growth is directed towards to Glusburn/Crosshills which takes account of this role, recognises associated infrastructure constraints and accounts for development opportunities. Provision is made for the following sites to secure growth that underpins the role and function of Glusburn/Crosshills:

Housing Sites:

				Expected Delivery Timeframe		
Site Ref	Location	Net Dev Area (Ha)	Yield	Short Term 1 to 5 years	Medium Term 6 to 10 years	Long Term 11 to 15 years
SC037(a)	Land at Ashfield Farm, Skipton Road, Crosshills	0.79	25			
SC085	Land at Malsis, Glusburn	0.2	36			
Total		0.99	61	61		

Proposals for development on the sites identified above will be supported subject to compliance with the following Development Principles for each site.

Development Principles for Housing Sites identified in draft Policy SP8

Site Ref.	Location	Uses
SC037(a)	Land at Ashfield Farm, Skipton Road, Crosshills	C3 Residential
Net Developable Area: 0.79 ha.		
Number of Dwellings Generated: 25 dwellings [0.79 ha x 32 dwellings per ha].		
Development Principles: <ul style="list-style-type: none"> • The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution. • The site has very good accessibility to key services and public transport. Proposals for development should therefore maximise the opportunities for future occupiers to walk or cycle to most key services rather than using a private vehicle; • Access to the site is to be gained from Skipton Road. • Development proposals on this site must accord with all relevant policies of the local plan 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
SC085	Land at Malsis, Glusburn	C3 Residential
Net Developable Area: 12.66 ha [0.2 ha net developable area; 12.46 ha green infrastructure area.		
Number of Dwellings Generated: 36 dwellings [0.2 ha (12.66 – 12.46) x 178 dwellings per ha].		
Development Principles: <ul style="list-style-type: none"> • Conversion of Malsis School and siting and design of development on the site to conserve the significance of heritage assets (listed buildings and grounds) on the site and their settings; • Ground work assessment will be required as part of the on-site works to investigate areas thought to be of archaeological significance; • Opportunity to incorporate social infrastructure related to community parks and other green infrastructure; • Biodiversity and/or landscape mitigation should be built into the design of the scheme. A large proportion of green infrastructure is proposed at this site to protect the parkland setting of the Grade II Listed Building; • A Flood Risk Assessment is required as a fluvial and/or surface water hazard has been identified within part of the site area. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution. • Access to the site is to be gained from Colne Road; • Development proposals on this site must accord with all relevant policies of the local plan 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years. .		

DRAFT POLICY SP9: STRATEGY FOR INGLETON –TIER 3

Located to the north of Low and High Bentham and adjacent to the A65, Ingleton is a tourist and employment centre, with a village centre that is struggling for vitality. A proportionate level of growth is directed towards Ingleton to bolster its' role and function as a local service centre, and provision is made for the following sites to achieve this:

Housing Sites:

				Expected Delivery Timeframe		
Site Ref	Location	Net Dev Area (Ha)	Yield	Short Term 1 to 5 years	Medium Term 6 to 10 years	Long Term 11 to 15 years
IN006	CDC car park, Backgate, Ingleton	0.179	6			
IN010	Caravan Park, north of River Greta, Ingleton	0.35	11			
IN028	Between Ingleborough Park Drive and Low Demesne, Ingleton.	0.9	29			
IN029	East of New Village and south of Low Demense, Ingleton.	0.7	22			
IN049	Former playing fields, Ingleton Middle School, Ingleton.	0.653	21			
Total		2.782	89	89		

Employment Sites:

				Expected Delivery Timeframe		
Site Ref	Location	Net Dev Area (Ha)	Uses	Short Term 1 to 5 years	Medium Term 6 to 10 years	Long Term 11 to 15 years
IN022 and IN035	Land adjacent to southern edge of industrial estate, off	2.94	B1, B2 and B8			

	New Road and west of Tatterthorn Lane					
Total		2.94				
Proposals for development on the sites identified above will be supported subject to compliance with the following Development Principles for each site.						

Development Principles for Housing and Employment Sites identified in draft Policy SP9

Site Ref.	Location	Uses
IN006	CDC car park, Backgate, Ingleton	C3 Residential
Site Allocation Area: 0.179 ha		
Number of Dwellings Generated: 6 dwellings [0.179 ha x 32 dwellings per ha].		
<p>Development Principles:</p> <ul style="list-style-type: none"> • Siting and design of development on the site to conserve the significance of heritage assets (conservation area and listed buildings) on the site and their settings; • A Flood Risk Assessment is required, as a fluvial and/or surface water hazard has been identified within part of the site area. . Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution. • Access to the site is to be gained from Backgate; • Development proposals on this site must accord with all relevant policies of the local plan. 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
IN010	Caravan Park, north of River Greta, Ingleton	C3 Residential
Site Allocation Area: 0.35 ha		
Number of Dwellings Generated: 11 dwellings (0.35 ha x 32 dwellings per ha)		
Development Principles: <ul style="list-style-type: none"> • Siting and design of development on the site to conserve the significance of heritage assets (listed buildings and conservation area) on the site and their settings where appropriate; • Opportunity to incorporate social infrastructure related to community parks and other green infrastructure; • A Flood Risk Assessment is required, as a fluvial and/or surface water hazard has been identified within part of the site area. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution. • Access to the site is to be gained from the B6255. • Development proposals on this site must accord with all relevant policies of the local plan. 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
IN028	Between Ingleborough Park Drive and Low Demesne, Ingleton.	C3 Residential
Site Allocation Area: 0.9 ha		
Number of Dwellings Generated: 29 dwellings [0.9 ha x 32 dwellings per ha].		
Development Principles: <ul style="list-style-type: none"> • Siting and design of development on the site to conserve the significance of heritage assets (listed buildings and conservation area) near the site and their settings;; • Opportunity to incorporate social infrastructure related to community parks and other green infrastructure; • A Flood Risk Assessment is required, as a fluvial and/or surface water hazard has been identified within part of the site area. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site is in a prominent location and in close proximity to the National Park boundary. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution; • Access to the site is to be gained from Ingleborough Park Drive; • Development proposals on this site must accord with all relevant policies of the local plan. 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
IN029	East of New Village and south of Low Demense, Ingleton.	C3 Residential
Site Allocation Area: 0.7 ha		
Number of Dwellings Generated: 22 dwellings [0.7 ha x 32 dwellings per ha].		
Development Principles: <ul style="list-style-type: none"> • Siting and design of development on the site to conserve the significance of heritage assets (listed buildings and conservation area) near the site and their settings appropriate; • Opportunity to incorporate social infrastructure related to community parks and other green infrastructure; • A Flood Risk Assessment is required, as a fluvial and/or surface water hazard has been identified within part of the site area. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution; • Access to the site is to be gained Low Demesne; • Development proposals on this site must accord with all relevant policies of the local plan. 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
IN049	Former playing fields, Ingleton Middle School, Ingleton.	C3 Residential
Site Allocation Area: 0.653 ha		
Number of Dwellings Generated: 21 dwellings [0.653 ha x 32 dwellings per ha].		
Development Principles: <p>This site allocation provides potential for the provision of extra care accommodation</p> <ul style="list-style-type: none"> • Siting and design of development on the site to conserve the significance of heritage assets (listed buildings and conservation area) near the site and their settings; • Opportunity to incorporate social infrastructure related to community parks and other green infrastructure; • A Flood Risk Assessment is required, as a fluvial and/or surface water hazard has been identified within part of the site area. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site is in a prominent location. Development proposals should be carefully and 		

sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution;

- Access to the site is to be gained from Laundry Lane.
- Development proposals on this site must accord with all relevant policies of the local plan.

Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.

Site Ref.	Location	Uses
IN022 and IN035	Land adjacent to southern edge of industrial estate, off New Road and west of Tatterthorn Lane	B1, B2 & B8
Site Allocation Area: 2.94 ha		
<p>Development Principles:</p> <ul style="list-style-type: none"> • The sites are allocated as an extension to the existing industrial estate to the south of New Road, Ingleton; • A Flood Risk Assessment is required, as a fluvial and/or surface water hazard has been identified within part of the site area. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • Air quality, noise pollution and/or light pollution measures to be addressed as far as possible in the design and layout of the scheme on the site; • Access to the site is to be gained from Enter Lane and from the A65 via Warth Lane; • Development proposals on this site must accord with all relevant policies of the local plan. 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term, within the next 5 years.		

DRAFT POLICY SP10: STRATEGY FOR GARGRAVE –TIER 3

Located astride the A65 and benefitting from rail connections with Skipton, Settle, Lancaster and beyond, Gargrave provides employment opportunities and has an active community set within a high quality built environment. A neighbourhood plan is in preparation. A proportionate level of growth is directed towards Gargrave to underpin and bolster its' role and function as a local service centre as follows:

Housing Sites:

				Expected Delivery Timeframe		
Site Ref	Location	Net Dev Area(Ha)	Yield	Short Term 1 to 5 years	Medium Term 6 to 10 years	Long Term 11 to 15 years
GA004	Neville House, Neville Crescent, Gargrave	0.423	14			
GA009	Land off Eshton Road, north of Canal, Gargrave	1.56	50			
GA031	Land to the west of Walton Close, Gargrave	1.38	44			
Total		3.363	108			

Proposals for development on the sites identified above will be supported subject to compliance with the following Development Principles for each site.

Development principles for Housing Sites identified in draft Policy SP10

Site Ref.	Location	Uses
GA004	Neville House, Neville Crescent, Gargrave	C3 Residential
Site Allocation Area: 0.423 ha		
Number of Dwellings Generated: 14 dwellings [0.423 ha x 32 dwellings per ha].		
Development Principles:		
<ul style="list-style-type: none"> The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include 		

<p>measures to minimise impacts on air quality, noise and light pollution;</p> <ul style="list-style-type: none"> • Ground work assessment will be required as part of the on-site works to investigate areas thought to be of archaeological significance; • Access to the site is to be gained from the existing access onto Neville Crescent. • Development proposals on this site must accord with all relevant policies of the local plan.
<p>Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.</p>

Site Ref.	Location	Uses
GA009	Land off Eshton Road, north of Canal, Gargrave	C3 Residential
<p>Site Allocation Area: 1.56 ha (estimate of area required to achieve 50 Extra Care units)</p>		
<p>Number of Dwellings Generated: 50 dwellings (in the form of Extra Care homes)</p>		
<p>Development Principles:</p> <p>This site allocation provides potential for the provision of extra care accommodation.</p> <ul style="list-style-type: none"> • Siting and design of development on the site to conserve the significance of heritage assets (conservation area) on the site and their settings; • Opportunity to incorporate social infrastructure related to community parks and other green infrastructure adjacent to the Leeds& Liverpool Canal; • A Flood Risk Assessment is required, as a fluvial and/or surface water hazard has been identified within part of the site area. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution; • Access to the site is to be gained from Eshton Road. • Development proposals on this site must accord with all relevant policies of the local plan. 		
<p>Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years</p>		

Site Ref.	Location	Uses
GA031	Land to the west of Walton Close, Gargrave	C3 Residential
Site Allocation Area: 1.38 ha		
Number of Dwellings Generated: 44 dwellings [1.38 ha x 32 dwellings per ha].		
<p>Development Principles:</p> <ul style="list-style-type: none"> • Siting and design of development on the site to conserve the significance of heritage assets (conservation area and scheduled ancient monuments) near the site and their settings; • Opportunity to incorporate social infrastructure related to community parks and other green infrastructure; • A Flood Risk Assessment is required, as a fluvial and/or surface water hazard has been identified within part of the site area. . Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution; • Access to the site is to be gained from Marton Road. • Development proposals on this site must accord with all relevant policies of the local plan. 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		

DRAFT POLICY SP11: STRATEGY FOR TIER 4A AND 4B VILLAGES WITH BASIC SERVICES AND BISECTED VILLAGES WITH BASIC SERVICES

Tier 4 settlements will receive a limited amount of growth that underpins their role and function as settlements with basic services and to ensure ongoing sustainability. Villages with basic services and/or tourism function which are bisected by the National Park boundary also receive an appropriate level of growth on the following sites:

Housing Sites:

				Expected Delivery Timeframe		
Site Ref	Location	Net Dev Area (Ha)	Yield	Short Term 1 to 5 years	Medium Term 6 to 10 years	Long Term 11 to 15 years
BU012	Richard Thornton's CE Primary School, Burton in Lonsdale	0.489	15			
BR016	Land to west of Gilders, Langholme Skipton Road, Low Bradley.	0.77	25			
RA001	Hollins Croft, Rathmell	0.4	13			
RA004	Land to the south west of Gooselands, Rathmell	0.218	7			

Mixed Use Housing and Employment Site

Site Ref	Location	Net Dev Area (Ha)	Yield	Short Term 1 to 5 years	Medium Term 6 to 10 years	Long Term 11 to 15 years
CN006	Station Works, north of Cononley Lane, Cononley	2.168	C3 – 93 B1 –			

			1,445 sqm			
Total		4.027	153	153		
<p>Proposals for development on the sites identified above will be supported subject to compliance with the following Development Principles for each site.</p>						

Development principles for Housing and Mixed Use Sites identified in draft Policy SP11

Site Ref.	Location	Uses
BU012	Richard Thornton's CE Primary School, Burton in Lonsdale	C3 Residential
<p>Net Developable Area: 0.74 ha [including 0.251ha of green infrastructure provision].</p>		
<p>Number of Dwellings Generated: 15 dwellings [0.489 hectares (0.74 – 0.251) x 32 dwellings per hectare].</p>		
<p>Development Principles:</p> <ul style="list-style-type: none"> • Conversion of the school and siting and design of development on the site to conserve the significance of heritage assets (listed buildings and scheduled ancient monuments) on the site and their settings; • Green infrastructure shall be provided on the site to protect the setting of the Grade II Listed Building; • Ground work assessment may be required as part of the on-site works to investigate areas thought to be of archaeological significance; • The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution; • Access to the site is to be gained from the A687; • Development proposals on this site must accord with all relevant policies of the local plan 		
<p>Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years .</p>		

Site Ref.	Location	Uses
BR016	Land to west of Gilders, Langholme Skipton Road, Low Bradley.	C3 Residential
<p>Site Allocation Area: 0.77 ha</p>		
<p>Number of Dwellings Generated: 25 dwellings [0.77 ha x 32 dwellings per ha].</p>		

Development Principles:

- Siting and design of development on the site to conserve the significance of conservation area setting;
- The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution quality, noise pollution
- Ground work assessment will be required as part of the on-site works to investigate areas thought to be of archaeological significance;
- Access to the site is to be gained from Skipton Road.
- Development proposals on this site must accord with all relevant policies of the local plan

Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.

Site Ref.	Location	Uses
RA001	Hollins Croft, Rathmell	C3 Residential
Site Allocation Area: 0.4 ha (net developable area 0.4 ha).		
Number of Dwellings Generated: 13 dwellings (0.4 ha x 32 dwellings per ha).		
Development Principles:		
<ul style="list-style-type: none"> • The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution quality, noise pollution • Ground work assessment will be required as part of the on-site works to investigate areas thought to be of archaeological significance. This may include sub-division of the site to protect these specific areas within the site's overall area; • Access to the site is to be gained from Hesley Lane. • Development proposals on this site must accord with all relevant policies of the local plan 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		

Site Ref.	Location	Uses
RA004	Land to the south west of Gooselands, Rathmell	C3 Residential
Site Allocation Area: 0.218 ha (net developable area 0.218 ha).		
Number of Dwellings Generated: 7 dwellings (0.218 ha x 32 dwellings per ha).		
Development Principles:		

- A Flood Risk Assessment is required, as a surface water hazard has been identified within part of the site area. . Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible;
- Ground work assessment will be required as part of the on-site works to investigate areas thought to be of archaeological significance. This may include sub-division of the site to protect these specific areas within the site's overall area;
- Access to the site is to be gained from Gooselands and Main Street.
- Development proposals on this site must accord with all relevant policies of the local plan

Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.

Site Ref.	Location	Uses
CN006	Station Works, north of Cononley Lane, Cononley	C3 Residential & B1 Business
Net Developable Area: 2.168 ha [including 1,445sqm of B1 uses provision].		
Number of Dwellings Generated: 93 dwellings [2.02 ha (2.168ha – 1,445sqm) x 46 dwellings per ha].		
<p>Development Principles:</p> <ul style="list-style-type: none"> • The site should be promoted as partly 'employment led' to ensure the delivery of the Council's socio-economic objectives set out in the Local Plan. • Siting and design of development on the site to conserve the significance of heritage assets (site adjacent to conservation area) and their settings, including retention and conversion of Mill buildings; • Ground work assessment may be required as part of the on-site works to investigate areas thought to be of archaeological significance. • A Flood Risk Assessment is required, as a significant fluvial and/or surface water hazard has been identified within part of the site area. Proposals for development on this site should incorporate Sustainable Urban Drainage Systems (SUDS), unless this is not possible or feasible; • The site is in a prominent location. Development proposals should be carefully and sensitively designed to minimise visual impact on the character and appearance of the area, and include measures to minimise impacts on air quality, noise and light pollution. • As the site has very good accessibility to key services and public transport, proposals for development should maximise the opportunities for future occupiers to walk or cycle to most key services rather than using a private vehicle; • Access to the site is to be gained from Cononley Lane. • Development proposals on this site must accord with all relevant policies of the local plan 		
Expected Delivery Timeframe of the 2012-2032 Plan Period: Short term 1 to 5 years.		

Infrastructure requirements and delivery

4.62 The delivery of new or improved infrastructure and services to support new development in a timely manner will be an important element in ensuring the appropriate and sustainable delivery of new growth in Craven. It is important to ensure that certain infrastructure is provided before development begins, to safeguard against adverse impacts that may arise. To facilitate this, it is important that infrastructure needs are understood, and costed early on as part of the plan making process.

4.63 Planning for infrastructure provision has been, and continues to be, an ongoing process through the development of an Infrastructure Delivery Plan (IDP), which accompanies this plan (Appendix C). The IDP has been produced in collaboration with infrastructure providers and examines provision of the following broad types of infrastructure:

- Physical: transport, energy, water and drainage, waste
- Social: education, health care, leisure and recreation, community and social and emergency services
- Green: open space

4.64 The IDP is a living document and will be updated regularly, providing an overview of the infrastructure required to support new development. It also provides an overview of who is responsible for delivery, and a broad indication of costs and funding mechanisms. Moreover, the IDP will act as a focus for delivery, but should not be seen as a detailed investment programme.

Funding Infrastructure and Services

4.65 Infrastructure provision will be funded through a number of sources. Mainstream funding, such as the District and County Council's capital programmes, service providers' investment programmes, and government grants, will continue to fund the bulk of infrastructure spending. However, other initiatives such as planning obligations and the Community Infrastructure Levy (CIL) can also provide a substantial resource for locally-determined priorities.

4.66 As part of the planning for infrastructure provision, the Council needs to consider the role that developers can play in helping to provide the physical, social and green infrastructure that is required and is arising from new growth. When planning permission is granted for new development, the Council will seek contributions from developers towards a range of infrastructure in line with the provisions of **Policy INF1: Planning Obligations** (subject to the outcome of Viability Testing)

DRAFT POLICY SP12: INFRASTRUCTURE, STRATEGY AND DEVELOPMENT DELIVERY

The Council will work with statutory undertakers, utility companies and other agencies to identify the infrastructure required to support the planned growth proposed in the local plan. **This is set out in the Infrastructure Delivery Plan (IDP) which accompanies the local plan (Appendix C). The IDP will be updated regularly.**

The Council will work to mitigate and minimise adverse impacts that may arise from the delivery of the local plan. Decisions on the timing of infrastructure delivery will be tied to the timing of development over the plan period. Associated decisions should be taken based upon an assessment of the contribution to social, economic and environmental sustainability and effect upon implementation of the strategy, not solely cost.

Development proposals are expected to either provide, or enable the provision of, infrastructure which is directly related to, or made necessary by that development. Where infrastructure cannot be provided directly, the Council will seek developer contributions through planning obligations in accordance with Policy INF1 or Community Infrastructure Levy (CIL) (only if and when a CIL charge has been adopted under the relevant Regulations).

The Council expects that infrastructure improvements and investments to be delivered by development, or through developer contributions secured by legal agreement or CIL. Delivery of infrastructure should be timely and to an adoptable standard, as specified by the relevant responsible statutory undertaker, organisation or authority.

SECTION 5: ENVIRONMENT

COUNTRYSIDE AND LANDSCAPE

- 5.1 Craven's countryside – its land and scenery – and the quality of its landscapes are the area's defining feature and the jewel in its crown. People's appreciation and enjoyment of Craven, and the area's vitality and success, depend, in many ways, on its outstanding countryside and landscape. This policy is therefore of central importance to the Craven Local Plan.
- 5.2 Local landscapes have been influenced and defined by natural and human activity, including a long tradition of farming and small-scale urban development. Because human and natural activity evolves over time, landscape character will also change over time. Positive and beneficial management of that change, including restoration and protection where necessary, is essential to maintaining the quality, distinctiveness and vitality of the local environment.

Landscape Character

- 5.3 Within Craven there are areas of different landscape character. Many of these are rural and agricultural, but there are urban environments, too, including the settings of our historic villages and market towns. Landscape appraisal helps to describe the important characteristics of different areas of landscape (called landscape characterisation), grouping areas according to shared features. This helps to make recommendations for future conservation and management. The most up to date landscape appraisal for Craven at the time will be an important tool in drawing-up and determining proposals for new development.
- 5.4 Currently, the Craven Landscape Appraisal (2002) and the Forest of Bowland Landscape Character Assessment (2009) are the relevant Landscape Appraisals used in decision making. These appraisals may be updated during the plan period in which case successor documents will be used in decision making.

5.5 Other sources of information and guidance on landscape management include Natural England's work on National Character Areas. Character areas have been profiled into landscapes which share similar characteristics and do not follow administrative boundaries. Each profile establishes guidance which can be important to decision making. In Craven the following five areas have been identified:

- 21 Yorkshire Dales
- 33 Bowland Fringe and Pendle Hill
- 34 Bowland Fells
- 35 Lancashire Valleys
- 36 Southern Pennines

5.6 The North Yorkshire and York Landscape Character Assessment tells us how historic processes have contributed to landscapes over time. This kind of information and guidance is helpful in the conservation of features that give places their unique character, in identifying opportunities for enhancement and positive change, and in providing evidence to support local action.

Designated Landscapes

5.7 Areas of Outstanding Natural Beauty and National Parks are national landscape designations afforded the highest protection for their landscape and scenic quality. The protection of these areas relates not only to the land within them, but also to their settings.

5.8 The Forest of Bowland Area of Outstanding Natural Beauty (AONB) covers around a third of the Craven plan area. Designated in 1964, the AONB is recognised for its exceptional landscape value and special qualities including its heather moorland, blanket bog and rare birds and is also important for its upland hay meadows, ancient semi-natural woodlands and tranquillity. The landscape setting of the Yorkshire Dales National Park is also an important influence within the plan area, stretching along most of the eastern boundary.

- 5.9 The Council has a legal duty³² to work with the AONB and national park management bodies in the conservation and enhancement of the natural beauty of the Forest of Bowland AONB and the Yorkshire Dales National Park. The Council will also work with these bodies in achieving their other aims. Where development proposals could affect either of these designations, the Council and developers will need to consider the objectives of the management plans for these locations.
- 5.10 Craven has two Registered Historic Parks and Gardens (Broughton Hall and Gledstone Hall). These Parks and Gardens are designated under the 'Register of Historic Parks and Gardens of Special Historic Interest in England.' Proposals which affect these heritage assets will be considered under policy ENV2 (Heritage).

Partnership Working

- 5.11 The Council makes a positive commitment towards implementing the Rights of Way Improvement Plan in seeking to deliver benefits to general health including obesity. The Council will work with the Local Access Forums of the Yorkshire Dales National Park and the North Yorkshire Local Access Forum.

Dark Skies

- 5.12 Craven is a sparse rural area where large gaps exist between settlements, and there are large expanses of land with relatively little artificial light helping to keep the sky dark at night. Light in the wrong place (where it is not intended or wanted), or at the wrong time, is a form of pollution as it spoils the environment and can impact on health and wellbeing of people, **the migration and feeding behaviour of bird and other animal species including in particular nocturnal species such as owls and bats, and the opportunity to view constellations.** Light pollution can be caused through glare, trespass, scenic intrusion or sky glow all resulting in different effects.
- 5.13 The Institution of Lighting Professionals identifies five different Environmental Zones. National Parks and Areas of Outstanding Natural Beauty are

³² Duty of Regard under the Countryside and Rights of Way Act 2000

classified as E1 (the second most rigorous category). In these locations the lighting environment should be 'intrinsically dark'. Developers should have regard to the Forest of Bowland AONB Obtrusive Lighting Position Statement which will be used in decision making, this sets the position that within the AONB or in locations affecting its boundaries, exterior lighting proposed as part of any new development should be the minimum required and only appropriate to its purpose, so as to protect the area's natural surroundings and intrinsic darkness.

- 5.14 **However, it is also important outside these designated areas, where there are significant areas of remote open countryside that also have intrinsically dark skies, that these locations are not adversely affected by lighting arising from new development proposals. Therefore other non-designated areas of remote open countryside, and areas identified as being sensitive to light pollution within the relevant landscape character appraisal in the local plan area are categorised as being within Environmental Zone E1 under the ILP Guidance (guidance Notes for the Reduction of Obtrusive Lighting) and shall be subject to the requirements for light levels in that document (or successor documents) unless otherwise agreed with the Local Authority.'**
- 5.15 Guidance on lighting is contained within the Institute of Lighting Professionals *Guidance Notes for the Reduction of Obtrusive Light GN01:2011*.
- 5.16 Where significant lighting is proposed for example through the installation of floodlights, developers will be required to submit a lighting assessment and strategy demonstrating how impacts will be minimised and appropriate mitigation incorporated.

DRAFT POLICY ENV1: COUNTRYSIDE AND LANDSCAPE

Sustainable growth will ensure that the quality of Craven's countryside and landscape is conserved for future generations to enjoy; and that opportunities to restore and enhance the landscape are taken wherever possible. To achieve this, the Council will:

- a) Expect new development proposals, in those areas not subject to national landscape designations, to respect, safeguard, and wherever possible, restore or enhance the landscape character of the area. Proposals should have regard to the relevant Landscape Character Appraisal, and specifically to the different landscape character types that are present in the plan area. Regard should also be had to the relevant Natural England Character Area Profile and the York and North Yorkshire Landscape Characterisation Project (or successor documents). Proposals should show how they respond to the particular character type they are located within.
- b) Support proposals that secure the restoration of degraded landscapes, in ways that also help to achieve biodiversity and heritage objectives.
- c) Support proposals that secure the restoration, preservation and where possible enhancement of natural and historic man-made features.
- d) In determining proposals which affect the Forest of Bowland Area of Outstanding Natural Beauty (AONB) and its setting or the setting of the Yorkshire Dales National Park, the Council will give great weight to conservation of their landscape (including their intrinsically dark landscapes for the enjoyment and experience of dark skies) and scenic beauty. In addition, proposals will be considered on a needs basis, should be in scale with, and have respect for their surroundings and be in line with the AONB or National Park Management Plan objectives.
- e) Support proposals that secure the restoration, preservation and where possible enhancement of the public rights of way network, including the improvement of existing public rights of way, the creation of new public rights of way and the promotion of disabled access to the countryside.

- f) The impacts of obtrusive lighting will be minimised within proposals for new development. All new proposals where external lighting is to be incorporated within a development scheme shall be subject to guidance set out in the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Lighting GN01:2011. For the purposes of clarity, areas of remote open countryside and those which are identified as being sensitive to light pollution within the relevant Landscape Character Appraisal will be categorised as falling within zone E1.
- g) Enable settlements to grow in ways that respect their form, distribution and landscape setting. Important considerations will include; allowing the countryside to permeate built-up areas; maintaining gaps between settlements in order to preserve their separate identities; and preserving and creating connections between built-up areas and the countryside, including existing and new public rights of way.

HERITAGE

- 5.17 Heritage is what we've inherited from the past and place special value upon. It's a broad term and can be applied to a wide range of things from landscapes and buildings to customs and knowledge. As well as being a record of our development through history, it creates local identity, is weaved into our modern way of life and can be an inspiration for positive change into the future. Heritage is irreplaceable and heritage conservation is therefore essential to the achievement of sustainable development.
- 5.18 Craven's heritage includes a rich historic environment, which underpins the area's character, appeal and success. Within this historic environment, a number of heritage assets have been designated in recognition of their special significance³³. The NPPF makes it clear that great weight should be given to the conservation of these assets when considering development proposals:

³³Significance is defined as "the value of a heritage asset to this and future generations because of its heritage interest" (NPPF).

- Listed buildings—of which there are about 888 within the plan area
- Scheduled ancient monuments—31 in the plan area
- Registered parks and gardens— 2 in the plan area
- Conservation areas—29 in the plan area

5.19 However, the designated heritage assets represent only a fraction of the heritage resource of Craven. Indeed, it is the wealth of non-designated elements which help to give Craven’s towns, villages and countryside their distinct identity. These non-designated heritage assets are a vital part of the social and cultural identity of the District helping to provide distinctiveness, meaning and quality to the places in which its communities live, providing a sense of continuity and a source of identity and are valued by local people as part of the familiar and cherished local scene. Many non-designated assets are known about and already identified, but others may be undiscovered or unrecognised, or their existence may only be suspected—archaeological remains are a good example³⁴.

5.20 This plan needs to maintain and manage change to these heritage assets in a way which sustains and, where appropriate, enhances their significance. This can be achieved through enabling positive change that follows principles of good conservation and design; and by ensuring that any development proposal affecting a heritage asset is based on knowledge, understanding and appreciation of the asset’s significance. **In cases where archaeological significance is not fully understood, or where archaeological potential has been identified, developers will need to provide information to support their proposals in the form of archaeological field evaluations.**

5.21 **Change to heritage assets can also have an impact on biodiversity. Canal and river-side buildings, bridges and barns, in particular, provide valuable roosting and nesting sites for protected species – such as barn owls, bats, swallows, swifts and house martins – and support the use of canal and river corridors as green infrastructure. Conserving**

³⁴ **Non- designated heritage assets are identified in the Historic Environment Record, which is maintained by North Yorkshire County Council and in conservation area appraisals undertaken by Craven District Council, which are available online.**

heritage assets in ways that promote biodiversity will therefore be supported.

- 5.22 In order to sustain the long-term future of a heritage asset, it may be necessary for it to be put to a use for which it was not originally designed. This can help reduce the threat of neglect and decay and the number of assets being identified as being at risk³⁵. However, this should always be to the optimum viable use for that asset (i.e. the one that will cause least harm to its significance).
- 5.23 Any harm to or loss of a heritage asset - through destruction, alteration or development within its setting – will require clear and convincing justification. **Decisions will need to be based on informed, balanced judgements and the merits of each case.** Proposals which would result in harm to the significance of a designated heritage asset will be weighed against the public benefits of that proposal. Where substantial harm or total loss is likely to occur, it would have to be demonstrated that the harm is necessary to achieve substantial public benefits. Where any heritage assets or parts of heritage assets are likely to be lost, the assets should be properly surveyed and recorded beforehand. Requiring such records to be made, kept safe and open to the public is therefore an important element of heritage conservation.
- 5.24 Local communities and amenity groups have an important role to play in helping to identify those non-designated heritage assets in their area which they consider important to the character of their area. The impact of a development upon such assets will be taken into account in determining the appropriateness of any proposals. Neighbourhood plans can help to reveal the significance of heritage assets and especially non-designated assets. Communities can use their plans to identify buildings and places which are appreciated locally for their historic, cultural or townscape value—ensuring that the significance of those buildings and places can be properly and fully appreciated by all.

³⁵ **The Heritage at Risk Register is maintained by Historic England and is available online**

DRAFT POLICY ENV2: HERITAGE

Craven's historic environment will be conserved and, where appropriate, enhanced and its potential to contribute towards the economic regeneration, tourism and education of the area fully exploited. This will be achieved through:-

a) Paying particular attention to the conservation of those elements which contribute most to the District's distinctive character and sense of place.

These include:-

i) The legacy of mills, chimneys, and terraced housing associated with the textile industry

ii) The bridges and structures associated with the Settle-Carlisle Railway

iii) The buildings, bridges, locks and other structures associated with the Leeds-Liverpool Canal and Thanet Canal

iv) The historic market towns of Skipton and Settle

v) The legacy of traditional barns and other buildings and structures associated with the farming industry and historic land estates

b) Ensuring that proposals affecting a designated heritage asset (or an archaeological site of national importance) conserve those elements which contribute to its significance. Harm to such elements will be permitted only where this is outweighed by the public benefits of the proposal.

Substantial harm or total loss to the significance of a designated heritage asset (or an archaeological site of national importance) will be permitted only in exceptional circumstances.

c) Supporting proposals that would preserve or enhance the character or appearance of a Conservation Area, especially those elements which have been identified in a Conservation Area Appraisal as making a positive contribution to its significance.

d) Ensuring that proposals affecting an archaeological site of less than national importance conserve those elements which contribute to its

significance in line with the importance of the remains. In those cases where development affecting such sites is acceptable in principle, mitigation of damage will be ensured through preservation of the remains in situ as a preferred solution. When in situ preservation is not justified, the developer will be required to make adequate provision for excavation and recording before or during development.

- e) Supporting proposals which conserve Craven's non- designated heritage assets. Developments which would remove, harm or undermine the significance of such assets, or their contribution to the character of a place will only be permitted where the benefits of the development would outweigh the harm.
- f) Supporting proposals which will help to secure a sustainable future for Craven's heritage assets, especially those identified as being at greatest risk of loss or decay.
- g) Supporting in principle, the enhancement of heritage assets for biodiversity. This may include the enhancement of heritage buildings, barns and bridges as nesting and roosting sites for endangered species, such as swallows, bats and barn owls.

GOOD DESIGN

5.25 Good design may be more difficult to define than it is to recognise, but usually results in buildings and in places that look and feel better, function better and contribute more to the achievement of sustainable development. This means that well-designed environments are often more enjoyable, healthier, easier to move around, less conducive to crime and anti-social behaviour, and more durable and adaptable to change.

5.26 Craven's attractive environment, which includes historic market towns, villages and landscapes of individual character and distinctiveness, is the perfect inspiration for good design in all aspects of future growth. Designers

and their clients should therefore make the most of this opportunity to achieve good design in all of their projects—whatever the scale or location.

- 5.27 The Council promotes community involvement in new development proposals and members of the community may wish to identify important characteristics of their local environment, including locally valued elements of the built and natural environment to be incorporated into a development scheme e.g. through public realm improvements or art installations. Such elements form part of the local context and need to be understood and appreciated when designs are being drawn up. Community participation in design—such as in the design of neighbourhood open space—can help to ensure that designs work well for end-users.
- 5.28 Communities also have the option of setting out their own policies, in support of good design, within a Neighbourhood Plan. National guidance on good design is available from the government, its advisors and agencies. A number of recognised guidance documents establish principles that help to achieve good design, for example Building for Life.
- 5.29 Discussions about good design, between designers, their clients and the council, can be very helpful and are always encouraged. The best time for this is at the early stage of a project, so that things agreed during the discussion can form the basis of the final design without any great difficulty or delay.
- 5.30 Light pollution can be a form of nuisance, impacting on health and wellbeing as well as natural habitats and species. When considering lighting in new development, developers and decision makers should have regard to guidance prepared by the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011 (or its successor document)
- 5.31 Supplementary Planning Documents may be brought forward where necessary to aid developers and decision makers in bringing forward new development proposals founded on good design principles.
- 5.32 To help with the reading of the following policy on good design, some terms used in the policy are explained below:

Context

- 5.33 Context is local circumstances, which form the background to a design idea and help the design make sense in its surroundings.

Distinctiveness

- 5.34 The positive features that help to contribute towards creating a 'sense of place,' and individual identity.

Permeable

- 5.35 Permeable developments have ways through them, which allow people to walk and move freely in an enjoyable and easy way.

Legible, Sense of Place

- 5.36 Legible developments with a sense of place are clear enough to read, so you can tell where you are and where things are around you.

Backcloths and Landmarks

- 5.37 The majority of buildings provide a backcloth for occasional landmark buildings – it's important to have both in the right proportions and locations.

Public Realm

- 5.38 The public realm is where we can wander without entering any strictly private space – it adds to the look, feel and enjoyment of places.

Residential Amenity

- 5.39 Residential amenity concerns the benefit enjoyed by the external space around the private home. This benefit depends on the quality of space, location, size, orientation, accessibility, enclosure, noise and smell.

DRAFT POLICY ENV3: GOOD DESIGN

Good design will help to ensure that growth in Craven results in positive change, which benefits the local economy, environment and quality of life, including health and wellbeing. This will be achieved by following the general design principles set out in broad terms below:

Context

- a) Development should respond to the context and proposals should be based on a proper understanding and appreciation of environmental features, including both natural and built elements such as landscape, topography, vegetation, open space, microclimate, tranquillity, light and darkness**
- b) Designs should respect the form of surrounding buildings including density, scale, height, massing and use of high quality materials which should be locally sourced wherever possible;**
- c) Development should be legible and create a sense of place by maintaining, enhancing and creating good townscapes with beneficial elements like views, vistas, enclosures, focal points, public art, backcloths and landmarks;**
- d) Development should seek to enhance local distinctiveness through maintaining good aspects of the local environment, improving poorer aspects and adding new aspects that benefit the local environment;**
- e) Development should protect the amenity of existing residents and business occupiers as well as create acceptable amenity conditions for future occupiers;**

Infrastructure

- f) Designs should anticipate the need for external storage space within new developments, including space for the storage and collection of non-recyclable and recyclable waste;**

- g) Necessary services and infrastructure should be able to be accommodated without causing harm to retained features, or result in visual clutter;

Ensuring Development is Accessible

- h) Development proposals including changes of use should be accessible and inclusive to everyone, ensuring a means of access for people with physical disabilities;
- i) Development should be permeable and should make getting around easier—especially for pedestrians, cyclists and people with disabilities—by improving existing routes, adding new ones and creating connections to enhance the local network;
- j) Access roads should be designed as streets—they should form part of the public realm, be people-friendly, safe and active, allow natural surveillance and help to create a network of easy-to-use routes;
- k) **Schemes should seek to incorporate storage for bicycles to encourage sustainable modes of travel;**

Art And Culture

- l) Development should promote socialising, recreation, art, health and wellbeing, by maintaining and improving existing public spaces and by creating new public spaces, such as parks, squares and other areas of public realm;
- m) The provision of public art will be encouraged from the outset for all major development schemes;

Designing Out Crime

- n) The design of all new developments will be required to promote safe living environments, reduce opportunities for crime and the fear of crime, disorder and anti-social behaviour.

Shop Fronts/Advertisements

- o) New/alterations to shop fronts will only be permitted if the design is consistent with the character and scale of the existing building, if it is of high quality and uses materials that are deemed acceptable to the area. The shop fascia must be designed in scale, in its depth and width, with the façade and the street scene of which it forms part;**
- p) Proposals for advertisements will be assessed having regard to issues of highway/transport safety and the characteristics of the locality, including features of scenic, historic, architectural, cultural or other special interest;**

Sustainable Design and Construction

- q) To require non-residential developments of 1,000 or more square metres where feasible to meet at least the BREEAM standard 'Very Good' for non-residential buildings requirement. Non-residential development should seek to achieve BREEAM 'Very Good' or better unless it has been demonstrated through an economic viability assessment that it is not viable to do so;**
- r) Sustainability should be designed in, so that development takes the opportunity to reduce energy use and water use, carbon emissions and minimise waste and ensure future resilience to a changing climate**

BIODIVERSITY

- 5.40 Biodiversity means biological diversity, or the number and variety of plants and animals living in a specific area. Whilst words like nature, wildlife and habitat may be more common, biodiversity is a good all-encompassing term. In order to achieve sustainable development, this plan needs to ensure that Craven's growth includes growth in biodiversity. This means preserving the biodiversity we have and securing enhanced biodiversity for the future.
- 5.41 Craven's biodiversity is sensitive to change, but can continue to flourish and adapt, if given the necessary opportunities and support. Well-managed change can not only avoid the destruction and fragmentation of habitats and species, but can help them to recover and expand. In order to achieve this,

it's important to safeguard habitats and species protected by law under the following national and international designations:

- Special Areas of Conservation (SAC)
- Special Protection Areas (SPA)
- Sites of Special Scientific Interest (SSSI);

and habitats and species identified under the following local designations:

- Sites of Importance for Nature Conservation (SINC),
- Sites of Geodiversity Importance
- Ancient woodland or individual veteran trees.

5.42 The above internationally, nationally and locally designated sites are mapped on the Policies Map. However, safeguarding these (relatively few) designated sites, which are often isolated pockets of rich biodiversity, will not be sufficient to preserve and enhance biodiversity overall. In order to do this, we need to make the best of all opportunities, wherever they arise, to safeguard native habitats and species and to help their recovery, expansion, **adaptation to climate change** and movement across the plan area.

5.43 The national and local Biodiversity Action Plans are good sources of information and help to identify threats and opportunities relating to the preservation and enhancement of biodiversity. In addition, Natural England has defined National Character Areas based on unique combinations of landscape, biodiversity, geodiversity and cultural and economic activity. Information like this shows that there are good opportunities, locally, for the preservation and enhancement of biodiversity, including specific assets like native woodland, hedgerows, agricultural habitats, semi natural hay meadow, blanket bog, moorland, ponds and other water bodies.

5.44 Would-be developers should assess, early on, the likely effect of their proposals on biodiversity within the site, on wider ecological networks and on biodiversity beyond the site, so that designs can be drawn up to achieve

improvements in biodiversity and stronger ecological networks. Part of this assessment should be how people may access, use and impact upon any biodiversity or geodiversity features within the development site, and any designated biodiversity sites nearby. Attention should be paid to all aspects of biodiversity, but especially to priority habitats and species identified in the national and local Biodiversity Action Plans. Local Nature Partnerships can provide developers with useful advice and access to local organisations, businesses and individuals who are working towards improving the local natural environment, as a way of linking development proposals in with existing biodiversity improvement projects in the locality.

5.45 Development proposals which are likely to adversely affect international designations will be subject to a specific IROPI test³⁶ under (Article 6 (4) of the EU Directive on the Conservation of Habitats and of Wild Flora and Fauna (The Habitats Directive). To pass the IROPI test development proposals must demonstrate that mitigation measures have been explored and that residual effects remain and that when mitigation measures have been exhausted ,alternative solutions have been sought. If, and only after, alternative solutions are shown not to be possible, then the development must be able to demonstrate ‘imperative reasons of overriding public interest’ (relating for example to human health, public safety or beneficial consequences of primary importance to the environment) to proceed. In the event that a development proposal passes the IROPI test , compensatory measures must still be provided, for instance the recreation of a comparable habitat.

5.46 Information about the location, characteristics and significance of Craven’s designated biodiversity and geodiversity sites is available from databases maintained by the district and county councils and the North and East Yorkshire Local Biological Records Centre. Enquiries and discussions are welcomed and encouraged.

³⁶ IROPI – Imperative Reasons of Overriding Public Interest

DRAFT POLICY ENV4: BIODIVERSITY

Growth in housing, business and other land uses will be accompanied by improvements in biodiversity. This means that:

- a) Wherever possible, development will make a positive contribution towards achieving a net gain in biodiversity and in particular will:
 - i) Ensure that there is no adverse impact on any international designated site, unless the IROPI test under Article 6(4) of the EU Directive on the Conservation of Natural Habitats and of Wild Flora and Fauna (The Habitats Directive) has been passed and compensatory measures provided.
 - ii) Ensure that there is no adverse impact on any national or local designated sites and their settings, unless it has been demonstrated to the satisfaction of the local planning authority that the benefit of, and need for the development clearly outweighs the impact on the importance of the designation.
 - iii) Avoid the loss of, and encourage the recovery or enhancement of ecological networks, habitats and species populations (especially priority habitats and species as identified in the Craven Biodiversity Action Plan, 2008 or any subsequent update) by incorporating beneficial biodiversity features in the design (i.e. through landscaping or SuDS);
 - iv) Conserve and manage the biodiversity and/or geodiversity value of land and buildings within the site;
 - v) Increase trees and woodlands by incorporating appropriate planting, using native and locally characteristic tree and plant species where possible, and retaining and integrating existing mature and healthy trees and hedgerows that make a positive contribution to the character, appearance and setting of an area;

- vi) **Ensure there is no deterioration in the Water Framework Directive ecological status of surface or ground waterbodies as a result of the development;**
- vii) **Enable wildlife to move more freely and easily throughout the local environment, including both the natural and built elements.**
 - b) **Development proposals should achieve benefits in biodiversity that are equal to, or where possible exceed the biodiversity value of the site prior to development. Where improvements in biodiversity are achievable these should be on site; however if this is not possible or practical, an equivalent) improvement should be provided off-site by way of mitigation; ideally, this should be as close to the site as possible.**
 - c) **Development proposals that result in a significant loss in, or harm to, biodiversity on site, and where no compensatory measures are proposed, will be resisted.**
 - d) **Would-be developers should be aware that compensation through replacement of biodiversity assets may not be practical or realistic in every case (e.g. recreating ancient woodland) and that any development scheme based on such impractical or unrealistic proposals will not be acceptable.**

GREEN INFRASTRUCTURE

5.47 Infrastructure is a term typically applied to things like roads, sewers, telecommunications and so on, which are necessary to support our way of life. The term “green infrastructure” has been introduced to raise the profile of other things considered necessary to support our way of life, especially one that is sustainable, healthy and enjoyable. These include all sorts of natural and semi-natural features, which form a network across rural and urban areas—things like 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.

- 5.48 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 boost local economic activity.
- 5.49 Growth in green infrastructure will benefit Craven's environment and economy and the people who live in, work in and visit the area; it will also contribute towards green infrastructure networks that extend beyond Craven's boundaries. This growth will need to happen at the same time as growth in housing, employment and other forms of development, and will need to contribute towards the achievement of sustainable development. The following policy (and other relevant local plan policies) will help to create a comprehensive and expanded network of green infrastructure assets. This will involve preserving and enhancing existing assets, creating new assets and strengthening connections between assets. For example, development will need to avoid potential disruption to biodiversity corridors—through fragmentation or isolation—and will need to provide new green spaces, using locally indigenous species, that benefit both wildlife and people.
- 5.56 The council will support initiatives that enhance or create green infrastructure links within or beyond the plan area, which promote district, sub-regional or regional green infrastructure corridors and projects; green infrastructure links to the Yorkshire Dales National Park and Forest of Bowland Area of Outstanding Natural Beauty, which promote sustainable tourism and recreation.
- 5.57 Natural England, North Yorkshire County Council, district authorities and voluntary organisations have collaborated on the Yorkshire and Humber Green Infrastructure Mapping Project, which maps green infrastructure corridors and areas of importance outside urban areas. The project has identified a number of corridors within the plan area, including corridors of regional, sub-regional and district importance, and is a useful source of

information for planning the preservation, enhancement and expansion of Craven's green infrastructure network.

- 5.58 In addition, the Leeds City Region has developed a Green Infrastructure Strategy (currently under review), which includes priority projects and investment programmes of sub -regional scale. One such project is Fresh Aire—a flagship project for the enhancement of green infrastructure assets along the Aire and Calder river valleys, linking Craven's south sub-area to the Yorkshire Dales National Park upstream and Bradford, Leeds and other Yorkshire authorities downstream. The Leeds and Liverpool Canal Towpath Access Development Plan is a current project with the aim of capitalising on the value of the Leeds & Liverpool Canal as a strategic waterway and sustainable transport corridor by providing opportunities for East Lancashire and West Yorkshire's residents and visitors to move around more by foot and by bike. This project recognises the Leeds Liverpool Canal as an important green infrastructure corridor which provides greater opportunities for access to nature and the wider countryside, including connections with the National Park. The Council is committed to supporting these projects through Policy ENV5 and Policy ENV11.
- 5.59 Local work also provides a useful source of information for green infrastructure planning—for example the Skipton Natural Links Project, which promotes the enhancement of publically owned sites across Skipton (i.e. Aireville Park which is a visitor destination and an important green infrastructure corridor through Skipton), and the council's own open space assessment and Biodiversity Action Plan (BAP).
- 5.60 Local patterns of growth must help to achieve sustainable development and should avoid town-cramming and concentric urban sprawl, which pushes green space and the countryside further and further away from people living in built up areas. In somewhere like Skipton, for example, urban growth should be interspersed with green corridors that link people with the wider rural hinterland. Improvements to the canal towpath in Skipton will allow easier, more sustainable passage from existing and planned housing to the town centre and beyond. Future developments can also link in and help to

maintain existing pedestrian and cycle routes, thus enhancing the green infrastructure network in an area. In addition to existing and currently planned green corridors and areas of open space, neighbourhood planning and the Local Green Space designation process provides communities with further opportunities to identify important green spaces and to bring forward their own green infrastructure projects.

- 5.61 Policy ENV5 below aims to plan for better green infrastructure from the outset and looks to all new development to make a reasonable contribution wherever possible, including linking up to existing green infrastructure in the area. This also ties-in with other policy aims, including improvements in biodiversity, tackling climate change, a high-quality local environment and an enhanced quality of life. Local plan sites, in particular, will help to create better green infrastructure and better links between built-up areas, green space and the countryside.

DRAFT POLICY ENV5: GREEN INFRASTRUCTURE

Growth in housing, business and other land uses will be accompanied by an improved and expanded green infrastructure network. This will be achieved in the following ways.

a) Wherever possible, development proposals will:

i) Avoid the significant loss of, or harm to, existing green infrastructure assets and the disruption or fragmentation of the green infrastructure network;

ii) Enhance existing or create new green infrastructure and secure its long-term management and maintenance;

iii) Enhance existing or create new links in the green infrastructure network, including habitat corridors that help wildlife to move more freely through the local environment

b) Development proposals should achieve improvements to the green infrastructure network where possible. Where improvements are viable these should be achieved on site, however if this is not possible

or practical, contributions for off-site enhancements should be made for projects as close to the site as possible in order to promote linkages and stepping stones across the green infrastructure network.

c) Development proposals that result in a significant fragmentation or loss to the green infrastructure network, and where no compensatory measures are proposed, will be resisted.

FLOOD RISK

5.62 Flood risk continues to be a growing issue nationally and internationally and is closely linked to climate change. In Craven, flood risk is mainly associated with rivers, becks, surface water and drains, but the canal and reservoirs are also potential sources of flooding. Some actual flood events have been significant in recent years and have caused damage and disruption to homes, community facilities, business and travel. Information about flood risk is available from the Environment Agency, the council's strategic flood risk assessment and site-specific flood risk assessments that may be carried out for individual parcels of land; and national policy on flood risk is contained in the NPPF.

5.63 Flood risk can be avoided or reduced in a number of ways. Ideally, new development should be located in areas with the lowest risk of flooding (flood zone 1). Development in areas of medium or high risk (flood zone 2 or 3) requires additional scrutiny and justification through the application of the Sequential Test and, if necessary, the Exception Test, which are explained in the NPPF. Development that incorporates Sustainable Drainage Systems (SuDS) can help to reduce the risk from surface water run-off; and areas of the site designed to accommodate surface water (such as swales, ponds and meadows) can provide attractive green space for people and wildlife. Guidance on the design of SuDs is available from North Yorkshire County Council.

5.64 Natural mechanisms to reduce flood risk can also be used on a wider, landscape scale. Peat moorland in the uplands and woodland on valley slopes can help to retain rainwater and slow down drainage into becks and rivers. Care must be taken to ensure that development does not degrade peat soils and upland habitats, as their capacity to store water helps to alleviate downstream flooding and protect water quality. Wetlands, floodplain grasslands, ponds and wet woodlands can offer similar benefits on the valley floor. Keeping, restoring and adding to these features can therefore offer multiple benefits for the landscape, biodiversity and flood risk—including flood risk downstream, in large urban areas.

DRAFT POLICY ENV6: FLOOD RISK

Growth in Craven will help to avoid and alleviate flood risk in the following ways:

- a) Development will take place in areas of low flood risk wherever possible and always in areas with the lowest acceptable flood risk, by taking into account the development's vulnerability to flooding and by applying any necessary sequential and exception test;**
- b) Development will safeguard waterways and benefit the local environment (aesthetically and ecologically) by incorporating sustainable drainage systems (SuDS); where the use of SuDS is not possible, feasible or appropriate other means of flood prevention and water management should be used. All surface water drainage systems (SuDS or other) should be economically maintained for the lifetime of the development.**
- c) Development will maintain adequate and easy access to watercourses and flood defences, so that they may be managed and maintained by the relevant authority.**
- d) Development will avoid areas with the potential to increase flood resilience, and seek to enhance as far as possible the natural capacity**

of soils, vegetation, river floodplains, wetland and upland habitats to reduce flood risk.

- e) Development will minimise the risk of surface water flooding by ensuring adequate provision for foul and surface water disposal in advance of occupation (as per standards set out by the Environment Agency, see Appendix B). Surface water should be managed at the source and not transferred, and every option should be investigated before discharging surface water into a public sewerage network.**
- f) Development will maximise opportunities to help reduce the causes and impacts of flooding by ensuring adequate sufficient attenuation and long term storage is provided to accommodate storm water on site without risk to people or property and without overflowing into a watercourse (as per standards set out by the Environment Agency, see Appendix B).**

In all of the above, it will be important to refer to the latest and best flood risk information from Craven's strategic flood risk assessment and any relevant site-specific flood risk assessment, plus advice from the Environment Agency and the contents of the NPPF.

LAND AND AIR QUALITY

Land Quality

5.65 Whilst most of the land that has been put forward by landowners for inclusion in the Council's Strategic Housing Land Availability Assessment (SHLAA) is greenfield, there is also some brownfield land that is available and it is possible that additional brownfield land may become available in the future in the form of windfall sites. The re-use of brownfield land is often seen as having a number of benefits—it's a form of recycling, it can regenerate and decontaminate an area, and it reduces the need for greenfield development. Therefore, the re-use of brownfield land should be preferred wherever

possible, bearing in mind the viability of development and the potential for land to acquire biodiversity value.

- 5.66 **Craven's agricultural land is considered not to be best and most versatile (BMV) for the majority of the plan area, but there is potential for areas of BMV agricultural land in several parishes.** Grade 3 land can provide high yields of grass that can be grazed or harvested over most of the year and is therefore particularly important to Craven's livestock farming and local food production. Wherever possible, grade 3 land should be safeguarded and development should be located on lower-graded land. Development on grade 3 land will require justification, on grounds that the need for development outweighs the loss of agricultural value.
- 5.67 Over many years, the re-use of brownfield land has enabled contamination to be addressed where necessary. There are still numerous sites throughout the plan area where some contamination is a possibility, so the decontamination and re-use of land is likely to continue for some time. In order for development to go ahead, the possibility, nature and extent of any contamination will need to be investigated; any disturbance of contaminants will need to avoid environmental damage and unacceptable health risks, both during and after development; and remediation measures will need to be introduced, as necessary.
- 5.68 As the mining legacy in Craven is a sizable and locally distinctive issue, unstable land is an important factor that requires consideration as part of any development proposal, and land remediation schemes may be necessary to ensure that the land is remediated to a standard which provides a safe environment for occupants and users. Due consideration should also be afforded to the prior extraction of any remnant shallow coal as part of any mitigation strategy, in line with the requirements of the NPPF. Prior extraction of remnant shallow coal can prove to be a more economically viable method of site remediation than grout filling of voids.

Air Quality

- 5.69 Whilst Craven generally enjoys low levels of air pollution, growth will need to help maintain good air quality and reduce harmful vehicle emissions. Therefore, new development should be accessible by walking, cycling and public transport and green travel plans should be used to encourage less reliance on cars for local journeys. The layout and design of buildings should be adjusted and modified to reduce emissions and their cumulative impact on air quality into the future.

DRAFT POLICY ENV7: LAND AND AIR QUALITY

Land Quality

Growth in Craven will help to safeguard and improve land quality in the following ways:

- a) Development will avoid the plan area's best agricultural land (grade 3) wherever possible, unless the need for and benefit of development justifies the scale and nature of the loss;**
- b) the re-use of previously developed (brownfield) land of low environmental value will be encouraged and supported;**
- c) the remediation of contaminated and unstable land will be encouraged and supported, taking into account what may be necessary, possible, safe and viable.**

Air Quality

Growth in Craven will help to safeguard and improve air quality in the following ways:

- d) Development will avoid severe residual cumulative impacts of traffic congestion and wherever possible, will help to ease existing traffic congestion;**

- e) The location, layout and design of development will encourage walking, cycling and the use of public transport, and green travel plans will promote reductions in car use;
- f) The location, layout and design of development will avoid or reduce harmful or unpleasant emissions from buildings, and mitigation measures will be introduced where necessary.

WATER RESOURCES, WATER QUALITY AND GROUNDWATER

5.70 Water is an important and essential resource that needs to be managed in a sustainable way, so that it may continue to support Craven's homes, farms, industry, recreation, biodiversity and so on. The mains supply provides most of Craven's drinking water, but private water supplies are a significant feature of some remoter rural areas. These private supplies are sourced from ground water and surface water, with ground water being the most common and including wells, boreholes and springs. Surface and ground water are important to people and the wider natural environment, so their use needs to be sustainable, sources need to be safeguarded from pollution and over-abstraction (as specified in the Aire and Calder Valley Catchment Management Strategy), and development needs to avoid contamination or obstruction. The phasing of new sewerage and waste water treatment infrastructure, which may be required to serve new development, will need to avoid overburdening water resources. Given the capacity issues with sewerage infrastructure in areas such as in the Aire Valley, new development may be dependent upon upgrading and enlarging the existing sewerage infrastructure.

5.71 In England and Wales development is required to comply with the Water Framework Directive, through meeting the relevant River Basin Management Plans' requirements. Specifically, the Humber River Basin Management Plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. **Any development** should safeguard these important water resources and protect and improve

water quality with an overall aim of getting water bodies to 'good' status as defined by the Water Framework Directive.

DRAFT POLICY ENV8: WATER RESOURCES, WATER QUALITY AND GROUNDWATER

Growth in Craven will help to safeguard and improve water resources in the following ways:

Water Resources

- a) Development will be served by adequate sewerage and waste water treatment infrastructure, which matches the type, scale, location and phasing of the development, and which safeguards surface and ground water resources.**
- b) Development will encourage the incorporation of water conservation into its design, to maximise opportunities to collect and re-use water on-site.**

Water Quality

- c) Development will reduce the risk of pollution and deterioration of water resources by anticipating any likely impact and incorporating adequate mitigation measures into the design.**
- d) Development will not lead to pollution of controlled waters in line with the requirements of the Water Framework Directive.**

Groundwater

- e) Developers will protect surface and groundwater from potentially polluting development and activity, by carrying out preliminary site investigations prior to permission being granted to ensure that land is suitable for the intended use.**
- f) Developers will ensure that sources of groundwater supply are protected by guiding development away from identified Source Protection Zones (SPZ), i.e. areas close to drinking water sources where the risk associated**

with groundwater contamination is greatest. The Source Protection Zones in the Craven plan area are shown on the Proposals Map.

RENEWABLE AND LOW CARBON ENERGY

- 5.72 Climate change is bringing increased average temperatures and rainfall and is resulting in more frequent extreme weather events, including floods. Scientific evidence shows that climate change is partly caused by increased carbon emissions resulting from the way we live.
- 5.73 Craven's total carbon emissions are low, but when the relatively sparse population is taken into account, emissions per head are higher than the regional and national averages. Whilst the explanation for this may be complex, the fact that Craven is a sparsely populated and expansive rural area will play a part—for example, people in Craven may rely more on their cars, because public transport is limited, and may live in older housing stock that is less fuel-efficient. Whilst technological advances and more stringent standards will make cars and homes less and less polluting, this local plan can also help to minimise Craven's carbon emissions and achieve national targets³⁷.
- 5.74 Generating heat and electricity from renewable and low-carbon technologies is a good way of reducing carbon emissions, but the infrastructure required needs to be located and designed to avoid other negative and unsustainable environmental impacts—on landscape, heritage, biodiversity and people's homes. Whilst there is potential in Craven for generating renewable and low-carbon energy, particularly from wind, biomass and anaerobic digestion, this potential is comparatively limited as a result of other considerations.³⁸
- 5.75 The local plan does not, therefore, identify areas of opportunity for larger scale generation projects of a strategic nature. Instead, the following policy

³⁷ Under the Climate Change Act 2008, the Secretary of State must ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline.

³⁸ Low carbon and renewable energy capacity in Yorkshire and Humber Final Report March 2011 (AECOM) and Managing Landscape Change: Renewable & Low Carbon Energy Developments – a Landscape Sensitivity framework for North Yorkshire and York February 2012 (AECOM)

establishes a positive stance on renewable and low-carbon energy and encourages well-conceived proposals for sustainable generation projects and infrastructure.

- 5.76 Whilst there may be limited opportunities for larger scale projects, microgeneration can play an important role in the growth of renewable and low-carbon energy generation in Craven. Where planning permission is required individuals, farms, businesses and communities will be encouraged to bring forward their microgeneration projects, such as solar panels or hydro plants will be supported wherever possible. Communities in particular may wish to use neighbourhood planning to bring forward renewable and low carbon energy projects within and for their parishes.
- 5.77 Where waste materials are required to be imported on site for example in the case of anaerobic digestion, North Yorkshire County Council is the relevant Local Planning Authority under their remit for Minerals and Waste.
- 5.78 Craven is renowned for its landscape quality and renewable energy projects will need to ensure that proposals do not result in unacceptable impacts. Great weight will be given to conserving the landscape and scenic beauty of the Forest of Bowland AONB and its setting and the setting of the Yorkshire Dales National Park. In drawing up and in determining applications for renewable energy projects concerning the Forest of Bowland AONB regard should be given to the Forest of Bowland Energy Position Statement 2011 (Revised), or its future successor. In managing landscape sensitivity and visual impacts developers and decision makers should have regard to 'Managing Landscape Change: Renewable & Low Carbon Energy Developments - a Landscape Sensitivity Framework for North Yorkshire and York (2012)' which establishes a coherent decision-making framework for renewable and low carbon energy developments.
- 5.79 To reduce visual impact grid connections to and from any renewable energy facility or plant should be provided underground. Developers will need to demonstrate that historical or archaeological features will be adversely impacted upon. The environmental impact of access tracks to access or

maintain facilities and the appropriateness of the local highway network should also be carefully considered.

- 5.80 Infrastructure developments may have cumulative or combined effects where similar developments exist or are planned in the area—for example, installing a wind turbine where one or more already exist may raise concerns about visual clutter and conflict caused by their placement, disruption of the skyline or fragmentation of the landscape. Such cumulative or combined effects can stretch beyond plan area boundaries and may call for co-operation between neighbouring authorities.
- 5.81 Potential effects on designated biodiversity sites may be indirect, such as the effect of rotating turbine blades on the migration patterns of birds. **However, effects can also be direct and can include collision of blades with birds and bats species and barotrauma affecting bat species. Therefore, whilst Policy ENV9 promotes the sustainable growth of renewable and low-carbon energy, proposals will need to consider carefully ecological effects and** accord with other local plan policies and help to achieve sustainable development overall.
- 5.82 There is potential for wind turbines to have an impact on aircraft, radar and telecommunications systems. Therefore it is advised that developers enter into pre-application discussions with the Ministry of Defence, Government Communication Headquarters (GCHQ) or any other relevant body. The Council will also seek advice from these bodies through the decision-making process as a means of understanding the potential impact of wind turbine development.
- 5.83 Developers, particularly where larger scale projects are proposed should engage with the community at an early stage in the planning process and where feasible actively seek to deliver wider community benefits.
- 5.84 In some instances, renewable energy projects may be subject to an Environmental Impact Assessment (EIA). This may be the case where significant environmental implications are identified for the surrounding area during its development/or operation.

- 5.85 On 18th June 2015 the Government released a Written Ministerial Statement which brought into force new considerations for wind energy development. Local people now have the final say on wind farm applications. The NPPG has since been subsequently amended. Furthermore, there is now a requirement for 'suitable areas' of potential where they exist to be identified on the Local Plan policies map.
- 5.86 The statement does not differentiate between commercial wind turbines where the intention is to feed electricity into the grid and those of a small scale nature where the primary purpose may be to meet the operational needs of a farmstead or rural business. Requiring all sites including small scale turbines to be identified is considered somewhat over-restrictive.
- 5.87 Evidence prepared as part of the plan making process has focused on turbines of 100m or over which would be strategic nature and make a significant contribution towards energy generation. The NPPF states that evidence prepared for the Local Plan should be proportionate, requiring evidence to identify the suitability of all potential areas for wind energy across the various scales is considered disproportionate. Impacts of small scale individual turbines (for example around 30m in height) are likely to be different from those of commercial wind turbines of 100m or more.
- 5.88 Therefore in order to support the needs of a farmstead or other rural business and to enable the development of community led schemes benefiting local communities including those where a neighbourhood plan has not yet been prepared, small scale turbines (the definition of small scale being determined on a case by case basis but normally with a tower height of up to 30m) will be deemed acceptable in accordance with the criteria set out in draft policy ENV9 notwithstanding the content of the written ministerial statement.

DRAFT POLICY ENV9: RENEWABLE AND LOW CARBON ENERGY

Renewable and low carbon energy development will help to reduce carbon emissions and support sustainable development. This will be achieved by:

- a) Supporting well-conceived projects and infrastructure proposals that offer a good balance of economic, environmental and social benefits, and are not outweighed on balance by one or more negative impacts;**
- b) Ensuring that there are no significant adverse impacts on natural, built and historic assets and developments harmonise with the local environment, and respect the character of the immediate setting and wider landscape;**
- c) Avoiding developments that may detract from the landscape and scenic beauty of the Forest of Bowland Area of Outstanding Natural Beauty or its setting and the setting of the Yorkshire Dales National Park;**
- d) Safeguarding the amenity of local residents and communities, and ensuring that satisfactory mitigation can be achieved to minimise impacts such as noise, smell or other pollutants;**
- e) Developers engaging with the community at the earliest stages of the planning process and seeking to achieve community benefits wherever possible;**
- f) Ensuring there are no unacceptable impacts on civil, military aviation, radar and telecommunications installations;**
- g) Supporting proposals which demonstrate that the natural environment including designated sites will not be adversely affected without satisfactory mitigation. Enhancements should be achieved wherever possible;**
- h) Supporting proposals where the potential cumulative impacts are not found to be significantly adverse;**
- i) Ensuring operational requirements can be met including accessibility and suitability of the local road network, ability to connect to the grid and where relevant proximity of feedstock;**

- j) Grid connections being provided underground, wherever feasible without adversely impacting upon historical or archaeological assets;**
- k) Ensuring measures are in place to secure the removal of infrastructure should it become redundant or no longer operational and that satisfactory site restoration can be achieved.**

Commercial Scale Wind Turbines/Farms

The Council has not identified suitable areas for commercial scale wind turbines or farms for the purpose of providing power into the National Grid within Craven. The development of commercial scale wind turbines or wind farms for the purposes of inputting power into the National Grid will therefore only be permitted where the criteria a) to k) listed above are met and:

- i) The site is located within an area defined as being suitable for such use within an adopted Neighbourhood Plan; and,**
- ii) Following consultation it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.**

Small Scale Wind Turbines

In the case of small scale turbines, which require planning permission (generally 30m or under in tower height but considered on a case by case basis), proposals will be supported where they meet the criteria a) to k) listed above and:

- iii) They are directly related to, and generate power principally for, the operation of a farmstead, other rural business or a local settlement; or,**
- iv) The site is identified as being suitable for the development of wind turbines within an adopted Neighbourhood Plan.**

LOCAL GREEN SPACE

5.89 Paragraphs 77 & 78 of the NPPF introduced the Local Green Space (LGS) Designation. This designation allows local communities to identify areas of local green space which are important to them and which should be provided special protection. LGS can only be designated when a Local Plan or Neighbourhood Plan is prepared or reviewed.

5.90 Sites have been identified for assessment via a “call for sites” process. The community, including residents, interest groups and Parish Councils were invited to submit applications for sites to be considered for LGS designation and to identify the reasons why the site/s holds a particular importance for the local community. Sites have been assessed against a robust methodology (which was developed following consultation with stakeholders) to determine their suitability for designation. In addition, sites designated in the 1999 Local Plan as open space, existing recreation/amenity space, and protected road approaches have been assessed for LGS designation. These sites were identified through consultation for the preparation of the 1999 Local Plan as being valued by local communities. The LGS process for the new Craven Local Plan has reassessed these sites in the same way as sites submitted through the “call for sites” process to consider their suitability for LGS designation.

5.91 The Council’s Local Green Space Assessment (2017) provides detailed information on the assessment of sites for Local Green Space designation and proposes a total of 34 sites for LGS designation through the Local Plan. The sites identified on the Policies Map and listed in the policy have been assessed in accordance with the criteria for Local Green Space as set out in the NPPF and are therefore considered to be in reasonably close proximity to the community they serve; local in character and not an extensive tract of land; and are demonstrably special to the local community, holding particular local significance

5.92 The purpose of LGS is to protect green areas of particular importance to local communities and to provide special protection. Local Green Space will be protected from development that is incompatible with this specific designation and will only be allowed in very special circumstances. Development on land designated as LGS should be compatible with the designation, should preserve the open character of the LGS and the local significance placed on such green areas which make them valued by their local community.

5.93 The NPPF is clear that designation of Local Green Space should be consistent with the wider planning policy for the area and should look to complement investment in the provision of new homes and employment services and other essential services. Designation of land as Local Green Space should therefore not be seen as a means to stop wider development needs throughout the plan area or be used as a way that undermines the aims of plan making. As such, the consideration of designating Local Green Space has been taken alongside consideration of potential allocations of land for development (e.g. for housing, employment or other commercial needs) as a balanced approach, considering all relevant criteria and needs within the plan area.

5.94 Some sites proposed for designation as Local Green Space in draft Policy ENV10 are also safeguarded from unnecessary or avoidable loss under policy INF3: Sport, Open Space and Recreation Facilities. Where sites are safeguarded under policy INF3 and are also designated as Local Green Space, proposals for development will need to meet the requirements of both policies. The aim of policy ENV10 is to protect Local Green Space from development that is incompatible with the Local Green Space designation.

DRAFT POLICY ENV10: LOCAL GREEN SPACE

The sites identified in the table below, and as identified on the Policies Map, are proposed for designation as Local Green Space:

<u>High and Low Bentham</u>	
<u>HB-LGS3</u>	<u>Part of draft LP site HB028 East of Station Rd and south west of Pye Busk, High Bentham</u>
<u>Carleton in Craven</u>	
<u>CA – LGS2</u>	<u>Heslaker Lane, Carleton</u>
<u>CA – LGS6</u>	<u>North of Vicars Row, Carleton</u>
<u>CA – LGS8</u>	<u>The Pine Trees, Westwood, Carleton</u>
<u>CA – LGS9</u>	<u>St. Mary's Green, Carleton</u>
<u>Embsay with Eastby</u>	
<u>EM – LGS2</u>	<u>Between Main Street & Shires Croft</u>
<u>EM – LGS3</u>	<u>South of Village Hall, Main Street, Embsay</u>
<u>EM – LGS6</u>	<u>East side of West Lane, Embsay</u>
<u>EM- LGS11</u>	<u>Fields adjacent to Kirk Lane, Embsay</u>
<u>Hellifield</u>	
<u>HE-LGS1</u>	<u>Land to the west of Hellifield (Hellifield Flashes)</u>
<u>HE-LGS5</u>	<u>Field adjacent St. Aidan's Church</u>
<u>Ingleton</u>	
<u>IN-LGS2</u>	<u>Playground off Thacking Lane, Ingleton</u>
<u>Kildwick</u>	
<u>KL-LGS2</u>	<u>Fields by Kildwick Bridge, Main Road, Kildwick, BD20 9BD</u>
<u>KL-LGS4</u>	<u>Parson's Walk and Glebe Field</u>
<u>KL-LGS5</u>	<u>Banks Field (Lower section), Priest Bank Road</u>
<u>KL-LGS6</u>	<u>Field south of the Recreation Ground, Priest Bank Road</u>
<u>Settle & Giggleswick</u>	
<u>SG-LGS4</u>	<u>The Green, Commercial Street, Settle</u>
<u>SG-LGS15</u>	<u>Bowling green off Station Road, Settle</u>
<u>SG-LGS22</u>	<u>Glebe Field, Giggleswick</u>
<u>Skipton</u>	
<u>SK-LGS1</u>	<u>Massa Flatts Wood</u>
<u>SK-LGS2</u>	<u>Land between Shortbank Road & allotments</u>
<u>SK-LGS11</u>	<u>South Side of The Bailey, Skipton</u>
<u>SK-LGS28</u>	<u>Bowling Green Rope Walk</u>
<u>SK-LGS33</u>	<u>Aireville Park</u>
<u>SK-LGS46</u>	<u>Existing protected road approach, north side of Gargrave Road, between roundabout & Aireville Grange</u>
<u>SK-LGS47</u>	<u>Existing protected road approach, North side of Gargrave Road, between Aireville Grange and Park View</u>
<u>SK-LGS48</u>	<u>Existing protected road approach, south side of Gargrave Road, west of entrance to Auction Mart</u>
<u>SK-LGS49</u>	<u>Existing protected road approach, south side of Gargrave Road, east of entrance to Auction Mart</u>
<u>SK- LGS50</u>	<u>Existing protected road approach, South east of Grassington Road roundabout</u>
<u>SK-LGS51</u>	<u>Existing protected road approach, between Harrogate Road and</u>

	Overdale Grange
SK-LGS53	Protected Road approach, west side of Embsay Road
SK-LGS55	Gawflat Meadow
SK-LGS60	Burnside House
Sutton in Craven	
SC-LGS5	Sutton Park, Main Street, Sutton-in-Craven

Sites designated as Local Green Space and identified on the Policies Map will be protected from incompatible development that would adversely impact on their open character and the particular local significance placed on such green areas which make them valued by their local community. Incompatible development is harmful to areas designated as Local Green Space and should not be approved except in very special circumstances. The construction of new buildings or structures on land designated as Local Green Space will be regarded as incompatible development with the following exceptions:

- a) Buildings for agriculture and forestry;**
- b) Appropriate facilities for outdoor sport, outdoor recreation and cemeteries, provided openness of the Local Green Space is preserved and there is no conflict with the purpose of designating the site as Local Green Space;**
- c) The extension or alteration of a building on the site, provided it does not result in disproportionate additions over and above the size of the original building;**
- d) The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;**
- e) Other forms of development, including, engineering operations, local transport infrastructure, and the re-use of buildings, providing they preserve the open character of the Local Green Space and the local significance placed on such green areas which make them valued by their local community.**

THE LEEDS & LIVERPOOL CANAL

- 5.95 The Leeds & Liverpool Canal is the longest canal in Britain built as a single waterway at 127 miles in length. The canal is a significant built and natural asset within Craven passing through the south of the plan area for a distance of approximately 17 miles.
- 5.96 The Thanet Canal (also known as the Springs Branch) is a short branch (approximately a third of a mile long) of the Leeds & Liverpool Canal running to Skipton Castle constructed in the late eighteenth century to serve limestone quarries near the castle owned by Lord Thanet.
- 5.97 The Canal provides a resource as a wildlife and habitat corridor; a recreational route for walking, canoeing, cycling and running; and as a tourism asset for those pursuing holidays on narrow boats as well as daytrippers seeking a place for peace and reflection. The industrial heritage of the Leeds & Liverpool Canal is one of the defining elements of the area and provides a rich historic environment for current and future generations to enjoy.
- 5.98 The setting and the character of the Canal varies from a highly rural environment outside settlements, through villages such as Gargrave, Bradley, Farnhill and Kildwick, to the more urban environment through Skipton. Many new developments including the re-use and conversion of existing buildings have taken place along or in proximity of the canal benefiting from the waterside setting and environment; this has particularly been the case within Skipton. There are further opportunities for development in appropriate locations during the lifetime of the Local Plan.
- 5.99 Development opportunities will need to recognise the waterside potential whilst maintaining and reinstating the characteristics of local canal architecture and waterscape.
- 5.100 New waterside developments place extra liabilities and burdens on waterway infrastructure and also provide an opportunity for infrastructure to be improved. When considering proposals for new

development along the canal the Council will work with the Canal & River Trust to ensure that any necessary improvements to the canal infrastructure arising directly from needs generated by new developments are met by developer contributions secured through Planning Obligations.

5.101 A number of sites identified in the draft local plan as preferred sites for allocation are within reasonable proximity of the Leeds & Liverpool Canal and new development at these locations will also be required to have regard to this policy and the requirements of policy INF3 and Appendix A.

Policy ENV11 The Leeds & Liverpool Canal

Development adjacent to or adjoining the Leeds & Liverpool Canal including the Thanet Canal (Springs Branch) in Skipton will be expected to:

- a) Be of a high quality design that integrates the canal into the development proposal in a way that treats the waterway as an area of usable space;
- b) Integrate the waterway, towing path and canal environment into the public realm in terms of the design and management of the development;
- c) Improve access to, along and from the waterway and improve the environmental quality of the waterway corridor;
- d) Optimise views of water and generate natural surveillance of water space through the siting, configuration and orientation of buildings, recognising that appropriate boundary treatment and access issues may differ between the towing path and offside of the canal, and;
- e) Improve the amenity of the canal. Development that would have an adverse impact on the amenity of the canal by virtue of noise, odour or visual impact will not be supported.

FOOTPATHS, BRIDLEWAYS AND CYCLE ROUTES

5.102 Most of Craven's footpaths, bridleways and cycle routes are public rights of way (PROW), but a notable exception is the towpath of the Leeds and Liverpool Canal, which is a 'permissive path'. The council recognises the value placed upon these public assets, by residents, visitors and businesses, for the recreational, health, well-being and economic benefits they provide. Therefore, through local plan policy ENV12, the council will work for the protection and enhancement of footpaths, bridleways and cycle routes and will ensure that Craven's growth includes growth in their extent, quality and accessibility.

Public footpaths

5.103 Craven's public footpaths have a range of uses and benefits. They can provide shortcuts within settlements, connect settlements with the countryside and take people away from traffic, crowds and noise. They can be practical, by simply getting us from A to B without having to drive, or they can be inspirational, by leading us through great and romantic landscapes. Therefore, the local plan's aim of protecting and enhancing Craven's public footpath network will help to secure benefits for the local environment, quality of life and economy by reducing car-dependence, improving health and well-being and promoting tourism and recreation.

National Trails

5.104 National Trails are long distance walking, cycling and horse riding routes through the best landscapes in England and Wales. There are 16 in total and two of them pass through Craven: the Pennine Way and the Pennine Bridleway. These are particularly important and beneficial PROW.

Leeds and Liverpool Canal

5.105 The Canal and Rivers Trust provides a permissive path for walking and cycling along the towpath of the Leeds and Liverpool Canal. This is a

valuable addition to the local PROW network and an important link with neighbouring areas of Lancashire, to the southwest, and West Yorkshire, to the southeast. Local plan policy ENV11 is devoted specifically to the Leeds and Liverpool Canal.

Access

5.106 North Yorkshire County Council is responsible for the Rights of Way Improvement Plan (RoWIP), which is currently under review, and hosts the Local Access Forum (LAF), which advises on how to make the countryside more accessible. The local plan supports the RoWIP and LAF and will work in partnership to achieve common aims, including making the countryside more accessible for disabled people.

New development

5.107 Proposals to build new homes, businesses or other types of development will need to ensure that no harm is caused to any existing footpaths, bridleways or cycle routes within or near the site. This would include harm arising from a reduction in usability or amenity value or from an obstruction, blockage³⁹ or diversion. Development should avoid confining footpaths, bridleways and cycles routes between buildings, fences and other structures, particularly where they previously had an open aspect. Instead, they should be incorporated into the design of green open space to be created within the site.

5.108 If continuing economic, environmental and social benefits are to be enjoyed, Craven's growth will need to secure ongoing improvement and expansion of the local PROW network, as well as its protection. Therefore, wherever possible, new development should include measures for improvement and expansion of the network. This could include better infrastructure and disabled access; enhanced usability, functionality and amenity value; and new PROW, links between PROW and links from new developments to the local network.

Town and village loops

³⁹ Anyone obstructing or blocking a PROW can be prosecuted under the Highways Act 1980.

5.109 The council will be particularly keen to support proposals that help to create local trails for walking, cycling and horse riding within and around local towns and villages. In particular, the council will look for opportunities to create town and village loops by joining up existing PROW, securing new links across development sites and working in partnership with relevant stakeholders.

Countryside, green infrastructure and tourism

5.110 The importance of protecting and enhancing footpaths, bridleways and cycle routes is further reinforced in local plan policies ENV1: Countryside and Landscape, ENV5: Green Infrastructure and EC4: Tourism.

NEW DRAFT POLICY ENV12: FOOTPATHS, BRIDLEWAYS AND CYCLE ROUTES

Craven's growth will safeguard and improve the quality, extent and accessibility of local footpaths, bridleways and cycle routes and the network they form. To that end, the local planning authority will support proposals that preserve and, wherever possible, enhance footpaths, bridleways and cycle routes and their settings. Specific support will be given to proposals which:

- a) avoid obstruction, diversion or confinement of existing footpaths, bridleways and cycle routes;
- b) enhance the route, usability and amenity value of existing footpaths, bridleways and cycle routes;
- c) accommodate existing footpaths, bridleways and cycle routes within green open space;
- d) create new public rights of way, particularly where they would provide new links to enhance the local network;
- e) improve access by creating links between new development and the local network; and

f) improve access for disabled people.

The local planning authority will also give specific support to:

a) The creation, enhancement and extension of National Trails.

b) The enhancement of green infrastructure corridors, at regional, sub-regional and district level, through the improvement of existing and the creation of new footpaths, bridleways and cycle routes.

c) Proposals that contribute to the creation of town or village loops.

GREEN WEDGES

5.111 Green Wedges (originally designated in the Council's 1999 local plan⁴⁰) comprise open areas around and between settlements, which help to maintain the distinction between the countryside and built up areas, prevent the coalescence of separate towns and villages and provide or have the potential to provide recreational opportunities. Following a review⁴¹, the Council is carrying forward a modified Green Wedge designation in the form of Draft Policy ENV13.

5.112 The Green Wedge designation has the objective of maintaining and reinforcing the individual character and identity of settlements in close proximity by restricting any development that would cause their physical coalescence. In addition, Green Wedges may provide or have the potential to provide a valuable recreational resource, which should also be afforded protection. Draft Policy ENV13 therefore seeks to resist new development that would compromise the spatial gaps and recreational value provided by designated Green Wedges, unless material considerations indicate otherwise. It is important to note that

⁴⁰ Green wedges were designated by Policy BE3 and shown on the Proposals Map of the Craven District (outside the Yorkshire Dales National Park) Local Plan, 1999.

⁴¹ The background paper 'Review of Green Wedge Designations in Craven' (June 2017) includes an assessment of how effective green wedge policy has been in maintaining distinct gaps between settlements, reassesses the appropriateness of original green wedge boundaries and considers policy wording. The background paper accompanies the consultation draft local plan.

the designation is not intended to represent landscape value, which is addressed in other draft local plan policies (primarily Draft Policy ENV1: Countryside and Landscape).

Bentham

5.113 The Green Wedge between High Bentham and Low Bentham is intended to counter historic patterns of suburban 'ribbon development' between the two settlements and consists mainly of agricultural fields on both sides of Low Bentham Road (B6480).

Glusburn, Cross Hills and Sutton-in-Craven

5.114 This Green Wedge is particularly thin between Cross Hills and Sutton, at the intersection of Holme Lane and Holme Beck, but continues to be highly effective in maintaining an important spatial gap between the two settlements. Similarly, the Green Wedge maintains effective separation between the village of Sutton-in-Craven, the district and county boundary to the east and the built-up area of Eastburn beyond, which is within the metropolitan district of Bradford.

Kildwick & Farnhill and Glusburn & Crosshills

5.115 The Green Wedge in this location includes land to the east of Glusburn & Crosshills and consists of agricultural fields and the River Aire. It is most effective in maintaining distinct settlements (including settlements in the neighbouring district of Bradford), but its value as a recreational resource is somewhat limited by the busy intersection of the A629, B6172 and Skipton Road.

DRAFT POLICY ENV13: GREEN WEDGES

Green Wedges will help settlements to grow in ways that maintain and reinforce their individual character and identity, by safeguarding against the coalescence of separate built-up areas, and will help to maintain and, wherever possible, enhance local recreational opportunities. Therefore, within the Green Wedges listed below and defined on the Policies Map, development

will be resisted where it would compromise the gap between settlements. In addition, the Council will seek to consolidate, strengthen and enhance the character, appearance and, where appropriate, recreational value of these areas.

1, Land between High and Low Bentham

2. Land between Glusburn, Crosshills, Sutton-in Craven, Farnhill and Kildwick and up to the plan area/distict/county boundary, near Eastburn, West Yorkshire.

SECTION 6: HOUSING

NEW HOMES ON UNALLOCATED SITES

- 6.1 The new homes needed for our growing population can be provided in a variety of ways—from small self-build projects⁴² providing single houses to large-scale developments providing residential estates. Local housing requirements, set out in Policy SP1 Meeting Housing Need, represent the minimum number of new homes needed in the Craven plan area over the plan period and, because it's essential that these homes are provided, the local plan identifies a number of sites for them to be built on. These allocated local plan sites are where the bulk of Craven's housing development will take place—they come in a range of sizes (from six dwellings upwards), are listed in Policies SP5 to SP11 and are shown on the policies map.
- 6.2 Additional homes can be provided on other sites—including sites for less than six dwellings—so long as this can be done in a sustainable way. Such additional, sustainable housing growth can help to improve the supply of housing in the local area and to secure economic, social and environmental benefits. Proposals for additional housing development may come forward, in planning applications, at any time, so it's important for this local plan to establish what may be acceptable.
- 6.3 First of all, the amount and location of additional development will need to be in line with the local plan strategy and objectives, otherwise the actual scale and pattern of growth may be distorted away from that being planned. Secondly, proposals must help to achieve sustainable development and our economic, environmental and social goals.
- 6.4 In terms of location and amount, proposals for additional homes on unallocated sites, including the infilling, rounding off or extension of settlements must be distributed in line with the Spatial Strategy in Policy SP4 and must be of a scale appropriate to the location and the location's role within the Spatial Strategy. It is important that the number of additional

⁴² Self-build projects may be provided for on allocated sites owned by the council (refer to Policies SP 5 to SP 11) and may come forward in planning applications for unallocated sites.

homes in a particular location does not increase significantly the level of planned growth in that location.

- 6.5 All housing developments on such sites will need to accord with and meet the requirements of other relevant local plan policies and must fit in with the look and feel of places, including natural and built elements of the local environment, open spaces, landscape settings and the relationship between built-up areas and the countryside. Developments must also follow the principles of good design and will need to take any opportunities to create a better network of enjoyable public realm with footpaths, cyclepaths and open spaces that can be used for play, recreation, socialising and biodiversity.
- 6.6 Developments must also provide a good variety of homes with a wide range of types, sizes and prices to cater for people's different needs, including affordable housing (in accordance with policy H2), low-cost market housing, homes for rent and homes for families, one-person households, elderly people and people with disabilities.

DRAFT POLICY H1: NEW HOMES ON UNALLOCATED SITES

The plan strategy sets out where and how new homes needed to meet local housing requirements (set out in policies SP1 and SP4) will be delivered on sites which already have planning permission and allocated local plan sites. These are listed in Policies SP5 to SP11 and identified on the policies map. Policy SP4 also proposes a low level of growth in Tier 5 settlements and open countryside to be delivered on unallocated small (less than 5 dwellings or 0.1ha) sites.

Additional homes may be provided through the sustainable development of other unallocated sites put forward in planning applications. Proposals for residential development on such sites, including the infilling, rounding off, or extension of settlements will be acceptable provided the proposal:-

contd

- a) **Accords with Policy SD1 and Policy SP4, being of a scale appropriate to the location and reflecting the location's role within the Spatial Strategy;**
- b) **Does not increase significantly the scale of planned growth in that location over the plan period. The cumulative impact of development must be taken into account when assessing whether or not an appropriate scale of growth has been or will be achieved in a particular location over the plan period;**
- c) **Can demonstrate that the traffic generated as a result of the proposal can be satisfactorily accommodated by the highway network;**
- d) **Accords with all other relevant local plan policies and any relevant neighbourhood plan policies and will help to achieve sustainable development.**

AFFORDABLE HOUSING

Affordable housing need and evidence

- 6.7 Households in affordable housing need are those who lack their own housing or who live in unsuitable accommodation and cannot afford to meet their housing needs in the housing market. Craven has a significant need for affordable housing, largely as a result of a mismatch between local incomes and the cost of renting or buying homes. Evidence from the Council's 2016 Strategic Housing Market Assessment (SHMA) indicates that the minimum incomes required for entry-level open market renting and owner-occupation are £23,712 and £34,714, respectively. This means that only a small minority of households on the housing register could afford open market rents or prices. More generally, households with single earners on lower quartile or median earnings would find open market prices relatively unaffordable.

- 6.8 According to the 2016 SHMA, Craven's net affordable housing imbalance is 145 dwellings per annum and future affordable housing provision should be approximately 15%-25% intermediate tenure, 75%-85% affordable rented, 87.6% one and two bedroom dwellings and 12.4% three (or more) bedroom dwellings. The SHMA also recommends that intermediate tenure options should continue to be actively promoted, particularly for newly-forming households, and identifies a potential market for 154 starter homes over 5 years (31 per annum).
- 6.9 Craven's housing market will be reassessed periodically to ensure that evidence of affordable housing need remains up to date.

Addressing affordable housing need

- 6.10 To address the issue of a shortfall in affordable homes across Craven, increasing the supply of new affordable homes is a priority for the local plan. Securing new affordable homes through the planning system is an effective way of achieving this. The local plan sets out policy mechanisms which seek to meet full affordable housing needs through a number of approaches, including: the contribution of affordable homes by housing developers, where the homes are usually taken on by registered providers (e.g. housing associations); financial contributions from housing developers, where the money is used to secure affordable homes off-site; and the release of rural exception sites. As well as registered providers, there are other affordable housing providers who may operate under equivalent arrangements or, more often, may specialise in offering innovative intermediate tenure products. In addition to increasing the supply of new affordable homes, Craven District Council, North Yorkshire County Council and registered providers will seek to reduce the need for affordable housing through homeless prevention measures, mortgage rescue schemes and the provision of grants and loans to support necessary alterations or energy efficiency measures to improve existing unsuitable housing. The local plan's employment policies will also help to make living in Craven more affordable for people who work in Craven, by promoting opportunities for better paid local jobs.

- 6.11 Affordable housing can comprise a number of different types of accommodation ranging from affordable (sub market) rent products, to intermediate tenures such as shared equity (shared ownership and equity loans), discounted sale housing and **rent-to-buy**. However, “low cost market” housing is not considered as affordable housing for planning purposes. It is important that in providing affordable housing, a range of tenure types and products is provided to help to address the range of needs of different households.
- 6.12 Despite the scale of need in Craven, the local plan cannot insist that all new homes to be built in the future are built as affordable housing. The main way in which additional affordable housing will be provided in Craven in the future is as a contribution from developers as a proportion of housing built on new development sites.

Affordable housing target and viability

- 6.13 The scale of need revealed by the 2016 SHMA would justify the Council establishing a high target for the amount of affordable housing that it will seek to negotiate from new development sites. However, it is important that this target is realistic and set at a level that allows housing land to come forward and maintains the delivery of new homes without making schemes unviable. It is also important to ensure that the need to provide affordable housing is balanced with the need for developers of housing sites to contribute to necessary infrastructure improvements and community facilities as well as to build to improved sustainable construction standards. Along with affordable housing contributions these factors all influence the economics of housing schemes and ultimately the decisions of landowners to release sites.
- 6.14 The Council’s Local Plan Viability Assessment (Draft Report May 2017) has been used to inform the affordable housing targets and site thresholds. The assessment work indicates that the policy targets are realistic, and the policy will be used as a basis for the negotiation of affordable housing through the development management process. The Council will take full account of the

viability of schemes as part of this process. It will consider amended affordable housing mix where this is appropriate and would help to ensure that the policy targets are achieved and reduced contributions will be negotiated in situations where the policy target cannot be achieved in terms of scheme viability. Whilst negotiations between the Council and developers will need to be conducted on an 'open book' basis, the Council will maintain the confidentiality of any sensitive financial information submitted by developers and will not make such information publicly available.

Size and tenure of affordable homes

- 6.15 The local plan aims to secure a mix of on-site affordable housing provision to reflect the needs of local communities, as evidenced by the 2016 SHMA. The overall mix of sizes will be around 87.6% one and two bedroom and 12.4% three or more bedroom dwellings. The overall mix of tenures will be around 20% intermediate and 80% affordable rented. Two-bedroom and intermediate tenure dwellings are needed, in particular, to support newly-forming and growing households. The precise mix of tenures on a scheme will be negotiated to ensure that the type of affordable housing provision on schemes reflects the needs of the locality.

Financial and off-site contributions

- 6.16 The basis of the calculation of financial contributions in lieu of on-site provision (including situations where on-site contributions do not equate precisely to whole numbers of units) will be the difference between affordable housing values and open market values of equivalent dwellings on the site. The market value of dwellings will be determined having regard to the asking price and any sales where contracts have been exchanged. The value of affordable housing will be determined by the Council's latest published transfer prices (the prices a registered provider will pay to a developer for affordable units). The calculation will be: Market value minus transfer value, multiplied by the number of units (including fractions) and the affordable housing percentage (normally

40%). Any financial contributions obtained will be used to secure off-site provision to help meet the district's affordable housing needs. The Council will publish additional practical guidance on the provision of affordable housing in the form of a supplementary planning document (SPD). This will include guidance on the limited circumstances in which off-site provision or financial contributions will be considered in lieu of on-site provision.

6.17 A vacant building credit is equivalent to the existing gross floorspace of any vacant buildings on a site and is deducted from the normal affordable housing contribution required by the Council. It applies to vacant buildings that are to be brought back into use or demolished for re-development, but not to abandoned buildings. This national policy is intended to incentivise brownfield development, including the reuse or redevelopment of empty and redundant buildings. The Council will bear this in mind when considering whether a vacant building credit should apply to a particular development and will use the credit to help bring forward brownfield development that might not otherwise occur or might be postponed indefinitely. Vacant building credit will be deducted before the 40% on-site affordable housing contribution is calculated or before the financial contribution is calculated, as the case may be.

6.18 Funds gathered through financial contributions will be combined and used in a range of ways to address affordable housing need across the district and to prevent households falling into need. Funds will be used to maximise provision and ensure an effective use of resources and may be used to address need in a range of ways. This may include, for example, the acquisition of land for rural exception sites, direct provision (building) of new affordable homes or the purchase of existing properties on the open market, including new and empty homes and properties to provide shared housing or houses in multiple occupation. The use of financial contributions provides the opportunity to target affordable housing need in smaller rural communities. It also provides some flexibility to provide

a range of accommodation types and to respond to changing wider circumstances that have the potential to affect need over time.

Rural exception sites

- 6.19 Rural exception sites⁴³ are sites that are released to provide affordable housing in locations which would not normally be used for housing. They provide an important opportunity to address affordable housing need in smaller communities and are a long standing mechanism supported by national policy to support the provision of rural affordable housing. Given that affordable housing need is spread across the district, the use of this approach is supported in principle across Craven's smaller market towns and villages.
- 6.20 Historically, national and local policies have supported rural exception sites as sites providing 100% affordable units. However, within the context of current reforms to the delivery of affordable housing and reductions in public funding, the National Planning Policy Framework now provides local planning authorities with the opportunity to consider allowing small amounts of market housing on exception sites to assist the delivery of schemes. Policy support for this has been included in the local plan on the basis that it is an approach designed to support and cross subsidise the delivery of affordable housing in the absence of sufficient public subsidy through registered providers. It is not a policy which has been included in the local plan to encourage the release of sites through the inflation of land values.
- 6.21 Proposals for exception sites which include an element of market housing should be accompanied by a detailed financial appraisal to justify the need to include market housing and to demonstrate that the number of market homes proposed is the minimum required to deliver an appropriate mix of affordable homes whilst ensuring viability of the scheme.

⁴³Rural exception sites are defined in the NPPF at Annex 2: Glossary as small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

DRAFT POLICY H2: AFFORDABLE HOUSING

- a) Local affordable homes that are needed in the plan area will be delivered by:
- I. Negotiating with developers and landowners to secure a proportion of new dwellings as affordable housing or to secure an equivalent financial contribution;
 - II. Supporting registered providers in bringing forward wholly affordable schemes within Craven's market towns and villages;
 - III Supporting in principle, the release of rural exception sites.
- b) Affordable homes will also be provided in conjunction with registered providers through the purchase and repair of existing dwellings, alterations and improvements to the existing affordable housing stock and through the re-use of empty homes.
- Affordable housing from developer contributions
- c) The local planning authority will seek to secure 40% of proposed new dwellings as affordable housing, unless the proposed development is for less than 11 dwellings and does not exceed 1000m2 combined gross floorspace. Where application of the normal 40% target generates a requirement for a whole number of affordable dwellings plus a fraction of an affordable dwelling, the local planning authority will seek on-site provision of the whole number plus a financial contribution for the fraction.
- d) In designated rural areas, the local planning authority will seek to secure a financial contribution, in lieu of 40% on-site affordable housing provision, from developments of 6 to 10 dwellings and from developments of less than 6 dwellings but more than 1000m2 combined gross floorspace.

- e) In appropriate circumstances, the local planning authority will apply vacant building credit and will reduce on-site and/or financial contributions accordingly.
- f) In negotiating schemes the local planning authority will look to maximise provision having regard to the circumstances of individual sites and scheme viability. Developers will be expected to conduct negotiations on an 'open book' basis and the local planning authority will maintain confidentiality of sensitive financial information.
- g) The size, type and tenure of affordable units will be expected to reflect affordable housing needs identified in the Council's latest Strategic Housing Market Assessment. Affordable housing contributions should comprise both social and affordable rent tenures as well as intermediate tenure types. Providing an off-site contribution in lieu of an on-site contribution will only be supported where there are clear advantages or overriding reasons for doing so and it is agreed that an off-site contribution is preferable in terms of achieving housing and planning objectives.
- h) Affordable housing contributions will be sought from proposed developments that are phased or are brought forward in a piecemeal fashion and where the total combined, or 'holistic' development exceeds the relevant threshold
- i) The provision of affordable housing will be secured by planning condition or, if necessary, planning obligation (section 106 agreement). The condition or obligation will seek to ensure that affordable units are maintained in perpetuity for households in

affordable housing need or that the affordable housing subsidy is recycled⁴⁴.

Rural exception sites

- j) Proposals for affordable housing schemes in or adjoining any settlement in the plan area (except Skipton) will be supported where:
 - I. A scheme will help to meet but not exceed proven need in the local area;**
 - II. The site is small and is physically and visually well related to the settlement; and**
 - III. Provision is made for the affordable units to be maintained in perpetuity for households in affordable housing need or for the affordable housing subsidy to be recycled.****
- k) A limited number of market homes will be allowed as part of rural exception sites where it can be demonstrated that:
 - I. These are essential to enable the delivery of the affordable homes by a registered provider and the delivery of an appropriate mix of affordable house types and tenures to reflect need in the local area; and**
 - II. The market homes proposed are the minimum number required to achieve viability in the absence of any public subsidy or with reduced public subsidy.****

⁴⁴ Any reference to affordable units being maintained in perpetuity for households in affordable housing need or affordable housing subsidy being recycled may need revision once the government's starter homes policy has been confirmed.

GYPSIES, TRAVELLERS, SHOWMEN AND ROMA

- 6.22 The local plan aims to address the local housing requirements of all communities, including Gypsies, Travellers, Showmen and Roma who live in or travel through the plan area. In doing so, the local plan will contribute to the overarching national aim of ensuring fair and equal treatment for travellers, in a way that facilitates their traditional way of life, whilst respecting the interests of settled communities.
- 6.23 Policy H3 aims to maintain an adequate supply of sites to meet the housing requirements of Gypsies, Travellers, Showmen and Roma within Craven through safeguarding existing supply and supporting extensions to existing sites or new sites to meet newly arising need.
- 6.24 The District Council has a duty to provide official sites to accommodate Gypsies, Travellers, Showmen and Roma. An independent traveller needs survey and report was published in February 2013 followed by a technical note relating to Gypsy and Traveller Household Formation and Growth Rates in March 2015. This evidence is supplemented by information gathered by the Council on a regular basis, including the department of Communities and Local Government (DCLG) Bi-annual Caravan Count and the Council's Environmental Services & Housing Records of Unauthorised Encampments.
- 6.25 The evidence concludes that there is no evidence of a requirement for a public site in Craven and found no evidence of any deficiencies in service provision for any of the Gypsy & Traveller families within Craven. The report also concluded that there is no evidence of a requirement for any extra provision for showpeople throughout Craven. It is not proposed in the local plan therefore to make a specific allocation of land for a public site for the Gypsies, Travellers, Showmen and Roma community and it is considered that a criteria based policy is appropriate to deal with any unforeseen private need arising during the plan period.
- 6.26 There are traditional, informal stopping-off points used by travellers en-route to and from the Appleby Horse Fair (held during the first week of June), which provide for the temporary needs of gypsies and travellers passing

through the area. Whilst the current evidence concludes that more formal arrangements—such as the development of permanent transit sites—are unlikely to be justified or necessary, there may be opportunities for travellers, the district council and parish councils to collaborate on better management of temporary stop off sites. Alternatively, local communities may wish to consider the opportunities offered by neighbourhood planning, including the possibility of designating land and setting local policies for a transit site within a Neighbourhood Plan.

6.27 Policy H3 addresses specific design principles that should be met by all new sites. Achieving good quality design is central to government guidance for housing and this applies equally to accommodation for Gypsy, Travellers, Showmen and Roma. The Government has published good practice guidance relating to the design of Gypsy and Traveller pitches (Designing Gypsy and Traveller Sites – Good Practice Guide or its replacement) which should be considered by applicants when applying for planning permission or any subsequent or relevant guidance.

6.28 Whilst the existing housing requirements of Gypsies, Travellers, Showmen and Roma are currently being met on privately owned sites, this could change over time and the need to identify and allocate new sites could arise in the future. Therefore, the existing and future housing requirements of this community will be kept under review using the best and most up-to-date evidence available.

DRAFT POLICY H3: GYPSIES, TRAVELLERS, SHOWMEN AND ROMA

The housing requirements of Gypsies, Travellers, Showmen and Roma will be met by maintaining an adequate supply of private sites to occupy, in line with current evidence of existing and future need.

Development of a site within the existing established supply of private sites for any other purpose will be refused, unless:

a) Current evidence shows that the site is not needed; or

- b) The development proposal makes provision for an equivalent replacement site of an equal or better standard.**

Extensions to existing private sites or entirely new private sites (including temporary, permanent or transit sites) will be supported to meet existing need and where there is evidence of newly arising need, and where:

- c) Occupiers of the site would have access to employment, local services and facilities, including public transport, shops, schools and health care provision;**
- d) The site is of sufficient size to provide a good residential environment, in terms of design, layout, spacing, provision of facilities, and amenity space; has good and safe access to the public highway and adequate space within the site for the parking and turning of vehicles;**
- e) The site provides opportunities to reflect traditional lifestyles i.e., allowing travellers to live and work from the same location, contributing to sustainability;**
- f) The site is or can be connected to all necessary utilities and infrastructure including mains water, electricity supply, drainage, sanitation and provision is made for the screened storage and collection of refuse, including recyclable materials;**
- g) the proposal and neighbouring land uses are compatible and the proposal relates well in scale and location to neighbouring settled communities;**
- h) Occupiers of the site and their belongings are not exposed to unacceptable environmental conditions including flood risk; and**
- i) Any potential impacts on the environment can be avoided or adequately mitigated and have regard to the requirements relating to the protecting the natural and built environment set out in other relevant local plan policies**

SECTION 7: ECONOMY

EMPLOYMENT AND ECONOMIC DEVELOPMENT AND SAFEGUARDING EMPLOYMENT AREAS

- 7.1 The draft local plan sets out a strategy for delivering sustainable forms of development across Craven. In particular, draft policy SP2 provides an overview of the overall approach taken with regard to securing and facilitating economic growth in Craven over the period to 2032. Policy SP2 identifies land requirements to accommodate future growth in particular. That is not to say that the needs of current employers and businesses are ignored. Providing a policy context that supports economic growth, retention of sites and premises, and promotes economic diversity are key components of the draft local plan. Draft policies EC1 and EC2 provide such a context, particularly for uses that fall within 'B' classes of the Use Classes Order.
- 7.2 The NPPF is clear in that planning policy should not impede economic development/employment uses. Paragraphs 18-22 are of particular significance and set out the need to plan proactively to meet development needs, whilst avoiding long term protection of allocated sites where there is no prospect of them coming forward for development. Paragraph 28 of the NPPF is also applicable to rural areas in that it provides a positive context that seeks to facilitate rural economic prosperity.
- 7.3 The Employment Land Review (March 2017) provides further context. This shows that, in Craven, there is a high level of economic activity, and low levels of unemployment and deprivation. The study also shows however that wages are below average, and that Craven is a net exporter of labour. Providing a policy context that safeguards, supports and enhances economic activity is an important part of the draft local plan.
- 7.4 Draft Policy EC1 sets out a positive context within which proposals for economic/employment uses are considered. The policy seeks to facilitate the delivery of economic development and employment proposals through a criteria based policy approach that enables the delivery of

economic/employment related development in the right locations, within the context of draft policy SP2 and the spatial strategy – draft Policies SP5 to SP 11.

- 7.5 It is fully recognised that some employment generating uses require specific locations within which to operate and would fall outside of land traditionally identified for employment uses. Draft policy EC1 allows for this in appropriate circumstances.
- 7.6 To retain a choice of employment sites and locations in Craven, where land and/or premises are in employment uses, policy sets out a presumption that these locations will be retained in employment generating uses. Draft policy EC2 sets out the approach to safeguarding employment land and premises. The policy articulates the presumption in favour of the retention of land and premises in employment uses. This is to ensure that there is adequate choice of sites available to accommodate a range of employment generating uses.
- 7.7 It is though, recognised that there will be circumstances where it will not always be appropriate or desirable to retain sites and premises in employment generating uses. Policy EC2 sets out circumstances where non employment generating uses on sites and premises currently in employment uses may be considered appropriate and/or acceptable. In particular, where employment generating activities cause amenity issues to surrounding sensitive uses that cannot adequately mitigated, then non employment uses may be considered favourably.
- 7.8 The setting of a planning policy context that facilitates economic/employment growth, whilst also allowing for alternative uses in appropriate circumstances is a key tool in facilitating economic growth and achieving wider local plan objectives. It is within that context that the following policies EC1 and EC2 are set.

DRAFT POLICY EC1: EMPLOYMENT AND ECONOMIC DEVELOPMENT

Proposals for employment/economic development in existing employment areas (Policy EC2), on land allocated for employment/mixed use (SP5 to SP11), or in locations that accord with the Spatial Strategy (SP4) will be supported subject to compliance with the following criteria:-

- a) The proposal will not give rise to adverse amenity effects on sensitive uses that cannot be mitigated adequately;
- b) Traffic generated as a result of the proposal being satisfactorily accommodated in the surrounding highway network;
- c) The proposal not adversely affecting the significance of natural environmental assets, designated heritage assets and open space provision and accords with the provisions of Policies ENV1, ENV2, ENV4, ENV5, ENV6, ENV7, ENV8, ENV10 and ENV11 ;
- d) The proposal being adequately served by communications infrastructure; and
- e) The proposal being of a design that accords with the provisions of Policy ENV3.
- f) The proposal accords with any other relevant policies in the local plan

Elsewhere proposals for employment/economic development will be supported where they meet criteria a) to f) above and it can be clearly demonstrated that :-

- g) There are no allocated sites or existing employment areas available in the local area that could accommodate the proposal;
- h) The proposed activity requires a specific location in which to operate adequately;
- i) The proposal will help deliver specific aims and objectives of the York, North Yorkshire and East Riding Local Economic Partnership (LEP) or the Leeds City Region LEP; or
- j) The proposal will benefit the rural economy in accordance with Policy EC3.

DRAFT POLICY EC2: SAFEGUARDING EXISTING EMPLOYMENT AREAS

In order to ensure that there is an adequate supply of employment locations in Craven for ‘B’ Class Uses, existing sites and premises in ‘B’ Class use in existing employment areas and sites with extant commitments for ‘B’ Class Use identified on the policies inset map will be safeguarded from non ‘B’ Class uses unless:-

- a) The development proposal makes equivalent compensatory provision of employment land/premises to an equivalent or better standard; or**
- b) It is demonstrated that there is no reasonable prospect of the site being retained, reused or redeveloped for a ‘B’ Class employment generating use;**
- c) The proposed new use is compatible with surrounding uses, and will not result in adverse effects to new occupiers that cannot be adequately mitigated.**

Broughton Hall Estate and Business Park provides opportunities for both ‘B’ Class employment and tourism development. Existing ‘B’ Class employment uses in this location will be safeguarded under this policy and proposals for tourism development will be supported, in principle, in accordance with Policy EC4: Tourism.

RURAL ECONOMY

7.9 The local economy reaches beyond Craven’s towns and their industrial estates—extending into the countryside and even the remotest of rural locations. Farming, industry, tourism, **culture**, transportation, shops, pubs, community services, small businesses, self-employment and so on, all contribute to a rural economy that helps to maintain the vitality and viability of the countryside, the quality of its landscapes and villages, and the sustainability of rural life.

- 7.10 Economic activity in rural areas has many things in common with economic activity in towns or anywhere else, but the opportunities available, the barriers encountered and the concerns of those involved can be quite different. Rural locations can provide their own unique type of business opportunities, but they can impose limitations and restrictions, too, including the potential negative impact of development on the character of the countryside, the relatively poor transport links and broadband connections available in some locations. Opportunities currently exist to deal with the lack of broadband through the Superfast North Yorkshire Broadband Project, which aims to rollout high quality broadband to 100% of Craven's businesses and residents by 2017. This will allow businesses to grow in rural locations throughout Craven.
- 7.11 The following policy aims to acknowledge the rural situation and its particular set of circumstances. It takes a positive stance and looks to encourage growth in the rural economy by supporting proposals for sustainable development, by broadening the scope for and increasing the variety and diversity of economic activity in rural areas, and by 'not getting in the way' of enterprise and innovation that offers economic, environmental, **cultural** and social benefits to local communities. The policy is intended to be flexible and adaptable, so that it can respond to different needs within the rural economy, new opportunities that may arise in the future and changes in the rural economy over time.
- 7.12 New opportunities are likely to arise in farming, land management and support services, and in the use of farmland and buildings for things other than agriculture, for example green technology, renewable and low-carbon energy, flood management and related areas of research are potential areas of growth. Sustainable tourism projects will continue to be important; there may be further opportunities for combined living and working in rural areas; and local firms will wish to grow and expand. This policy supports the rural economy by recognising the contribution that existing live/work units make to the rural economy. Existing live/work units will therefore be protected.

7.13 Craven's landscape, heritage, culture, quality of life and overall success depend on a living and working countryside, and on economic development that preserves and enhances these qualities, whilst bringing greater prosperity to local communities.

DRAFT POLICY EC3: RURAL ECONOMY

Craven's rural economy will be supported, so that it may grow and diversify in a sustainable way to provide long term economic, environmental and social benefits for local communities. This will be achieved in the following ways:

- a) Enabling enterprise, welcoming innovation and supporting economic development proposals that will benefit the local economy, environment and quality of life, including culture and community proposals;**
- b) Recognising opportunities to use farmland and farm buildings in new and different ways to support individual farm businesses and to diversify the wider rural economy;**
- c) Helping existing and new rural businesses, including tourism related businesses to succeed, grow and expand, by working with them co-operatively and proactively, so that development proposals can be supported wherever possible;**
- d) Enabling farm, forestry and other land-based businesses to build the new and replacement buildings and infrastructure they need to function efficiently, including dwellings where they are fully justified on functional and financial grounds;**
- e) Acknowledging the potential social, economic, environmental benefits of reusing existing buildings by supporting proposals for the conversion of barns and other vernacular buildings for residential and/or employment uses within sustainable rural locations, providing opportunities for people to live and work locally.**
- f) Protecting existing live/work units for the valuable contribution they make to the rural economy; and**

Proposals of the type described above will be supported provided they accord with all relevant local plan policies and any relevant neighbourhood plan policies, and will help to achieve sustainable development.

TOURISM

- 7.14 Tourism is the broad term applied to the range of activities, businesses and services that people enjoy whilst visiting Craven. The economy that has built up around tourism is now a substantial and important part of the area's overall economy and quality of life.
- 7.15 The boost that tourism and visitors provide is seen in the success of Craven's market towns as local places for shopping, culture, leisure and business. Tourism also helps in the understanding and appreciation of Craven's natural environment, heritage and culture, which, in turn, helps to conserve these resources for future generations. Supporting sustainable tourism is therefore an important aim of the local plan and will help to secure a thriving economy, vibrant town-centres, cultural experiences, active recreation, rich biodiversity, beautiful landscapes and well-preserved historic places, which will be both attractive to visitors and beneficial to local communities.

Destinations, visitor accommodation and activities

- 7.16 The local plan aims to support both established and aspiring **tourist** destinations that wish to develop and become better and more successful. **Those** wishing to offer **a wider choice of accommodation** or activities, which create **appeal**, interest and enjoyment for visitors, will be supported; and proposals to develop new ideas and opportunities, in a sustainable way, will be encouraged.

Synergies, commitments and key locations

- 7.17 Tourism businesses may combine well with other businesses in non-tourism sectors. Both can provide a draw, add interest and vitality, and provide facilities and services that may be of wider appeal beyond their respective customer base. **Similarly, individual businesses may benefit from integrating tourism and other sectors within their own hybrid operation.** The local plan therefore recognises and supports opportunities to secure knock-on benefits from locating tourism and other forms of business together — this is referred to as “synergies of co-location”.

- 7.18 In addition to giving broad encouragement and support to sustainable tourism across the plan area, the local plan also establishes two specific tourism designations: a tourism development commitment and key locations for tourism development. Land designated as a tourism development commitment already benefits from planning permission and is described in paragraph 7.19. The eight key locations , which are described in paragraphs 7.20 to 7.34, offer particularly good opportunities for sustainable tourism and for harnessing synergies of co-location.
- 7.19 Tourism development commitment. Land to the west of Hellifield already benefits from planning permission for construction of a rural environmental centre (comprising tourism, exhibition, training, equestrian and livestock buildings, a hotel and nature conservation area) ⁴⁵, but alternative proposals for sustainable tourism development may also be acceptable. The local plan supports such proposals, in principle, provided that they fully address important matters acknowledged in the approved scheme and identified in subsequent evidence gathering, including biodiversity⁴⁶, archaeology⁴⁷ and heritage⁴⁸.
- 7.20 Bolton Abbey/Bolton Abbey Station. Bolton Abbey is a place of multiple significances. Bolton Priory has historical value as an Augustinian foundation dating back to 1151, built and altered over time which has the potential to yield evidence about past human activity. It also has high aesthetic value as a piece of architectural design: the ruined east end is of exceptional quality and a rare example in Yorkshire of late C14 architecture at its most refined. However, it is the wider relationship of the Priory with its landscape setting that gives this place its greatest

⁴⁵ On 11th January 2000, conditional outline planning permission was granted for construction of Hellifield Rural Environmental Centre (decision no. 5/42/149/C). The outline permission was renewed on 10th February 2003 (decision no. 42/2002/2763), reserved matters were approved on 20th September 2005 (decision no. 42/2005/5082) and works to implement the permission were subsequently carried out.

⁴⁶ Hellifield Rural Environmental Centre Nature Conservation Area Management Plan (CM Owen BSc. MSc., 2007) and approved landscaping scheme (Bowman Riley Architects, 2007). Information on habitats and species provided by the North East and Yorkshire Ecological Data Centre (2016).

⁴⁷ A Desk Top Study (Aire Valley Archaeological Services, 1999) and partial Geophysical Survey (Archaeological Services WYAS, 2007).

⁴⁸ Draft Settle-Carlisle Railway Conservation Area Appraisal (Alan Baxter Ltd, 2016).

significance. Together they form a famous landscape, an icon of the Picturesque and Romantic Movements of the latter part of the 18th and into the 19th centuries, which valued the Priory ruins in its landscape setting for its fortuitous aesthetic effect. The association of Bolton Abbey with the Romantic Movement and the area's later accessibility to major populations in the industrial centres of the West Riding led to the development of the site as a tourist destination. The railway arrived at Bolton Abbey Station in 1888. On one August Bank Holiday in the 1890s the railway brought over 40,000 people to Bolton Abbey. The site became and remains a popular destination for tourists, generating a strong communal value expressed in the continuing appreciation by the public for this place, which is one of the most visited sites in Yorkshire and plays a significant role as a gateway to the Yorkshire Dales National Park.

7.21 Bolton Abbey is also a Tier 4b settlement (villages with basic services bisected by Yorkshire Dales National Park boundary) within the Local Plan's Spatial Hierarchy. It is similarly recognised as a service village in the submission draft of the Yorkshire Dales National Park Local Plan. It comprises land at Bolton Abbey village and Bolton Bridge, and provides a range of services to its community and those of smaller related settlements nearby in the National Park.

7.22 However, several issues at the Bolton Abbey Core Visitor Area from Bolton Bridge to Barden Bridge (all of which is owned by the Bolton Abbey Estate - see policies inset map for related plan of Bolton Abbey Core Visitor Area) diminish both the visitor offer concerned and the ability of the Bolton Abbey Estate to support its ongoing programme of environmental management and architectural conservation. The Bolton Abbey Estate has identified these issues as follows: no play facilities for children of different age groups; no sense of arrival; vulnerability of visitor operations to bad weather and school holidays; little secondary spend by visitors; major planning constraints; high maintenance costs; increased competition; services at risk; staffing problems due to high

house prices; very limited choice of visitor accommodation in the immediate area.

- 7.23 In seeking to address these issues, the Bolton Abbey Estate has identified eight potential development zones within the Core Visitor Area, two of which are located partly within the Craven Local Plan area at Bolton Abbey and Bolton Bridge. The Bolton Abbey Estate has liaised with local and external stakeholders on their proposals for mixed use tourism led development including the District Council, the Yorkshire Dales National Park Authority, and Historic England (which supports in principle the provision of development of an appropriate scale, intensity and mix of uses in Bolton Abbey village, Bolton Bridge and other parts of the Core Visitor Area in the long term).
- 7.24 The Bolton Abbey Estate proposals refer mainly to tourism-led development to support and diversify visitor operations at Bolton Abbey, improving cycling and walking infrastructure and providing facilities such as a farm shop and eating / drinking establishments, which will also benefit the local community. In addition, the Bolton Abbey Estate wishes to pursue other forms of development to accord with policies elsewhere in the Local Plan, including for example small scale housing development and rural office development.
- 7.25 Tourism led mixed use development at Bolton Abbey has the potential to boost the tourism economy of the area and achieve the synergies of co-location with other business and commercial development to provide for significant high value employment opportunities in accordance with policy EC4 of the Local Plan, but this must be achieved without harm to the important and significant historic, ecological and landscape assets of this special place.
- 7.26 However, the Council has not allocated specific sites at Bolton Abbey for two reasons. Firstly, the Council considers that a comprehensive strategy and development masterplan must be prepared for the area which: takes into account the heritage, ecology and landscape sensitivity of the area; considers the fact that the National Park

boundary runs through Bolton Abbey village and Bolton Bridge; involves Historic England, the Yorkshire Dales National Park Authority, Natural England, the District Council and other stakeholders as appropriate. Secondly, it considers that there is a need to establish the potential impact of detailed proposals (for uses such as a play barn, farm shop, play area, pub, housing, visitor accommodation, cycling hub, offices and biomass boiler) before confirming the use of land for a particular purpose.

7.27 The Council therefore proposes to include an additional, but related policy to EC4 (EC4a), to support sensitive and sustainable tourism-led, mixed-use development at Bolton Abbey, in the general locations identified at Bolton Abbey and Bolton Bridge (see policies inset map), subject to a comprehensive strategy and Masterplan for the Core Visitor Area (the boundaries of which are identified on the policies inset map) being produced in collaboration with and to the satisfaction of itself (as local planning authority) and other key stakeholders, including the Yorkshire Dales National Park Authority, Historic England, Natural England and the Environment Agency. Development proposals will be expected to accord with the principles of the Masterplan and development proposals which would prejudice the delivery of the related strategy for the Core Visitor Area will not be permitted.

7.28 Broughton Hall Estate. This is a key location that has successfully integrated tourism, business, heritage and landscape over many years – tapping in to the synergies of co-location and creating a place of unique character and appeal. This achievement and the location’s potential for continued sustainable growth and enhancement are recognised in its designation.

7.29 Ingleton – viaduct area. Ingleton’s grade II listed former railway viaduct is a significant heritage asset, which contributes to the character and appearance of the adjoining conservation area. At present, the viaduct is inaccessible, but has the potential to become an elevated public

walkway and the centrepiece of wider proposals to enhance the local tourist economy and historic environment.

7.30 Gargrave – canal area. The Leeds and Liverpool Canal is a significant heritage asset and its moorings, towpath and grade II listed bridges and locks add to Gargrave’s attractiveness to visitors. Proposals that would help to enhance the canal’s significance and attractiveness, its role in the local economy and the range of canal-side facilities currently on offer will be supported in principle.

7.31 Skipton – canal and railway station area. Skipton’s busy and popular grade II listed railway station is an important gateway to the town, but its facilities, surroundings, accessibility and relationship to the town centre could be improved. The Leeds and Liverpool Canal, which is just a short walk to the north, is a significant heritage asset within the Skipton Conservation Area and is popular for its moorings and events. The canal towpath also provides an attractive pedestrian and cycle route to the town centre, Aireville Park and beyond. This part of the town has been designated as a key location to highlight the area’s potential and to encourage proposals that will support the local economy, improve accessibility, enhance the visitor experience, conserve heritage assets and create a better townscape.

7.32 Bentham – railway station area. High Bentham has a significant number of undesignated heritage assets and the potential for conservation area designation. Its attractiveness as a tourist destination and gateway to the Forest of Bowland Area of Outstanding Natural Beauty are reinforced by its railway station on the “Little North Western” line, which is supported by a community rail partnership. The station is located in an area of town where space and opportunities for growth are less constrained than in the historic and tightly built centre immediately to the north. This greater potential is recognised in the area’s designation as a key location and proposals will be supported, in principle, where they would enhance the town’s attractiveness to visitors, support the local economy and conserve heritage assets.

- 7.33 Hellifield – railway station area. The grade II listed Hellifield Station marks the southernmost extent of the Settle-Carlisle Conservation Area, which follows the route of the popular, scenic and historic railway. The Yorkshire Dales National Park is to the immediate northeast, the tourism development commitment is to the southwest and areas around the station buildings are mainly operational land. In this key location, appropriate proposals to develop facilities and services and to enhance linkages and relationships with the surrounding area will be supported in principle.
- 7.34 Embsay – railway station area. The Embsay and Bolton Abbey Steam Railway intends to extend its operations to Skipton railway station where former platforms 5 and 6 would be brought back into use. This and other appropriate enhancements to services and facilities could make a significant contribution to sustainable growth in tourism at each of the three key locations involved – Embsay, Bolton Abbey and Skipton – and will be supported in principle.

Rural and countryside areas

- 7.35 Tourism naturally extends beyond Craven’s main settlements and the local plan therefore supports sustainable tourism in more remote locations — to do otherwise would be to unfairly restrict economic, environmental and social opportunities, and to hinder growth and diversity within the rural economy. Proposals for tourism development that will result in improved biodiversity and green infrastructure, and better facilities for rural communities, will be particularly welcomed. Nature tourism will be encouraged and supported, in principle, in both rural and urban areas.

Community benefits

- 7.36 A sustainable approach to growth in tourism will ensure that benefits to the economy, environment and quality of life are felt as broadly as possible, including within local communities. Part of this will be to attach appropriate community use agreements to planning permissions for tourism development, where this will improve the availability of community facilities in

the local area. Communities will also be supported in bringing forward their own sustainable tourism projects through neighbourhood planning.

Public transport, walking and cycling

- 7.37 The local plan aims to connect tourism development to the public transport network and to promote walking and cycling, in the interests of sustainability, health and well-being. Several key locations and the **tourism development commitment** have been identified as offering particular opportunities to further these aims.

Sustainable development

- 7.38 The local plan's general support for tourism does not mean support for any tourism-related development proposal that may come forward. Individual proposals will need to accord with other relevant local plan policies, promote relevant plan objectives and achieve sustainable development overall.

DRAFT POLICY EC4: TOURISM

Tourism will grow in a sustainable way, so that it helps to improve the economy, environment and quality of life. Such growth will be achieved by:

- a) Enabling established destinations to become even better through the development of new and improved facilities;**
- b) Helping up-and-coming destinations to establish themselves and become successful;**
- c) Recognising opportunities to bring tourism into new areas that have untapped potential, including new types of activity and new destinations;**
- d) Acknowledging the range of sporting, recreational, cultural, arts and leisurely activities that people may wish to engage in as tourists;**
- e) Ensuring that tourism development provides easy access to the network of public transport services, footpaths and cycle routes (including canal**

towpaths) in the area and, wherever possible, secures the improvement and expansion of that network;

- f) Realising opportunities, where they arise, to secure additional knock-on benefits from placing tourism development and other forms of business and commercial development together in the same location, thereby achieving synergies of co-location;
- g) Supporting, in principle, proposals for tourism development and for achieving synergies of co-location, in the following key locations for tourism development identified on the policies map;

Bolton Abbey/Bolton Abbey Railway Station

Broughton Hall Estate

Ingleton – viaduct area

Gargrave – canal area

Skipton – canal and railway station area

Bentham – railway station area

Hellifield – railway station area

Embsay – railway station area

- h) Supporting alternative sustainable tourism development of land designated as a tourism development commitment, provided that the broad requirements set out below and illustrated on Diagram EC4 are met:

I) Conservation of biodiversity value

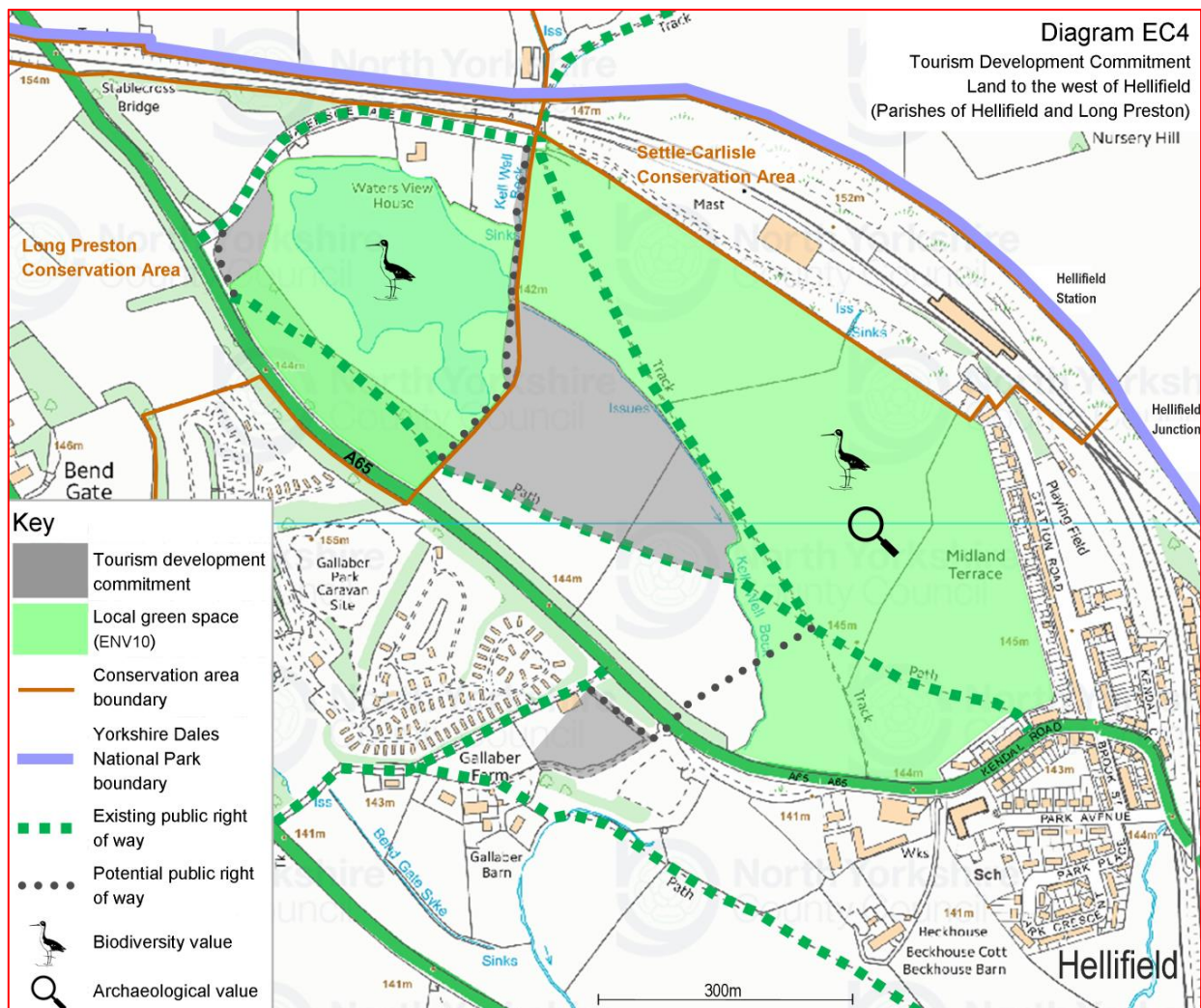
II) Conservation of heritage assets, including archaeological remains, the Long Preston Conservation Area and the Settle-Carlisle Conservation Area

III) Preservation and enhancement of the existing public rights of way network

IV) Preservation or enhancement of Local Green Space, including its open character, local significance and value to the community.

Proposals that include an extension of development onto land immediately adjoining the designated tourism development commitment will be supported, in principle, provided they are sensible in scale, promote sustainable tourism and meet the requirements of I) to IV) above.

- i) Ensuring that the benefits of tourism growth – to the economy, environment and quality of life – are felt as broadly as possible within local communities;**
- j) Securing appropriate community use of private facilities provided as part of tourism developments, including sports, leisure, recreational and cultural and arts facilities, shops and open spaces;**
- k) Encouraging local communities to promote their own sustainable tourism projects through neighbourhood planning;**
- l) Proposals of the type described above will be supported provided they accord with all relevant local plan policies and any relevant neighbourhood plan policies, and will help to achieve sustainable development.**



DRAFT POLICY EC4A: TOURISM –LED DEVELOPMENT AT BOLTON ABBEY

The provision of sensitive and sustainable tourism-led, mixed-use development at Bolton Abbey will be supported.

In particular, the following mix of uses will be supported in principle subject to their scale, design, location, inter-relationships and cumulative impact upon the historic environment, ecology, flood risk and landscape character being acceptable:

contd

- Tourism facilities, including but not limited to, farm shop, play barn and eating/drinking establishments;
- New build visitor accommodation;
- New infrastructure necessary to promote and improve cycling and walking;
- Other development (e.g. residential and commercial) which conforms to policies elsewhere in the Local Plan.

Larger scale development will be restricted to the following general locations indicated on the inset policies map:

- Land including and surrounding the main village car park at Bolton Abbey village
- Land to the north-north-west of the B6160 / A59 roundabout at Bolton Bridge
- Land north of the highway spur (part of former A59) to the west of the B6160 at Bolton Bridge

Before any development takes place, a comprehensive strategy and Masterplan for the Core Visitor Area identified on the policies inset map, including detailed development and design principles, shall be produced in collaboration with, and to the satisfaction of, the local planning authority and other key stakeholders, including the Yorkshire Dales National Park Authority, Historic England, Natural England and the Environment Agency. Development proposals will be expected to accord with the principles of the Masterplan and developments which would prejudice the delivery of the related strategy for the Core Visitor Area will not be permitted.

RETAIL AND TOWN CENTRES

Town Centres in Craven

- 7.39 The historic character of market towns and villages in Craven present an attractive setting for retailing, business, commercial activity, leisure, culture and recreation that reinforces a competitive advantage, whilst building relationships with other centres in wider retail networks that lie beyond, (but include) Craven. Recent experience and change highlights that the future context for retailing in town centres will be very different, and centres will need to adapt to the changing policy and economic landscape. For Craven, historic shopping areas, streets and spaces are intertwined with the health and future trajectory of retail and commercial activities in market town and village centres.
- 7.40 In terms of retailing activity, the retail and leisure study (2016) identifies that in Craven, capacity for comparison retailing exists in all centres for the period to 2032 which could assist in clawing back potential expenditure to Craven, which otherwise would be leaked to centres outside of the area. The study also shows capacity for convenience retailing in Craven (particularly in Skipton) for the period to 2032, except for Settle. In Settle the study identifies no capacity for convenience retailing in the town for the period to 2032. Supporting and enhancing the health and vitality of centres is an important factor in supporting communities.
- 7.41 Our centres are part of local community identity and strong business identities. In particular, continued multiple town centre retail investment close to prime pitches in Skipton but with opportunities for lower rents away from primary frontage areas are likely to be appealing to independent retailers as a trade off for lower footfall.

Craven Retail Hierarchy

- 7.42 The retail hierarchy for Craven is set out at policy EC5 and centres in it will be resilient to, and not harmed by, retail and indoor leisure development proposals elsewhere. Out of centre proposals in Craven that are larger than the thresholds set out in policy EC5 will be required to demonstrate the

degree of impact on the centres. This may include addressing impact on more than one of the centres depending on the location, scale and nature of the proposal. The scope and nature of an impact assessment will be determined at the time of application.

7.43 The hierarchy of retail centres accords with their size, function and capacity. Centres within the hierarchy may fall within different retail networks, which extend beyond the plan area.

7.44 The following retail hierarchy statements consider the role of centres identified in the retail hierarchy and links between them or the purpose of the hierarchy and levels within the hierarchy.

7.45 **Level 1 - Skipton town centre**

- The primary retail location for Craven that is also attractive to visitors from outside the district, and as a gateway to the Yorkshire Dales;
- Limited current available capacity to accommodate additional growth;
- Historic townscape and dense residential and rural greenspace surroundings;
- Attractive natural and historic waterside environments within the town centre.

7.46 **Level 2 - Settle Town Centre**

- A secondary retail location for Craven that serves primarily the immediate hinterland whilst also acting as a gateway to the Yorkshire Dales;
- The compact 17th century core is centred on the market square around the Town Hall and the Shambles and is surrounded by narrow lanes and backyards leading off Kirkgate, Duke Street and Constitution Hill (source: parish profile);

- Located in the northeast of the compact town beneath limestone crags of the adjacent Yorkshire Dales National Park.

7.47 **Level 3 - Bentham Town Centre**

- A local centre that serves primarily the day to day needs of residents whilst also offering a number of higher order services that serves a wider hinterland.
- A working town feel with an auction market within the town centre and manufacturing plants on the fringe of the town centre.

7.48 **Level 3 - Main Street, Cross Hills**

- A local centre that serves primarily the day to day needs of residents whilst also offering a number of higher order services;
- The location of the centre astride the A6068, a well trafficked thoroughfare, detracts from attractiveness of Crosshills as a destination retail centre serving a greater than the day to day retail needs of residents.

7.49 **Level 4 – Ingleton**

- A local centre that serves primarily the day to day needs of residents whilst also offering a number of services aimed at the tourist economy;
- There is an element of potentially competing convenience retail provision on the A65 New Road.

Challenges and Opportunities

7.50 The assessment of the key characteristics of each centre in the retail hierarchy presents a number of challenges to their future health and vitality. Arising from this, there are also opportunities for enhancement and to build upon/create the competitive advantages of the centres in question. These are summarised in Tables 5 and 6 below:

Table 5 - Key Settlement Specific Challenges

	Historic and dense layout limitations to continuous / circular high footfall routes	Competing retail development along nearby main through A road	Lack of available town centre / edge of centre sites for new build development	Historic buildings perceived as obsolete for some town centre uses	Environmental quality suffers from traffic movements and road layout
Skipton					
Settle					
Bentham					
Cross Hills					
Ingleton					

Table 6 -Key Settlement Specific Opportunities / Competitive Advantages

	Historic waterside recreation interactions with shopping areas	Extensive range of purposes for visiting or lingering	Underexploited trans pennine passing trade potential	Appealing physical place by look and feel (eg: intertwined historic streets)	Interesting diverse mix of uses on distinct streets encourages footfall
Skipton					
Settle					
Bentham					
Cross Hills					
Ingleton					

Approach to Retail and Town Centres in the Plan

7.51 The ultimate goal of the plan is to secure sustainable long term growth that responds to the distinct evolution and change of the retail economy. The centres in the retail hierarchy will be supported and enhanced by development which strengthens their resilience to economic, social and

technological change. This will be achieved by a flexible and positive planning policy approach to development including hybrid use of premises within the parameters of sustaining a majority retail use of primary frontages and being in keeping with their scale, historic character and dense residential surroundings.

Skipton

7.52 The retail and leisure study confirms that Skipton is the primary retail centre in Craven, and this is reflected in being identified at tier 1 of the town centre hierarchy. The policy approach supports and seeks to secure more effective land use within Skipton in defined areas for change as set out at policy SP5. This approach will meet short and long term requirements for convenience and comparison retail floorspace growth thereby enhancing the retail offer in the town. In a changing retail economy these areas present particular advantages and opportunities. Elements and projects will enhance:

- The perceived attractiveness as of Skipton as a place in which to invest;
- Interactions with the market, public spaces, community events venues, waterside environments and a well balanced mix of diverse independent and multiple occupiers;
- Distinct retail, market, service, leisure, community, business, cultural, tourism and education functions that complement retail networks and promote customer choice, the range of purposes for using the centre and the experience of users;
- Successful and innovative business environments embracing new technology; property market churn and choice; and innovative and hybrid use of historic and perceived obsolete buildings to secure their viable and sustainable future;
- Opportunities for social interaction including the inclusivity of the evening economy, cultural events, public seating provision and a broader leisure

economy catering for growth in young family, one person and elderly users of the centres;

- The distinct balanced mix of main town centre uses at ground floor level along primary shopping frontage with the majority of each primary frontage section on the local plan maps being in retail use.
- Attractive accessibility to and from the town and between elements within the centres, particularly for the mobility impaired, older persons, young families, cyclists and public transport users;
- An attractive, green and secure pedestrian environment and public realm that provides legible continuous main footfall pedestrian routes around the centre connecting and supporting elements within the centre, in particular focal point / buildings and distinct geographic features, and interactions between them.
- Effective car parking and traffic management;

7.53 Recent development at the rear of Skipton Town Hall has addressed a need for modern units suitable for the needs of multiple retailers. However in Skipton, the forecast need for 2,441 sq. m net new convenience retail floorspace and 3,291 sq. m net new comparison retail floorspace to 2032 is directed primarily to site reference SK 139 under policy SP5. In particular, the redevelopment of any car park areas in Skipton Town Centre area will need to consider whether it is appropriate to make compensatory provision for the potential loss of spaces as part of the proposal.

Elsewhere in Craven

7.38 Away from Skipton the retail and leisure study shows more limited capacity for retail development and this will primarily support service provision in the smaller market towns and villages, enable local people to meet their daily needs for shopping within walking distance of their homes, and meet demand

for local produce. Notably the evidence shows no new capacity for convenience retailing in Settle for the period to 2032.

Town Centre Uses, Primary Shopping Frontages and the Role of Residential Development and Use in Town Centres

- 7.39 In line with the provisions of the NPPF, the policy approach taken in the plan supports and seeks to enhance the primarily retail function of town centres in Craven. This is achieved through the identification of primary shopping frontages and town centres in Skipton and Settle which has been informed by evidence in the Retail and Leisure study. It is though, recognised that whilst the primary retail function of centres should be safeguarded, securing an appropriate balance of town centre uses including commercial, leisure, tourism, **cultural**, community and where appropriate residential uses is also an important factor in supporting and enhancing vitality in town centres in Craven.
- 7.40 In this regard residential use warrants particular comment. The policy approach seeks to secure and safeguard the retail, commercial and leisure functions of premises at ground floor level, particularly within primary shopping areas identified in the plan. However above ground floor level, the nature and character of centres in Craven means that residential uses could support and underpin retail, community and commercial activity at ground floor level. This is particularly the case in the smaller centres where the concept of 'living above the shop' can be attractive to business owners and operators. In Skipton, the character of the town centre may limit the practicality or desirability of 'living over the shop'. However, the range of sites identified in the plan for a mix of town centre uses including residential uses under policy SP 5 will allow for a mix and balance of uses in the town centre, including an element of residential.

Out of Centre Retail Proposals

7.41 The plan sets a context for supporting and promoting town centre uses in town centres. However, it is possible that proposals will come forward on identified and unidentified sites for retail uses in out of centre locations. Where this occurs, the impact of proposals on the health and vitality of town centres will need to be assessed and the plan sets floorspace thresholds as to the scale of proposals where an impact assessment will be required. The ultimate aim is to ensure that the health of retail centres is not adversely affected by out of centre retail proposals. It is within this context, that the following policies are brought forward.

DRAFT POLICY EC5: TOWN, DISTRICT AND LOCAL CENTRES

Proposals for the ongoing enhancement and focus of town and village centres as locations for commercial, retail, leisure, cultural and community activity (town centre uses) will be supported in line with the following hierarchy:

Level 1 Town Centre – Skipton

Level 2 Town Centre – Settle

Level 3 District Centres –Bentham and Crosshills

Level 4 Local Centre – Ingleton

Within Skipton and Settle town centres, as identified on the proposals map, the primarily commercial, retail, leisure, cultural and community functions will be safeguarded and enhanced.

Within the primary retail area of Skipton as identified on the proposals map, the primarily retail function of this area will be safeguarded.

contd

Retail Capacity

The following capacity by centre for comparison and convenience retailing is presented in the table below:

Level	Town/Village centre	Comparison floorspace requirement to 2032	Convenience floorspace requirement to 2032
1	Skipton town centre	3,291 sq.m	2,441 sq.m
2	Settle town centre	650 sq.m	0 (-588) sq.m
3	Bentham district centre	217 sq.m	474 sq.m
3	Crosshills district centre	83 sq.m	353 sq.m
4	Ingleton local centre	285 sq.m	389 sq.m

Proposals that make contributions to meeting the identified capacity will be supported, subject to compliance with other relevant plan policies.

Out of Centre Proposals

When considering proposals for town centre uses in out of centre locations as identified on the proposals maps, proposals will be required to demonstrate that there are no locations available in the town centre that could accommodate the proposal, and the impact of the proposals are acceptable.

The following thresholds are applied in respect of proposals for town centre uses in out of centre locations:

Level	Settlement centre	Floorspace Impact Thresholds (gross)
1	Skipton town centre	1,500 sq.m
2	Settle town centre	750 sq.m

3	Bentham district centre	500 sq.m
3	Crosshills district centre	500 sq.m
4	Ingleton local centre	250 sq.m

Out of centre proposals will be expected to meet both the sequential and impact tests as they apply to proposals.

Within the town centres of Skipton and Settle as identified on the proposals maps, proposals for town centre uses will be supported where they underpin and support the functions of these centres.

Proposals for town centre uses identified as part of the regeneration of sites identified for mixed use under draft Policy SP5 site references SK139 and SK140 will be supported subject to compliance with other relevant development plan policies, meeting sequential and impact tests and the provisions of the NPPF.

Within the town and village centres of Bentham, Crosshills and Ingleton, proposals for town centre uses will be supported where they underpin and support the primarily retail, leisure and community functions of these centres.

DRAFT POLICY EC5A: RESIDENTIAL USES IN TOWN AND VILLAGE CENTRES

Within the primary shopping area of Skipton, as identified on the proposals map, the primarily retail function of this area will be safeguarded and protected. Proposals for residential use at ground floor level will only be supported where it can be adequately demonstrated that the proposed residential use will not result in the loss of retail uses.

Proposals for standalone residential uses that require planning permission within the identified town centre area of Skipton and Settle will be supported where it can be adequately demonstrated that the proposed residential use will not result in the loss of retail, commercial, leisure accommodation or premises suitable for community uses.

Within the identified town centre area of Skipton and Settle, mixed use regeneration proposals that include an element of residential uses will be supported where the mix of uses underpins and enhances the vitality of centre.

Proposals for residential uses at ground floor level within Bentham, Crosshills and Ingleton will be supported where the retail, commercial and leisure function of the centre is not undermined.

First floor residential use

At first floor level, proposals for residential uses within the identified primary shopping area of Skipton, within the identified town centre boundaries of Skipton and Settle and the district/local centres of Bentham, Crosshills and Ingleton will be supported where it can be demonstrated that the proposal will not undermine the primarily retail function of the identified centre, supports and enhances the vitality of the centre and accords with other relevant plan policies.

SECTION 8: INFRASTRUCTURE, SERVICES AND FACILITIES

PLANNING OBLIGATIONS

8.1 Planning obligations or “section 106 agreements” may be entered into by developers as part of the development process. They are sometimes needed to ensure that places and communities grow in a sustainable way and to help deliver the objectives, aspirations and strategy of the local plan. In general, it is preferable to attach a condition, rather than an obligation, to a planning permission, but planning law and guidance may dictate otherwise, depending on the circumstances. Where necessary, obligations will be used to mitigate the impact of development, to compensate for the loss of or damage to specific features, or to prescribe the form of development and will 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.

Development will be resisted if necessary mitigation measures cannot be secured through appropriate conditions or obligations.

Community infrastructure levy (CIL)

8.2 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”.

Infrastructure Planning

8.3 The Council is required to assess the level of infrastructure required to support the development set out within the Local Plan. The Council engages with infrastructure delivery bodies and relevant stakeholders to determine infrastructure requirements, assessing infrastructure requirements from site allocations and assessing the level of growth

cumulatively. These are detailed within the Council's Infrastructure Delivery Plan as set out within Policy SP12.

Development viability and delivery

- 8.4 Considerations of cost, the need for landowners and developers to receive competitive returns and a necessary degree of flexibility have all been built into the local plan's policy requirements for affordable housing, infrastructure and other mitigation measures. This will ensure that the viability and delivery of planned development is not undermined.

Negotiations and planning applications

- 8.4 The council encourages applicants to discuss policy requirements and planning obligations at the pre-application stage, in order to prevent subsequent delays. Evidence on scheme viability should be made available, if necessary, and applicants should adopt a transparent and open-book approach. There are likely to be limited opportunities to negotiate on essential site specific items, such as road improvements, but affordable housing or tariff-style contributions are likely to provide more scope. In such cases, site-specific circumstances will be taken into account. Whilst applicants do not have to agree to planning obligations, they need to be aware that this may lead to their planning applications being refused or left undetermined. Once a planning obligation is in place, it can be renegotiated by agreement or, after 5 years, an application can be made to change it. Where an obligation relates to affordable housing, an application can be made at any time and will be determined on the economic viability of affordable housing only. No affordable housing or tariff-style planning obligations will be required from starter-home exception sites.

Implementation and monitoring

- 8.5 The council keeps details of obligations on its public planning register, ensures that contributions are received and used, publishes relevant information and reports on progress. Any obligations requiring financial

contributions will set out how and when funds will be paid and spent, and will allow for funds to be returned as a necessary last resort.

DRAFT POLICY INF1: PLANNING OBLIGATIONS

Where necessary, planning obligations will help to mitigate the impact of Craven's growth, support the provision of local infrastructure, secure community benefits and achieve sustainable development. This will be done in the following ways.

- a) Planning obligations will be required where the form of development needs to be prescribed or where proposed development needs to be accompanied by new or improved infrastructure, facilities or services, or by environmental improvements.**
- b) Contributions secured through planning obligations may be required on-site or off-site or via the payment of funds; may be linked to the phasing of development and may be co-ordinated in partnership with infrastructure providers, service providers or other relevant bodies.**
- c) Financial contributions secured through planning obligations may be pooled to address needs or cumulative impacts arising from more than one development proposal.⁴⁹**
- d) Development proposals will be refused if they are likely to have any relevant and significant adverse impact, including cumulative impact, that cannot be adequately mitigated by a planning obligation (or planning condition, if appropriate).**
- e) Negotiations undertaken during pre-application discussions or during the planning application process will take account of scheme viability and site specific circumstances.**
- f) Individual planning obligations will be renegotiated where a relevant and significant change in circumstances has occurred and the obligation no longer serves a useful purpose. This will include changes in scheme**

⁴⁹ No more than 5 planning obligations may be pooled together (Community Infrastructure Levy Regulations 2010 – Part 11 Planning Obligations)

viability where this can be supported by compelling viability evidence. Applications to remove or modify affordable housing obligations will be determined solely on the economic viability of meeting those obligations.

g) Applicants will be expected to make adequate viability evidence available and to adopt a transparent and open book approach to negotiations. Financial or other sensitive information, which may be made available during negotiations, will be treated as confidential, unless the applicant indicates otherwise.

h) Planning obligations relating to financial contributions will specify a point in time at which funds will be returned, if they have not already been used for their intended purpose.

i) Proposals for the development of starter-home exception sites will be exempt from planning obligations and planning conditions requiring the provision of affordable housing or tariff style contributions.

COMMUNITY FACILITIES AND SOCIAL SPACES

8.6 Community facilities and social spaces include; civic spaces, community centres, town and village halls, other cultural venues, schools, colleges, nurseries, **church halls** places of worship, health services, care homes and extra care facilities, libraries, public houses, village/community shops and hubs or Post Offices that cater for day to day needs in both urban and rural communities. **Town and village halls, community centres and and church halls often provide the only place to meet within a rural community, providing vital and diverse support to improve quality of life, particularly for those who are least able to travel to a more distant centre of activities.** Assets of Community Value are also included in this definition.

8.7 This policy does not apply to sports facilities, open space and built sports facilities as development proposals affecting these spaces and facilities will

need to meet the requirements of policy INF3: Sport, Open Space and Built Sports Facilities.

- 8.8 The aim of this local plan policy is to support the retention and improvement of existing facilities and spaces, and the provision of new ones, to help safeguard the social well-being of communities and specifically to ensure that older people can avoid isolation and loneliness. **The Council's Infrastructure Delivery Plan (IDP) sets out the new infrastructure or improvements to existing infrastructure that is necessary to support development within the Local Plan as detailed in Policy SP12.**
- 8.9 Community facilities and social spaces used by local communities are wide ranging and are places of social interaction. The loss of these facilities, particularly in rural communities can reduce a community's ability to meet its day to day needs. This can result in people travelling larger distances to facilities, disadvantaging the less mobile in particular and overall community wellbeing.
- 8.10 Recent changes to the planning system mean that, for a period of two years, public houses that are not designated as a community asset do not require permission for change of use to A1, A2, A3 and B1 uses. The Local Planning Authority however recognises the important role the 'local pub' can play within the community, especially in rural settlements and would support proposals for their retention through broadening the use or offer.
- 8.11 Civic spaces and cultural venues provide important spaces for both residents and visitors. This policy supports proposals for the improvement of such spaces, including public realm improvements to enhance quality of life and recognises the role they play in helping to economically sustain facilities and settlements. **A range of town/village action and improvement plans exist throughout the plan area, which identify the need for improvement of open/civic space. These are documents that have been informed by and developed in consultation with the community; are based on addressing an identified need; are closely aligned with the vision and objectives of the Local Plan and also directly contribute to achieving the Council's priority for an Enterprising Craven. These existing plans**

and any prepared in the future will be used to inform the implementation of Policy INF3.

- 8.12 Specifically in Craven there are concerns about the ability of communities to access health services and social care, especially in the mid and north sub-areas. Technological improvements, such as rural broadband, offer some opportunities for accessing services in new ways; however service threats and opportunities vary across the plan area and are influenced by different trends in population change, migration and commuting. For example, there is a notable trend towards falling school rolls in the north sub-area. These kinds of issues and pressures can threaten the sustainability of Craven's communities and make rural isolation more likely.
- 8.13 Loneliness is a particular challenge faced by older people living in rural communities, which affects health, wellbeing and quality of life. Craven is ageing more rapidly than North Yorkshire and the nation as a whole, and the over 80s age group is forecast to be the fastest growing of all, over the next 15 years. Given this rapid growth in the older age groups over the plan period there is likely to be a continued requirement for older person's accommodation. Nationally there is a move away from traditional care homes towards better home care support, including extra care housing. This policy recognises the need for both traditional care homes and extra care accommodation to meet the existing and future needs of Craven's older population and the opportunities that exist to deliver new accessible clusters of facilities for this age group in certain locations. **Cultural provision at a local level further supports measures to combat social isolation and loneliness.**

DRAFT POLICY INF2: COMMUNITY FACILITIES AND SOCIAL SPACES

Craven's community facilities will be improved, and new ones will be created, to meet the needs of the local community as it grows and changes over time. This will help to promote health, wellbeing and equality and will be achieved in the following ways:

Where new community facilities or improvements to existing community facilities are proposed and it can be demonstrated that there is a local need for the facility, encouragement and support will be given to :-

- a) Development proposals that are of a scale that is in keeping with the location; the proposed facilities or spaces are well located and accessible and there would be no significant adverse impact on residential amenity.**
- b) Innovative schemes for sustaining or improving community facilities, including opportunities to secure benefits from locating new community assets with or alongside other forms of development.**
- c) Development proposals for or including public realm enhancements that provide or improve places of recreation or social interaction.**

Existing community facilities and social spaces that are used and valued by local communities will be safeguarded wherever possible from unnecessary and avoidable loss. Development proposals that would result in the loss of such community facilities will need to be fully justified on grounds that:

- e)The facility is not suitable or needed for any alternative community use;**
- f) The facility and its use are no longer viable in financial or functional terms and all reasonable efforts have been made to retain the facility and to continue its use;**
- g) Rigorous and realistic marketing of the facility has been carried out recently, but has been unsuccessful, with little or no genuine interest being shown;**
- h) The facility to be lost will be replaced by an equivalent facility of equal or greater value to the same local community and arrangements for this replacement will be secured by a planning obligation or other acceptable means.**

SPORT, OPEN SPACE AND RECREATION FACILITIES

- 8.14 In order to plan effectively for sport, open space and built sports opportunities, and to meet the NPPF requirement that policies relating to such facilities and spaces should be based on robust and up to date assessments of needs and opportunities for new provision, a Playing Pitch Strategy, Open Space Assessment and Built Sports Facility Strategy were prepared in 2016. (Appendix A)
- 8.15 This study makes an assessment of the quality, quantity and accessibility of existing provision and identifies areas of deficiency and surplus, making recommendations as to where facilities could be improved or redeveloped, or where new open spaces, pitches and facilities could be provided to address localised quantitative and accessibility deficiencies. Below is a summary of the findings of this work.

Open Space

- 8.16 The types of open space assessed are:
- Parks and gardens
 - Amenity greenspace
 - Provision for children and young people
 - Allotments
 - Cemeteries, churchyards and other burial grounds.
 - Civic spaces
 - Natural and semi natural greenspaces (primary purpose is wildlife conservation, biodiversity and environmental education and awareness) and green corridors (primary purpose is for walking, cycling or horse riding for leisure purposes or travel and opportunities for wildlife migration)⁵⁰

(Note; due to the rural nature of the plan area most residents have access to the open countryside, therefore only natural/semi natural and green

⁵⁰ Source: Assessing needs and opportunities: a companion guide to PPG17

corridors located within existing settlements have been assessed e.g. Skipton Woods & the Leeds Liverpool Canal).

8.17 Open spaces contribute to individual and community wellbeing. It is therefore important that existing open spaces should be retained, improved where required and that new opportunities are realised wherever possible.

8.18 The 2016 Assessment identifies future needs and demands for open space and recommends the creation of an “iplay” playground in Aireville Park and Settle; provision of a skatepark in Settle; implementation of the Aireville Park Master Plan, improvement of the Leeds Liverpool Canal corridor through the implementation of the Leeds Liverpool Canal Towpath Access Development Plan, construct a new pump track in the mid and north sub area; create new or improve existing playgrounds to incorporate “green play” i.e., at Aireville Park and in Bentham; build a new Multi Use Games Area (MUGA) in the mid sub area i.e., in Settle. There is also a need to meet the following quantitative shortfall of open space that exists:

- Parks and garden provision in North and Mid Craven;
- Green corridors in North and Mid Craven;
- Amenity greenspace in South Craven;
- Provision for children and young people in Mid and North Craven;
- Allotment provision in North Craven;
- Cemeteries, churchyards and burial grounds in North Craven;
- Civic spaces in North Craven.

8.19 The assessment shows that throughout the plan area generally, by the end of plan period (2032) there are deficiencies in all types of open space. More detailed analysis against open space standards by north, mid and south Craven sub areas are provided within section 7 of the Open Space

Assessment. Prioritisation and identification of the type of open space to be provided or improved will be informed by the 2016 Open Space Assessment and any subsequent updates.

Playing Pitches

8.20 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 PPS concludes that:

- Craven has 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 fairly 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 site in the district.

8.21 The Local Plan will support, subject to meeting other relevant local plan policies the delivery of the recommendations set out in table 49 of the PPS. The aim of policy INF3 is to help to maintain the current level of pitch

provision that exists for cricket, football and hockey, and increase the level of rugby pitch provision, subject to the delivery of specific objectives set out within the PPS and any subsequent updates. Additionally, an emphasis should be placed on improving the quality of playing pitches and ancillary/associated facilities, particularly where deficiencies have been identified through the PPS.

Built Sport Facilities

- 8.22 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, fitness facilities (gyms), bowling greens and tennis courts. The assessment also provides specific geographical and/or individual facility current and future needs. The strategy has identified a need for a multi-purpose sports hall space in Skipton, the replacement for ageing sports halls at Sandylands and Skipton Academy, improvement or replacement of facilities at 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 (2032). The assessment recognises planned improvements to existing tennis facilities in Skipton and recommends that existing bowling greens should be protected and enhanced to meet the changing demographics of Craven.
- 8.23 In terms of built sports facilities, the aim of local plan policy INF3 is to maintain the current level of provision and to improve the quality of existing facilities or provide replacement facilities in line with the Built Sports Facilities Strategy.
- 8.24 In addition to the Playing Pitch Strategy, Open Space Assessment and Built Sports Facility Strategy, a range of public realm improvements have been identified within existing town/village action and improvement plans, and the Retail & Leisure Study with Health Checks 2016. These improvement schemes are set out in the Council's Infrastructure Delivery Plan (IDP),

therefore local plan policy INF1: Planning Obligations is a relevant policy consideration when assessing planning proposals relating to open spaces, public realm and sports facilities.

- 8.25 Policy INF3 will support, subject to meeting other relevant local plan policies, the delivery of the standards, recommendations and actions set out in the PPS, Open Space Assessment and the Built Sports Facilities Strategy 2016 and any subsequent updates. Priority will be given where the greatest deficiency exists in terms of the type of open space, pitches or facilities, as identified in the study and any subsequent updates.
- 8.26 In order to take account of national planning policy requirements draft policy INF3 requires all new residential developments of 11 or more dwellings and where that development does not exceed 1000m² combined gross floorspace, to provide or contribute towards new or improved sport, open space and built sports facilities. In designated rural areas⁵¹, as identified under Section 157 of the Housing Act 1985, all new housing and mixed use developments of between 6 to 10 dwellings and from developments of less than 6 dwellings but more than 1000m² combined gross floorspace will also be required to provide or contribute towards new or improved sport, open space and built sports facilities. Contributions will be commuted until after completion of units within the development.
- 8.27 Proposals for new residential development of 50 or more dwellings may be required to provide new sport, open space and built sports facilities on site; however this depends on the extent and nature of deficiencies identified across the plan area.
- 8.28 Standards and formula relating to the provision of new or improvements to existing sports, open space and built sports facilities are set out at appendix A. Applications for development which would result in a loss of space or

⁵¹ Within the Craven plan area, designated rural areas are the Forest of Bowland Area of Outstanding Natural Beauty and the parishes of Bank Newton, Bentham, Bolton Abbey, Burton-in-Lonsdale, Clapham-cum-Newby, Coniston Cold, Embsay-with-Eastby, Gargrave, Giggleswick, Halton East, Hellifield, Ingleton, Langcliffe, Lawkland, Long Preston, Otterburn, Rathmell, Settle, Stirton-with-Thorlby, Thornton-in-Lonsdale and Wigglesworth. Please refer to Section 157 of the Housing Act 1985 and the Housing (Right to Buy) (Designated Rural Areas and Designated Region) (England) Order 1988.

facilities in a settlement to below the standards set out in appendix A are unlikely to be acceptable.

- 8.29 Where new provision is required on site, appropriate arrangements must be made for the on-going maintenance of the new facilities. Further details are provided in appendix A.
- 8.30 Open Spaces and sports facilities (both indoor and outdoor) provide essential informal and formal recreation opportunities for communities and they should be protected from redevelopment wherever possible. Nevertheless, there may be limited circumstances where the loss of facilities or spaces may be acceptable. These circumstances are set out at c) in the policy below.
- 8.31 This policy, together with other relevant Local Plan policies, for example ENV5: Green Infrastructure and ENV10: Local Green Space aims to promote healthy lifestyle choices by providing opportunities to establish or improve existing green corridors and spaces throughout the plan area.

DRAFT POLICY INF3: SPORT, OPEN SPACE AND RECREATION FACILITIES

Craven's growth will promote health, wellbeing and equality by safeguarding and improving sport, open space and built sports facilities. This will be achieved in the following ways.

- a) Supporting proposals for the provision of new sport, open space and built sports facilities, or for the improvement of existing sport, open space and built sports facilities, including facilities for temporary events, provided the proposals are of a scale in keeping with the location, are well located and accessible and accord with all relevant local plan policies and any relevant neighbourhood plan policies.**
- b) The provision or contribution towards new or improved sport, open space and built sports facilities is required in the following circumstances:**
 - 1. All new housing and mixed-use developments of 11 or more dwellings and where the maximum combined gross floor space of development**

does not exceed 1000m², including those on sites allocated under local plan policies SP5 to SP11. Contributions will not be sought from developments of 10 units or less, or which have a maximum combined gross floor space of no more than 1000sqm (gross internal area).

2. In designated rural areas all new housing and mixed use developments yielding between 6 to 10 dwellings and from developments of less than 6 dwellings but more than 1000m² combined gross floorspace. In designated rural areas, contributions will not be sought from developments of 5 units or less.
- c) Where a quantity deficiency exists in a location, the Council will seek, where possible, on-site provision of facilities and will expect appropriate arrangements to be made for their on-going maintenance. Where the locality has a deficiency in the quality of existing open space or sports facilities, the Council will require a contribution to be made to address that deficiency. Deficiencies are identified in the Playing Pitch Strategy, Open Space Assessment and Built Sports Facilities Strategy 2016 and any subsequent updates when compared against minimum standards. New provision or contributions towards improving existing spaces and facilities must cater for needs arising from the development, in accordance with the open space, sport and built sports facility standards set out in Appendix A and the specific recommendations and actions set out in the Playing Pitch Strategy (PPS) and the Built Sports Facilities Strategy 2016 and subsequent updates. Financial contributions towards off-site provision of new or improved sport, open space and built sports facilities will be calculated according to the formula set out in Appendix A.
 - d) Safeguarding existing sport, open space and built sports facilities from unnecessary and avoidable loss. This means that development proposals involving the loss of sport, open space or built sports facilities will only be supported in the following limited circumstances.

1. A surplus in the relevant type of sport, open space or built sports facility has been identified, in the locality, by the Playing Pitch Strategy, Open Space Assessment and Built Sports Facilities Strategy 2016 (or any subsequent updates), and the site cannot be reused or adapted to meet an identified deficit in another type or form of sport, open space or recreational facility.
2. An equivalent replacement sport, open space or built sports facility, the benefit of which will be at least equal to that being lost, is to be provided on the site or in an accessible location nearby.
3. If specific sites are identified in an up to date Playing Pitch Strategy, Built Sports Facilities Strategy or Open Space Assessment as being partially surplus, and therefore can be developed in return for improvements, the partial loss of a site may be justified where evidence is provided and where a proposal is supported by the relevant National Governing Bodies for Sport.

PARKING PROVISION

- 8.32 Parking for cars and other vehicles in residential developments, for new businesses including industrial estates, town centre and other retail schemes is an important sustainability consideration in reducing congestion, supporting sustainable transport modes and in promoting road safety.
- 8.33 Craven's sparse rural nature with large distances between settlements and often limited public transport, means the district is heavily car reliant with 83% of households owning a car (2011 Census) and a higher proportion than average of households with more than one car. Furthermore, travel to work statistics show (2011 Census) that 57% of people in work in Craven, drive to work, compared to 54% nationally. It is recognised that such high levels of car use are likely to remain given the issues faced and as such careful management of parking for both public and private use is required.
- 8.34 North Yorkshire County Council, in their role as local highway authority have set out matters for consideration on transport issues including parking standards in the 2015 document 'Interim Guidance on Transport Issues including Parking Standards and Advice on Transport Assessments and Travel Plans.' These parking standards can be found in Appendix X(to be added later) of the Local Plan.
- 8.35 The level of parking provision required can be influenced by the location of new development, accessibility to public transport, provision for cyclists and the availability of public parking. Environmental considerations including townscape character, the historic environment and landscape value all have a bearing on determining the appropriate level of parking provision for new development proposals.
- 8.36 Previous consultations with residents have identified a number of **towns and** villages where existing problems of anti-social parking exist, particularly within historic villages with a tight grain. In such locations, careful consideration will need to be given to ensuring existing problems are not made worse or new problems created. This may include requiring new

development to incorporate parking provision in excess of the minimum local standards.

- 8.37 Craven District Council has responsibility for off street parking, with Civil Parking Enforcement managed by Harrogate Borough Council. The Craven District Council Parking Strategy 2014-2019 includes a series of objectives to manage off street parking effectively. In terms of on street parking, North Yorkshire County Council is responsible for managing on street parking, the North Yorkshire County Council Parking Strategy (2011), makes provisions for all aspects of parking under the local highway authority's control.
- 8.38 The parking strategy should be read in the context of the North Yorkshire Local Transport Plan which recognises the importance of managing on-street parking provision because of the potential for major impacts on the transport network. Through adopting a managed approach to parking, benefits can be delivered including reducing traffic congestion, road safety and access to public transport, and improving parking and servicing of local businesses.
- 8.39 Where relevant both the Craven District Council Parking Strategy and the North Yorkshire County Council Parking Strategy should be given due consideration.
- 8.40 The take-up of ultra-low emissions vehicles within rural areas, to date has been relatively slow, with only one publicly available electric vehicle charging point in operation at Ingleton. However, with an ever increasing range of vehicles including electric, plug-in hybrid and hydrogen powered cars and vans and purchasing costs reducing, it is anticipated that usage will increase significantly over the lifetime of the Local Plan playing an important role in cutting greenhouse gas emissions and air pollution. To encourage take up locally, the provision of charging points is supported as part of new development proposals. Location and design of necessary infrastructure will be important considerations.
- 8.41 When considering proposals for parking, in order to reduce potential for surface water flooding and the protection of water quality, sustainable

drainage systems should be implemented (SUDS) with surface materials being permeable.

DRAFT POLICY INF4: PARKING PROVISION

Parking provision and management for cars and other vehicles will be important in making decisions on new developments to minimise congestion, encourage sustainable transport modes and reduce conflict between road users. The following factors will be important:

- a) The provision of safe, secure, and convenient parking of an appropriate quantity including the need for parking or storage for cars, cycles and motor cycles, and where relevant, coaches and lorries.**
- b) The application of minimum parking standards for cars, motorised two wheel vehicles, disabled parking and operational service requirements as set out by the local highway authority, North Yorkshire County Council. The Council will adopt a flexible approach with each case being determined on its own merits, enabling good design solutions to be achieved.**
- c) In areas where anti-social parking is a recognised problem or potential exists for a problem to arise impacting on the quality of life or vitality of an area, the Council will work with developers to ensure existing problems are not made worse or new problems created.**
- d) In drawing up and determining proposals for new development, relevant consideration will be given to policies and objectives within the parking strategies of Craven District Council (for off street parking) and North Yorkshire County Council (for on street parking).**
- e) Encouragement will be given to the increased use of low emission vehicles, including where appropriate the provision of electric vehicle charging points.**

contd

f) The incorporation of sustainable drainage systems (SuDS), permeable surfacing materials and means of protecting water quality in drainage schemes for example through oil interceptors should be ensured.

COMMUNICATIONS INFRASTRUCTURE

- 8.42 The expansion of communication infrastructure across Craven will be supported, particularly in areas where mobile and broadband connectivity is poor or non-existent.
- 8.43 The provision of appropriate communications infrastructure within new development should balance the viability of a new development with that of the long term social and economic viability and vitality of Craven in terms of connectivity to high quality communications infrastructure and the benefits it provides to residents and businesses.

Mobile Telephony

- 8.44 There is likely to be a need to establish new mobile telecommunications infrastructure within Craven over the lifetime of the Local Plan. This policy seeks to ensure that new infrastructure makes use of existing sites and structures wherever possible. Any applications for new telecommunications infrastructure will be expected to demonstrate the need for their location if this is not the case.

Broadband Access

- 8.45 Broadband connectivity across the plan area varies considerably. Government initiatives to invest broadband infrastructure aims to ensure that 95% of premises in England will have access to Next Generation Access broadband (also referred to as superfast broadband) by 2017. In addition the European Commission, through the Digital Agenda for Europe, anticipates 100% coverage of 30Mbps broadband or more by 2020⁵² and that over 50%

⁵² <https://ec.europa.eu/digital-agenda/en/broadband-strategy-policy>

of households will have a subscription to broadband connection in excess of 100Mbps.

- 8.46 Occupiers of new residential or commercial premises now often expect a high quality broadband connection as a utility similar to the provision of electricity or water. Applicants are required to actively demonstrate that they have considered broadband within their proposals and the digital requirements of the development and the resulting level of connectivity.
- 8.47 Policy INF5 indicates that all development will enable Next Generation Access broadband where viable. The definition of Next Generation Access used within this policy is defined as a broadband service that provides a download speed in excess of 30Mbps as detailed in the digital Agenda for Europe.
- 8.48 Where it can be demonstrated that Next Generation Access broadband is not viable the development should provide a minimum download speed of 10Mbps and incorporate measures to facilitate future delivery of Next Generation Access broadband within their plans i.e. laying ducting capable of carrying fibre cables from multiple providers
- 8.49 Where a proposal would be classed as major development applicants should engage with communication providers and local broadband projects as appropriate to identify where the development may contribute and integrate with existing initiatives.
- 8.50 Agreement in February 2016 between the Department for Culture, Media and Sport, the House Builders Federation and Openreach have outlined a process for the delivery of Next Generation Access broadband on new residential developments which should be considered.
- 8.51 Access to free public WiFi supports the vitality of town and village centres for residents, visitors and businesses. Opportunities to add to the visitor experience by extending existing or creating new public WiFi networks will be supported provided the infrastructure meets the requirements of policy INF5.

DRAFT POLICY INF5: COMMUNICATIONS INFRASTRUCTURE

The expansion of communications infrastructure including Next Generation Access broadband (or its equivalent) will be supported. This will be achieved by:

- a) Supporting the expansion of communications networks which use existing infrastructure, including masts and structures;**
- b) Supporting the provision of new communications infrastructure where it can be demonstrated that using existing infrastructure or equipment would not be feasible and provided the proposal does not have a significant adverse impact on the character or appearance of the surrounding area. Where apparatus or associated infrastructure is proposed to be located on a building, the proposal will be supported provided the siting, scale and design of the apparatus or associated infrastructure does not have a significant adverse impact on the external appearance of the building.**
- c) Ensuring the location and design of proposals avoid harm to sensitive areas or buildings/structures and accord with local plan Policies ENV1: Countryside and Landscape, ENV2: Heritage, and ENV4 Biodiversity.**

Broadband Access in New Developments:

- d) All new development proposals will be required to demonstrate the anticipated connectivity requirements of the proposed use and how the development will contribute to, and be compatible with, Next Generation Access broadband (or its equivalent).**
- e) All new development will be required to enable a Next Generation Access broadband connection (or its equivalent) where viable. Where it can be demonstrated that the provision of a Next Generation Access broadband connection (or its equivalent) is not viable, proposals should provide a minimum download connection of 10Mbps and incorporate suitable infrastructure to support delivery of Next Generation Access broadband (or its equivalent) at a future date.**

- f) Applicants proposing major development schemes should engage with communication providers and local broadband groups to explore how Next Generation Access broadband (or its equivalent) can be provided and how the development may contribute to and integrate with active broadband projects within the local area.**

Education Provision

- 8.52 In the National Planning Policy Framework (NPPF) the government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities (LPAs) should take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen choice in education. The NPPF advises that LPAs should give great weight to the need to create, expand or alter schools and work with schools promoters to identify and resolve key planning issues before applications are submitted.
- 8.53 One of the core principles of the NPPF that should underpin both plan-making and decision-taking is that planning should actively manage patterns of growth to enable infrastructure such as primary schools to be provided in walkable locations to areas of new residential development to facilitate sustainable travel patterns.
- 8.54 Provision of education infrastructure is an integral part of new residential development and is an important element in achieving sustainable communities. In considering development proposals consultation will take place with North Yorkshire County Council as the local education authority who have a statutory duty to ensure sufficient school places are provided for the additional children from such development. The form of developer contribution towards education provision will vary from site to site and size of development. Appendix B sets out the Council's approach for calculating developer contributions for both primary and secondary education facilities.

DRAFT POLICY INF6: EDUCATION PROVISION

Where necessary, planning obligations towards primary and secondary provision will help to mitigate the impact of Craven's growth and achieve sustainable development. This will be done in the following ways:

- a) All new housing and mixed-use developments of more than 25 dwellings in the principal town service centre of Skipton and 15 or more dwellings in all other areas regardless of site area including those on sites allocated under local plan policies SP5 to SP11, will be required to provide or contribute towards new or improved primary school facilities.**
- b) All new housing and mixed-use developments of more than 100 dwellings including those on sites allocated under local plan policies SP5 to SP11, will be required to provide or contribute towards new or improved secondary school facilities.**
- c) Contributions will not be sought for sheltered accommodation or genuine elderly person, student or holiday accommodation, temporary housing or bedsits and one-bedroom dwellings, if they are clearly incapable of being enlarged to two-bedroom units.**
- d) Contributions are only required where a local need is identified by North Yorkshire County Council.**
- e) Contributions secured through planning obligations for education will be compliant with Policy INF1.**

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If you would like to have this information in a way that's better for you, please telephone 01756 700600.



**PRE-PUBLICATION DRAFT CRAVEN LOCAL
PLAN
CONSULTATION DOCUMENT**

**APPENDIX A: TO DRAFT POLICY INF3:
SPORT, OPEN SPACE & BUILT
SPORTS FACILITIES**

**Draft Consultation Document for
consideration by Craven Spatial Planning Sub
Committee**

14th June 2017

1. INTRODUCTION

Promoting healthy lifestyle choices is a key part of improving standards of living and reducing health inequality. The Local Plan aims to facilitate healthy living, not only by providing high quality housing, a high quality natural environment and promoting sustainable transport choices such as walking and cycling through Green Infrastructure, but also by ensuring that communities have access to high quality open spaces and sport and built sports facilities.

2. WHAT TYPE OF PROPOSALS WILL POLICY INF3 BE APPLIED TO?

The Council's standards for the provision of open space will be applied to all applications for new residential development that result in a net gain in residential units. This includes proposals that involve:

- Conversions & Change of Use
- Flats
- Sheltered and extra care housing
- Affordable Housing
- Self-catering holiday accommodation
- Agricultural workers dwelling
- Renewal of planning permission that has expired
- Revised planning permission where the numbers of bedrooms increase as a result of the revision.
- Planning applications to make temporary dwellings permanent.

The following forms of development that will not be subject to the policy:

- Rest homes and nursing homes
- Replacement dwellings
- Residential extensions and annexes
- Revised planning permission (provided that the number of bedrooms is not increased by the revision)

- Renewal of planning permission that has not expired
- Temporary dwellings.

3. WHEN WILL WE ASK FOR PROVISION?

Provision will be made in all new housing and mixed-use developments of 11 or more dwellings and which have a maximum combined gross floor space of no more than 1000sqm (gross internal area) including those on sites allocated under local plan policies SP5 to SP11, to provide or contribute towards new or improved sport, open space and built sports facilities.

Within designated rural areas* new housing and mixed use developments are required to provide or contribute towards new or improved sport, open space and built sports facilities on developments of between 6 and 10-units and from developments of less than 6 dwellings but more than 1000m² combined gross floorspace, Financial contributions will be commuted until after completion of units within the development.

Proposals for new residential development of 50 or more dwellings may be required to provide new open space on site. The standards set out in table 1 below will be used by to calculate the sport, open space and built sports facility requirement. The Council will use these standards to negotiate the level and type of provision and whether new provision is required on site or whether the quality of existing open space should be improved.

* Within the Craven plan area, designated rural areas are the Forest of Bowland Area of Outstanding Natural Beauty and the parishes of Bank Newton, Bentham, Bolton Abbey, Burton-in-Lonsdale, Clapham-cum-Newby, Coniston Cold, Embsay-with-Eastby, Gargrave, Giggleswick, Halton East, Hellifield, Ingleton, Langcliffe, Lawkland, Long Preston, Otterburn, Rathmell, Settle, Stirton-with-Thorlby, Thornton-in-Lonsdale and Wigglesworth. Please refer to Section 157 of the Housing Act 1985 and the Housing (Right to Buy) (Designated Rural Areas and Designated Region) (England) Order 1988.

4. HOW WILL THE POLICY OPERATE?

The Council will assess each development of 11 or more dwellings and where the maximum combined gross floor space of development does not exceed 1000m²; and for developments of between 6-10 dwellings within designated rural areas for the existing quantity and quality of open space, sports facilities and pitches, within catchment of the development, in order to determine the local need and if existing provision can meet the need generated by the development. This will be based upon the 2016 assessment and subsequent updates. Where there is a quantity and or quality deficiency the Council will use the standards and formula set out in this appendix to negotiate for provision and or contribution to ensure that adequate quantity and quality of open space, sports facilities and pitches are provided in order to meet the need generated by the development. When an application is received in “outline” an initial calculation will be made based on an indicative number of dwellings proposed for an outline proposal. Once a reserved matters application is submitted, this initial calculation will be updated by a more detailed one based on the actual number and size of dwellings proposed.

5. WHAT STANDARDS WILL WE APPLY FOR PROVISION?

Table 1 below contains both national and local standards. The national standards are derived from the Fields In Trust recommended benchmark guidelines for formal open space. Local open space standards have been calculated by expressing provision in hectares per thousand population by comparing existing (2012) and projected (2032) population figures with the actual level of current provision and provide a baseline standard based on existing levels of open space throughout the plan area. These standards have been used to identify current and future deficits or surpluses in the quantity, quality and accessibility of open space and this analysis will be used by the Council to meet the standards set out in table 1. National Standards will be used where there is a potential loss of existing open space provision and local standards will be used to calculate the provision of new open space required throughout the plan area.

Where a quantity deficiency exists in a location, the Council will negotiate for on-site provision of facilities, subject to recommended minimum sizes standards for open space types as set out in table 1 below. Where the locality has a deficiency in the

quality of existing open space or facilities, the Council will require a contribution to be made to address that deficiency. A deficiency is where the existing provision does not meet the minimum quality standards set out in Table 1 below. The exact type of sports, open space or built sports facility required will be dependent on the quality and quantity deficiencies that exist across the plan area and within catchment of the new development. These deficiencies are identified in the Playing Pitch Strategy, Open Space Assessment and Built Sports Facilities Strategy 2016, and any subsequent updates.

Table 1 – Adopted Standards for Open Space provision for Craven District plan area

TYPOLOGY / DEFINITION	QUALITY STANDARD	NATIONAL QUANTITY STANDARD	SOURCE	LOCAL QUANTITY STANDARD	NOTES
Parks and Gardens	<ul style="list-style-type: none"> • Welcoming clean, well maintained area with hard/soft landscaping • A one stop community facility, accessible to all with a range of leisure, recreational and play opportunities • Safe to visit, pleasant to walk and sit in • Cut back trees and bushes for safety and clear sight-lines • Include paved and planted areas, paths, grassed areas, seating, clear pathways, appropriate lighting and signage to, and within, the site • Include ramps instead of steps and wide paths for wheelchair and pushchair users • May provide opportunities for public realm art • Should link to surrounding green space. 	<p>0.8 ha/1,000 population</p> <p>710 m walking</p>	<p>Fields in Trust</p> <p>Fields in Trust</p>	<p>0.61 ha/ 1,000 population</p> <p>710 m walking</p>	<p>Local standard adopted</p> <p>National standard adopted</p> <p>Recommended minimum size standard for new on site provision is 0.2Ha with 5meter buffer</p>

Table 1 – Adopted Standards for Open Space provision for Craven District plan area

TYPOLOGY / DEFINITION	QUALITY STANDARD	NATIONAL QUANTITY STANDARD	SOURCE	LOCAL QUANTITY STANDARD	NOTES
<p>Amenity greenspace i.e Village Greens</p>	<ul style="list-style-type: none"> • Clean and well maintained green space, with appropriate ancillary furniture pathways, and natural landscaping • Safe site with spacious outlook • Enhance the environment/ could become a community focus • Large spaces may afford opportunities for informal play. • Smaller landscaped areas in and around housing areas • Informal recreation • Provide connections for wildlife and people movement • Include, and often connect to, green lungs • Contribute to biodiversity • Planted using native species • Areas to be maintained clear of dog fouling and litter 	<p>0.6 ha/1,000 population</p> <p>480 m walking</p>	<p>Fields in Trust</p> <p>Fields in Trust</p>	<p>0.41 ha/1,000 population</p> <p>480 m walking</p>	<p>National standard adopted</p> <p>National standard adopted</p> <p>Recommended minimum size standard for new on site provision is 0.1Ha with 5meter buffer</p>

Table 1 – Adopted Standards for Open Space provision for Craven District plan area

TYPOLOGY / DEFINITION	QUALITY STANDARD	NATIONAL QUANTITY STANDARD	SOURCE	LOCAL QUANTITY STANDARD	NOTES
	<ul style="list-style-type: none"> Provision of seating and bins May provide opportunities for public realm art May include woodland. 				
<p>Play Areas for Children and Facilities for Young People and Teenagers</p>	<ul style="list-style-type: none"> A range of provision for young people of both equipped and natural play areas Spaces should be well sited, accessible, convenient, visible, safe and secure, with seating for adults, litter bins and cycle racks – also consider pushchair/wheelchair access Well lit with informal surveillance when possible Equipment should suit the needs of all ages and abilities and be well maintained Zones to prevent conflict and spaces and seating for supervision Should be clearly bounded, well maintained, free of dog fouling, have clear pathways, appropriate lighting and signage The Council does not encourage the provision of 	<p>0.55 ha/ population</p> <p>LAPs – 100m LEAPs – 400m NEAPs – 1,000m 700m for Youth provision</p> <p>Recommend</p>	<p>Fields in Trust</p> <p>Fields in Trust</p>	<p>0.30 ha/ population</p> <p>LAPs – 100m LEAPs – 400m NEAPs – 1,000m 700m for Youth Provision</p>	<p>National standard Adopted</p> <p>National standard adopted</p> <p>LAP to have min 100m² of activity</p>

Table 1 – Adopted Standards for Open Space provision for Craven District plan area

TYPOLOGY / DEFINITION	QUALITY STANDARD	NATIONAL QUANTITY STANDARD	SOURCE	LOCAL QUANTITY STANDARD	NOTES
	<p>unequipped Local Areas for Play.</p> <ul style="list-style-type: none"> • Robust yet imaginative play environments ranging from youth shelters to skate parks and multi-use games areas • Kick about/games areas, skate parks, basket ball courts • If located within other areas of open space they should include buffer zones to prevent conflict • Should promote a sense of ownership and be accessible to all and have clear pathways, appropriate lighting and signage • They should be visible and safe, well maintained and free of dog fouling 	<p>ed minimum size standard for new on site provision is 0.01ha - LAP, 0.04ha - LEAP, 0.1ha - NEAP and Youth provision</p>			<p>space with 5m buffer LEAP to have min 400m2 activity space with 20m buffer. NEAP and Youth provision to have 1000m2 of activity space and 30m buffer</p>

Table 1 – Adopted Standards for Open Space provision for Craven District plan area

TYPOLOGY / DEFINITION	QUALITY STANDARD	NATIONAL QUANTITY STANDARD	SOURCE	LOCAL QUANTITY STANDARD	NOTES
<p>Formal Open Space – Cemeteries</p>	<ul style="list-style-type: none"> ● Encourage greater use of cemeteries for informal recreation e.g. allow movement inclusive of cemeteries for walking ● Contribute to biodiversity ● Provision of seating and bins ● Good level of natural surveillance and lighting for safety ● Ensure wheelchair/pushchair access and accessible paths for inclusiveness ● Tackle the problem of dog fouling. ● Use of pavement obstructions e.g. Display boards outside shops 	<p>Quantity N/A</p> <p>400 m walking (local significance)</p> <p>Quantity N/A</p>	<p>GLA</p>	<p>0.5 ha/1,000 Population*</p> <p>400 m walking (local significance)</p> <p>Included in above</p>	<p>Local standard adopted</p> <p>National standard adopted</p> <p>No recommended minimum size for on site provision as new housing developments will not be required to provide on site</p> <p>As above</p> <p>Recommended minimum size standard for new on site provision</p>
<p>Civic Space</p>	<ul style="list-style-type: none"> ● Create a sense of local identity by: ● Increased seating provision throughout town centre civic spaces ● Make greater use of civic spaces for events ● Opportunities for public art to enhance civic spaces. 	<p>400 m walking (local significance)</p>		<p>Included in above</p>	<p>As above</p> <p>Recommended minimum size standard for new on site provision</p>

Table 1 – Adopted Standards for Open Space provision for Craven District plan area

TYPOLOGY / DEFINITION	QUALITY STANDARD	NATIONAL QUANTITY STANDARD	SOURCE	LOCAL QUANTITY STANDARD	NOTES
					is 0.1ha with 5m buffer
<p>Formal Open Space - Allotment Gardens</p>	<ul style="list-style-type: none"> Secure area of land commonly within, or on the edge of, a developed area which can be rented by local people for the growing of vegetables, flowers or fruit not-for-profit Provide opportunities for those who wish to do so to grow their own produce, and support health, sustainability and social inclusion Sites should be well drained and accessible with wide paved paths, car access and parking, toilets, recycling facilities and inorganic waste disposal facilities Areas should be well lit and provide safe paths. 	<p>0.3 ha /1000*</p> <p>1200 m walking (local significance)</p>	<p>Fields in Trust other local standards</p> <p>Fields in Trust – other local authorities</p>	<p>0.3 ha/1,000 population</p> <p>400 m (local significance)</p>	<p>Local and National FIT standard adopted as the same National FIT other local authority standard adopted</p> <p>Recommended minimum size standard for new on site provision is 0.1ha with 5m buffer</p>

6. HOW IS THE AMOUNT OF PROVISION CALCULATED?

The Council uses a formula which is based upon the following elements:

- The number of people that the development is likely to generate (demand)
- How much open space provision is required from the generated demand based upon our adopted standards - see table 2 below
- How will this demand affect the existing local supply in terms of quantity and quality of local provision to meet the needs generated by the development?
- If a quantity deficiency exists then on site provision will be required based upon our adopted standard and subject to meeting minimum size requirements - see notes in table 1 above and table 2 below of quantity per person.
- If there is a quantity deficiency for just one type of provision, the Council may ask the development to include this one provision on site as a priority,
- If a quality deficiency in local provision exists, then a contribution is required to improve this to ensure that needs generated by development can be catered for.
- For off-site provision, the Council has a cost calculator that is applied for the different types of provision required. Table 4 & 5 below sets this out for each of the types of provision and how the amount is generated.

7. HOW WILL THE NUMBER OF PEOPLE GENERATED BY A DEVELOPMENT BE CALCULATED?

In calculating the amount of open space to be provided by a development, the estimated population to be generated is based on the 2012 based household projections to 2037 for England, including the average household size for Craven which range from 2.21 in 2012, 2.16 in 2017, 2.13 in 2022, 2.10 in 2027 and 2.07 in 2032. Population generated from developments will also be based on the size and type of dwellings proposed and what need is generated by a specific development.

8. HOW MUCH PROVISION IS REQUIRED BASED UPON THE STANDARD FOR EACH OPEN SPACE AND SPORTS TYPE?

The calculation will use the adopted standards for new provision as set out in the table 1 above. This is based on Hectare per 1000 population or m² per person.

These equate to the following amount of space and sports facility per person:

Table 2 – Adopted Quantity Standards for Open Space provision for Craven District plan area meter squared (m²) per person figure

Open Space	Standard per person
Allotments	3 m ²
Amenity Green space	4.1 m ²
Parks and Gardens	6.1 m ²
Civic Space Only	0.35 m ²
Children's Equipped play areas	3 m ²
Youth Provision – MUGA, Skatepark, Shelter, iplay, BMX/Pump Track etc	2.5 m ²
Green Corridor – Leeds Liverpool Canal	1 m ²
Sports Type	Required space per person
Swimming pool – water space	0.00921 m ²
Sports Hall – Community Accessible Badminton court space Skipton 2015	0.143 m ²
Sports Pitch improvement	10.2 m ²
Ancillary accommodation i.e. Clubhouse	0.15 m ²

The Sports type is based upon the identified supply deficiency, as set out in the pitch and sports facility assessment, and the number of people in the plan area. The equation divides the total supply against the total population. i.e. The Leeds Liverpool canal total size is 33,000 m² divided by the South Craven population (33,441)

9. ARE THERE ANY SPECIFIC AREA NEEDS THAT DEVELOPMENTS WILL BE REQUIRED TO CONTRIBUTE TOWARDS?

The 2016 assessments highlight a number of deficiencies across the different sub area and by open space, sports facility. These include the Leeds Liverpool Canal, which is located throughout the South Craven Sub area and Settle Swimming pool, which services the Mid and North Craven areas. These facilities/green corridor serve the needs of all existing and will serve future residents of these sub areas, therefore developments in these sub areas will be required to make a contribution towards these two specific sub area needs based upon the formula for amount and cost.

10. WHAT IS THE FORMULA AND HOW IS IT CALCULATED?

The formula for calculating provision will be the following: Number of proposed new units X the average household size for Craven* X the amount of new/improved provision required X the costs of each of the provision types *Where developments are for smaller units, such as 1 bedroom flat, then the average household size will be negotiable to reflect the likely need generated by the development.

EXAMPLE:

As example a mixed size housing development of 25 units would generate the following:

Table 3 – Example of Quantity Standards for Open Space provision for a development of 25 units

Open Space Typology	Amount of new provision required for 25 units*
Allotments	$25 \times 2.21 \times 3m^2 = 166 m^2$
Amenity Green space	$25 \times 2.21 \times 4.1m^2 = 221 m^2$
Parks and Gardens	$25 \times 2.21 \times 6.1m^2 = 337 m^2$
Civic Space & Cemeteries	$25 \times 2.21 \times 5m^2 = 276 m^2$
Children’s Equipped play areas	$25 \times 2.21 \times 3m^2 = 165 m^2$
Youth Provision – MUGA, Skatepark, Shelter, iplay, BMX/Pump Track etc	$25 \times 2.21 \times 2.5m^2 = 138 m^2$

Green Corridor - Leeds Liverpool Canal	$25 \times 2.21 \times 1\text{m}^2 = 55 \text{ m}^2$
Pitch and Sports Facility Provision**	Amount of new or Improved provision required for 25 units
Swimming pool water space – Mid/North Craven	$25 \times 2.21 \times 0.00921 = 0.50 \text{ m}^2$
Sports Hall – Community Accessible Badminton court space 2015 - Skipton Only	$25 \times 2.21 \times 0.143 = 7.9 \text{ m}^2$
Sports pitch improvement requirement	$25 \times 2.21 \times 10.2\text{m}^2 = 564 \text{ m}^2$
Sports Pitch Clubhouse improvement	$25 \times 2.21 \times 0.15\text{m}^2 = 8.3 \text{ m}^2$

The total amount of Open space need generated by a 25 dwelling development is 1303 m² plus the Green Corridor (Leeds Liverpool Canal) and Sports / Pitch provision based upon local need, presuming quantity deficiencies exist in all types of open space. As set out in the policy the Council will assess each proposed development in relation to the quantity and quality of existing local provision based upon the most recent assessment. Where there is existing adequate quantity and quality of an open space type that can cater for the needs generated by the development, then the Council will not require the development to contribute towards this. Where there is a quantity deficiency of local provision then the Council would negotiate with the developer to cater for this need. This need will therefore meet not only the developments needs but that of the wider community. The Council will also assess the quality of provision and where a local deficiency is identified, in the most recent assessment, then the development will be expected to contribute towards this.

11.WHAT IS THE MINIMUM SIZE FOR ON SITE PROVISION?

The recommended minimum size standards for on-site provision are set out in table 1. Developments of 50 units or more are likely to generate enough demand for onsite provision, presuming quantity deficiencies exist for all types of open space. The Council would expect a 50 unit development to provide on-site open space of 2600m². Priority for which type of open space will be based upon the greatest local

deficiency as set out in the most recent Open Space assessment. Currently, if a development of 50 dwellings were proposed in:

- North Craven area there would be a requirement to provide an allotment;
- Mid Craven area to provide a park and garden;
- South Craven area there would be a requirement to provide youth/teenage provision.

Developments of 100 units or more will be expected to make on site provision for all types of open space i.e. a multi-purpose open space site (ca 5200m²) with a mix of elements such as a Park and Garden, an equipped children's and youth play area with an allotment section, area of amenity green space and a civic space.

Developments of 50 units or more may be required to make a contribution towards off site provision for other types including Green Corridor, Sports Facilities and Pitches based upon the local need as set out in the assessments.

12. HOW IS THE AMOUNT OF FINANCIAL CONTRIBUTION CALCULATED FOR OFF SITE PROVISION?

The following process and information will be used to calculate developer contributions for the provision of new and improvement of existing sports, open space and built sports facilities off site:

1. Sports Facilities: swimming pool, sports hall, – use Sport England's facility cost calculator by the type of provision. This will use the latest published quarterly costs calculations

2. Sports Pitches and ancillary pitch accommodation – use a combination of Sport England's facility cost calculator by the type of provision and local pitch improvements schemes previously delivered or as detailed in an up to date PPS. It includes maintenance costs for 10 years. As of 2016 the average costs of provision to improve playing pitches is £11.10 per m². The annual maintenance costs for maintaining a pitch is £0.85 per m². A figure of half this is included in the table to cover the uplift costs of maintaining an improved pitch to high quality standard as it assumes that the current maintenance is inadequate and only half the required costs of maintaining a high quality pitch are required.

3. Open Space – Existing formula used by CDC but updated by construction tender price costs or retail price index. This is based upon the actual costs of providing or upgrading play space for children and young people. The provision of amenity greenspace, parks and gardens, allotments is a combined figure for the likely costs associated with this type of provision. The costs for play equipment and youth provision also combines the Sport England cost calculations for type of provision and catalogue price for play equipment where we do not have such provision in the district such as iPlay systems and includes maintenance costs for 10 years.

4. Leeds Liverpool Canal is based upon the Leeds Liverpool Canal Towpath Access Development Plan 2014, which includes costs for upgrading and improving the canal. Developer contributions will be calculated by excluding the cost of improving the section from Skipton to Bradley as this was completed in 2016. Regard will also be had to the requirements of policy ENV11: The Leeds & Liverpool Canal and specific development principles set out for site allocations which are within reasonable proximity of The Leeds & Liverpool Canal.

The Council has a formula for calculating requirements under this policy. This includes all the above data, including the Sport England facility cost calculator and has a full breakdown of the costs for each type of provision. By inputting the number of units, the formula calculates the amount of provision the development will generate together with the costs of any off site contribution. This spreadsheet is updated annually with updated costs by inflation adjustment and can be found on the Council website <http://www.cravendc.gov.uk/article/4459/Current-Local-Plan>

13. WHAT ARE THE COSTS FOR PROVISION?

The table below sets out the Councils costs for developer contributions towards off site provision.

Table 4 – List of costs for each Open Space type by m², per person and per standard house unit (2.21 persons per unit)

Type of Provision	Cost per meter²	Cost per person based upon standard	Cost per unit (2.21 persons per unit)
Park and Garden	£25	£75	£166
Amenity Green space	£25	£102	£225
Civic Space	Based upon specific Scheme		
Allotments	£25	£102	£225
Equipped Children's play area	£132	£369	£815
Teenage and Youth Provision	£134	£335	£740
Leeds Liverpool Canal Green corridor improvement	£114	£96	£212**
Swimming Pool – water space 25m x 4lane (200m ²)	£17,150	£439	£970**
Sports Hall improvement	£485	£69	£152
Sports Pitch improvement	£11	£112	£248
Sports Pitch annual uplift maintenance*	£4.25	£43	£95
Sports pitch ancillary accommodation	£853	£127	£281

*A Pitch maintenance: uplift costs is required in order to maintain the improved pitch to the new quality standard. All sports pitches in Craven are liable to fall to poor quality pitches if not maintained to high standards due to the clay soil type that dominates the pitch stock. The maintenance cost assumes that the current site owner or users of poor quality pitches do not maintain the pitch to high standard and only incurs half the maintenance cost required for this.

** Contribution for these elements will be required for sites within the defined catchments for these types of open space and facilities within the sub area where the provision requirement exists in order to secure planning gain and meet CIL regulations if CIL is introduced by the Council.

Full supporting documents showing how these costs have been developed can be provided upon request and is available on the Council website.

The above figures have been checked by benchmarking against other Local Authority charges for Open Space, Sports provision.

14. WHAT ELEMENTS OF COSTS FOR FACILITIES ARE INCLUDED IN THE POLICY?

There are a number of eligible costs associated with making open space provision and these are set out in table 5:

Table 5 – Details of what is included in the cost calculations set out by open space type.

Allotments	Costs are: Professional Fees such as site assessment i.e. , topographical survey as well as design. Costs cover landscaping, drainage, paths, services, equipment: benches and bins, signs etc, Construction works and 10years maintenance
Amenity Green space	Costs are: Professional Fees such as site assessment i.e. , topographical survey as well as design. Costs cover landscaping, drainage, paths, services, equipment: benches and bins, signs etc, Construction works and 10years maintenance

Parks and Gardens	<p>Costs are: Professional Fees such as site assessment i.e. , topographical survey as well as design.</p> <p>Costs cover landscaping, drainage, paths, services, equipment: benches and bins, signs etc, Construction works and 10years maintenance</p>
Civic Space	<p>Costs are: Costs will be based upon any specific scheme that is identified within the 2016 Open Space Assessment and any other relevant evidence i.e., the 2016 Retail & Leisure Study with Health Checks and subsequent updates.</p>
Children's Equipped play areas and Youth Provision – MUGA, Skatepark, Shelter, iplay, BMX/Pump Track etc	<p>Costs are: Professional Fees such as site assessment i.e. , topographical survey as well as design.</p> <p>Costs cover landscaping, drainage, paths, services, equipment: benches and bins, signs etc, All play equipment costs and construction works and 10years maintenance.</p>
Green Corridor – Leeds Liverpool Canal	<p>Costs are based upon the Sustrans Access Development Plan 2014 for a detailed costed scheme of work along the whole of the canal section excluding Bradley to Skipton section that has been completed.</p>
Swimming pool – water space	<p>The cost relate to affordable community swimming pools taken from Sport England's Sports facility costs.</p>
Sports Hall improvement	<p>Costs are a quarter of the new build costs for a community sports hall based upon Sport England's Sports Facility costs</p>
Sports Pitch improvement	<p>Costs relate to professional fees such as detailed site agronomist report and scheme of work including type of drainage, all materials, project management costs and contingency – includes VAT</p>
Sports Pitch annual uplift maintenance*	<p>Costs relate to annual cutting, fertilising, weed killing, sand dressing, spiking, aeration, drain rodding. The figure is 50% of the annual costs as it assumes the clubs/owners already have a pitch maintenance cost</p>

	but not at the standard to maintain a high quality pitch – includes VAT
Sports pitch ancillary accommodation	Costs are: professional fees such as architect and planning fees, scheme of work including, all materials, construction costs, project management costs and contingency – includes VAT

Costs will be revised annually using the Retail Price Index measure of inflation

15. WHAT ABOUT MAINTENANCE OF PROVISION?

Developers will be expected to make provision for the maintenance of sport, open spaces and built sports facilities by a local organisation, club or residents group. This relates to the both on site and off site provision as well as new or improved provision and will be for a minimum period of 10years. Maintenance costs will not be required for Sports halls, Swimming pools, Clubhouses as it is expected that these would generate income from users to cover ongoing maintenance costs.

EXAMPLE

Example of how the formula is calculated for Youth/Teenage provision: Youth Teenage provision includes the following mix of provision: Skatepark, MUGA, with lighting, Youth Shelter with Bluetooth, iPlay system, Climbing Boulder, BMX/Pump Track. This requires an area 3000m² (0.3Ha). Costs are a combination of Sport England Cost Calculations for provision, actual costs of previous recent delivered projects such as Skipton Pump Track as well as brochure costs from suppliers such as the iPlay and POD youth shelter. The capital and installation cost are £372,000. Maintenance costs covering 10years would be £10 per m² (£30,000) based upon existing known maintenance costs for play provision. This would give a total cost of £402,000 to provide this facility, which would serve 12,000 people based upon our adopted standard (0.25ha Youth provision = 2.5m² per person). To generate the cost per m² the formula divides the total cost by the size of area: £402,000 / 3000m² = £134 per m². Taking the example above of a 25 unit development a contribution of £18,500 would be required to meet the local need (£134 per m² X 138m²). NB – if within the catchment of the development there is already some of the above

provision such as a skatepark, then the costs of this can be removed from the equation.

16. HOW WILL THE COUNCIL SECURE PROVISION?

Provision, improvement and maintenance of sport, open space and built sports facilities will be secured through an appropriate mechanism, for example S106 Agreement, Unilateral Undertaking, condition or through CIL if appropriate. If CDC agree to introduce a CIL charging schedule, large projects such as replacement of Settle Pool may be included within CIL list. Prior to any adoption of a CIL charging schedule, the Council will continue to secure developer contributions towards off site open space provision through S106 Agreements. The Council will require all agreements relating to a financial contribution to be inflation adjusted based upon the Retail Price Index or another similar inflation measure. The adjustment will be from the date of the agreement being signed to the date by which the payment is due, referred to as trigger point. The Council has a separate account set up for each planning gain financial contribution. The Council also has a Section 106 register that includes all relevant planning gain contributions relating to open space. The monies cannot be used for the funding of project or schemes other than for the public open space or sport facilities as set out in the agreement and within catchment of the development. Monies will be safeguarded until there is an agreed scheme in place for the use of the funds or until there are sufficient funds to undertake the necessary works. Agreed schemes must have a minimum security of tenure of ten years, at the time of spending. If the funds remain unspent ten years after the completion of the development, they will normally be repaid to the applicant.

17. FURTHER INFORMATION

Planning Policy Team: 01756 706472

Sports Development: 01756706391

Arts Development: 01756 706408



**PRE-PUBLICATION DRAFT CRAVEN LOCAL
PLAN**

CONSULTATION DOCUMENT

**APPENDIX B: TO DRAFT POLICY INF6:
EDUCATION PROVISION**

**Draft Consultation Document for
consideration by Craven Spatial Planning Sub
Committee**

14th June 2017

1. Justification

The detailed policy and justification basis for seeking developer provision or contributions in respect of education is set out in national planning policy framework and guidance and the development plan (Draft Policy INF1: Planning Obligations).

2. Land Use

As far as Education is concerned, developer contributions will normally be sought in respect of residential development. However, the Council will consider seeking contributions for large retail and employment generating uses, where a direct impact on the need for the facilities or otherwise to mitigate the impact of major development on the local community in the area around the development can be clearly demonstrated.

3. Thresholds

The threshold for seeking provision or contributions in respect of primary education is sites of 25 dwellings or more in the principal town service centre of Skipton and 15 or more dwellings in the remaining areas within Craven. For secondary education, where the 'multiplier' (pupils in an age cohort resulting from the families moving into new housing developments) is lower, the minimum size of capital project identifiable with the needs arising out of a new development and the provision of schooling is less local, the threshold for seeking contributions will be developments of 100 dwellings or more.

In assessing whether a proposed development or a site is eligible for seeking the provision of or contributions towards Education, the number of dwellings specified in this guidance will apply to or take into account the cumulative area to be developed for housing. For example, where a development is made up of two or more phases, or is the subject of two or more separate planning applications, the total number of dwellings will be the basis for determining whether provision will be sought. Thus developers should be aware that if it is considered that a contribution is justified, the requirement cannot be avoided by dealing with a site through more than one planning application.

4. Methodology

With regard to contributions towards Primary school education facilities, North Yorkshire County Council has operated a policy and methodology that applies to all residential developments of over 25 dwellings, having regard to the impact they would have on local Primary education provision.

The established methodology (see detailed guidance below) for primary education facilities will be adapted to apply to contributions sought in accordance with the threshold of 15 dwellings outside of the principal town service centre of Skipton. Similarly the existing methodology, using different formulae, will be applied to seeking contributions towards Secondary education facilities.

5. Calculating Developer Contributions to Education Facilities

There is a need to apply some rate, for example for the number of children per household, which is reasonable in the area, and apply cost formulae to that. Such formulae are not rigid as they reflect the impact of a particular development.

Contributions will not be sought for sheltered accommodation or genuine elderly person, student or holiday accommodation. Such accommodation will be that which clearly is incapable of occupation for general residential purposes by virtue of its internal layout, ownership or management or which has occupancy restricted by planning condition or legal agreement¹.

Contributions will not be sought for temporary housing or bedsits and one-bedroom dwellings, if they are clearly incapable of being enlarged to two-bedroom units.

Any planning permission granted for the change of use from sheltered or elderly persons, student or holiday accommodation or from one-bedroom flats to general residential units or two-bedroom flats and so on, would be subject to a contribution if the number of units exceeds the threshold criteria set below. Contributions will not be sought for changes of use or conversion or redevelopment schemes where there is no net increase in the number of residential units to which contributions would apply.

The basis devised by the North Yorkshire County Council Children's Services Authority (the "CSA" – previously the Local Education Authority or LEA) for calculating the contributions for Primary school places (age 5- 11) as at April 2016 is as follows:

The basis for calculating the contributions at 2016 (these figures will be updated as appropriate) for primary school places (age 5-11) is as follows:

5.1 Primary School

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

¹ Note: if such an 'occupancy condition' (or planning obligation) is removed, education contributions may be sought.

£13,596 per primary pupil place

5.2 Secondary School

The basis for calculating the contributions at 2016 for secondary school places (age 11-16) is as follows:

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

£20,293 per secondary pupil place

Calculations are then summed on the basis that 0.25 (1 in 4) primary school places, and 0.125 (1 in 8) secondary school places are generated per relevant residential unit within the development.

The elements within this formula will be subject to annual review by the CSA in line with Central Government guidelines. The cost multiplier is the assessment made by the Government for the cost of a school place. The regional factor is an adjustment for local (County wide) costs of provision. The 10% addition represents an allowance for contingencies and fees.

The CSA will address accommodation needs at Secondary schools (as they apply to 11-16 year olds) caused by additional housing. The District Council will then, in conjunction with the CSA, where it is considered to be necessary and appropriate, seek Secondary school contributions in the light of changing circumstances and particularly in relation to large scale developments.

Calculations are made on the basis that 0.25 Primary school places and 0.13 Secondary school places (11-16 year old pupils only) are generated per relevant house or residential unit. The number of children generated by residential development will vary depending on the type and size of dwelling and by the location of the development. In some cases a developer may argue that houses are built for a particular market, for example couples, starter homes or that a development is not within easy reach of a Primary school. The District Council and CSA will not normally reduce the basis for the calculations to account for variables such as these, because, over time, any dwelling (excluding sheltered, elderly person only, or one-bedroom units) in any location has the potential to accommodate children of Primary school age.

The Primary school contributions will normally apply to developments of 25 units or more in the principal town service centre of Skipton and 15 or more dwellings in all

other areas regardless of site area. The Secondary school contributions will normally apply to developments of 100 dwellings or more.

Care will be taken to ensure the total development site is not deliberately sub-divided and phased in an attempt to avoid this threshold.

Forecasts of future school capacity and national population growth are made by the CSA over a three-year period. If, following these calculations the local primary school is deemed to be at capacity in year 3, contributions will be sought at the full rate. If the school is "X" places short of capacity and the development generates "Y" places, contributions will be sought on the difference between "X" and "Y". If "X" is greater than "Y" no contribution will be sought. Calculations will be based on the number of houses included in the detailed planning application. Any increase in the number of units approved through, for example, a revised application, will generate additional contributions. No account will be taken of the rate of house building on the site, as this is an uncertain variable.

The basis of the calculations set above will be subject to review, independent audit and change in the light of new demographic and other trends.

Contributions are only required where a local need is identified and, therefore, there is an obligation to show how funds received will be spent within a prescribed period, how they will deal with the identified impact, and in a manner which will be set out by the CSA. The CSA will incorporate provision for the return of contributions after 10 years if not spent. In the majority of cases funds will be spent on the local Primary or Secondary school. However, the CSA reserves the right to allocate the funds to other schools if overall education strategy or changes in catchments or parental choice so demand and the agreement of the District Council is secured.

In the event of increased costs of implementing additional school places, no additional contributions will be sought from developers. The contribution is a once-only payment linked to the planning permission. Contributions will be secured by direct payment or by way of a Section 106 Agreement.

Normally, contributions will be required no later than the first occupation of the new dwellings. In certain circumstances (for example on large sites) payment of contributions may be delayed or phased by agreement with the CSA.

6. Procedure

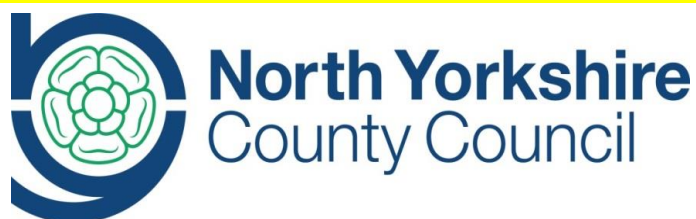
Where masterplans are being prepared for large housing sites, the need for any commuted payment for education will be addressed through consultation with the CSA. Information on the likely position on the provision of school places over the

next 5 years will be available from the County Council. The CSA will also be able to respond to house-builders' queries for individual sites.

Upon receipt of a relevant planning application, the District Council will contact the CSA to establish whether contributions are necessary in the particular case. The applicant and the Council will be notified accordingly and negotiations will take place between the CSA and the applicant/developer. The decision on the application and therefore on the need for a Section 106 Agreement is a matter for the Council. As a general principle the Council will not issue a decision notice on the application until agreement has been reached between the two parties. Any contribution due will be made payable to the North Yorkshire County Council (as Children's Services Authority) and not the District Council as Local Planning Authority.

Figure 1: Assessment Form used by the CSA to determine the need for developer contributions towards Primary school buildings

EXAMPLE



ADVICE ONLY - PLEASE CONSULT RELEVANT PLANNING AUTHORITY

Assessment of need for contributions towards school buildings from development sites - 2016

District/ Borough Council	Craven	Site Address	<i>site location</i>	Our Ref	Pri 2016 Dev 103
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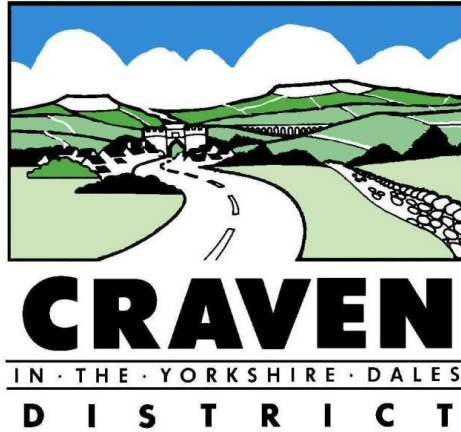
Planning Application Number/ Ref	99/2016/12345 example
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Contact Email	housebuilder@example.org	Contact Telephone Number	01234 567890
Contact Name/ Case Officer	John Smith	Developer / Agent or District/Borough	House Builder
		Details requested for	ASAP

School	An example Primary School		DFE No.	9999
Current Net Capacity of School (A)			210	
Number of pupils on roll			200	
Forecast pupils on roll 2021/2022 (B)			205	
Surplus/Deficit in academic year 2021/2022 (A-B)			5	
Estimated pupils from a development of	60	2+ bedroom dwellings	15.00	
Shortfall of places			10	
Anticipated need for new school places from the proposed number of properties as shown above			10.00	
Amount per pupil place			£13,596.00	
Contribution sought.			£135,960.00	

Notes:	
CYPS Strategic Planning Officer for above school	John Lee
	☎ 01609 533182
Officer providing information	Nicola Howells (01609 532258)
Date	10 October 2016

Pupil numbers are revised on a termly basis, this can result in a change to the number of pupils both actual and forecast every term. The figures shown above are current as at the date shown and additional requests will be subject to re-calculation. Please be aware that this may result in the contribution sought increasing or decreasing. PLEASE NOTE that in some circumstances additional land may also be required.



**PRE-PUBLICATION DRAFT CRAVEN LOCAL
PLAN
CONSULTATION DOCUMENT**

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

**Draft Consultation Document for
consideration by Craven Spatial Planning Sub
Committee**

14th June 2017

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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, and 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 • Waste • Telecommunications
Social	<ul style="list-style-type: none"> • Education • Health • Social Care <p>Community Facilities</p>
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
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	Telecommunications

BT	
Sport England	Playing pitches
United Utilities and Yorkshire Water	Sewerage Network including Waste Water Treatment Works and Clean Water Supply

1.23 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 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 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.

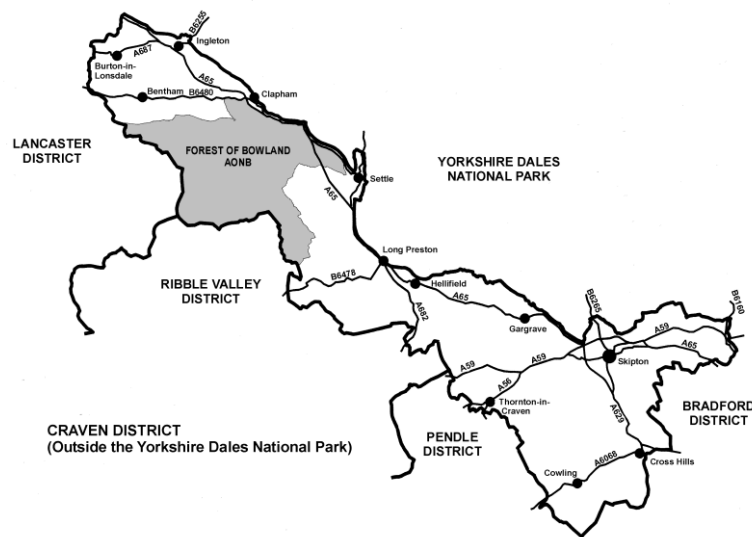


Figure 1 - Context Map

- 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

- 2.4 To meet the housing needs of Craven, provision is made for 4,320 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 216 net additional dwellings per annum.
- 2.5 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
- Settle Service Centre Transportation Strategy, NYCC, September 2008
- Skipton Service Centre Transportation Strategy, NYCC, December 2010
- Category 4 Road Maintenance: Full Business Case, NYCC 2016
- East Lancashire Highways and Transport Masterplan, LCC 2014

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 traffic effects 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 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 avoids congested lines in and around Manchester and would relieve pressure on the busy Huddersfield and Calder Valley trans-Pennine routes. Network Rail have provided an estimated cost of £43m for a single track or £81m for double track rail line to be reinstated.
- 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.
- 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/Morecombe 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	£43m for single track £81m for double track

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	£170,000

delivery.	
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
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 Hall	
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 concern 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	Dependant 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.
- 4.9 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.
- 4.10 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.
- 4.11 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.

- 4.12 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.
- 4.13 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?

- 4.12 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 will hopefully 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

- 5.3 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.
- 5.4 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

- 5.5 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.
- 5.6 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?

- 5.7 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

5.9 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

5.8 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.

5.9 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?

- 6.4 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.
- 6.5 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?

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

Summary

6.6 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. 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.

- 7.7 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.

- 7.8 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)

- 7.9 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.
- 7.10 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

- 7.13 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.
- 7.14 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.

- 7.15 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.
- 7.16 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.
- 7.17 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

- 7.18 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.
- 8.7 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.
- 8.8 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.

What is needed to support the Local Plan?

- 8.9 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.

Who will provide new infrastructure?

- 8.10 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.
- 8.11 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?

- 8.12 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?

8.14 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

8.15 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

8.3 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?

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

What is needed to support the Local Plan?

- 8.5 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.
- 8.6 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

- 9.6 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.
- 9.7 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.
- 9.8 In the Craven Local Plan area there are 21 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 2015 of 3400 pupils. There was a total of 8 primary schools which were over capacity as at January 2015.

Table 9 - Primary Schools that have a current capacity deficit

School Name	Area
Bradleys Both Community Primary School	Skipton Outer Area
Carleton Endowed School	Skipton Outer Area
Christ Church of England Voluntary (Controlled) Primary School	Skipton
Cowling Community Primary School	South Craven Outer Area
Kildwick Church of England (VC) Primary	South Craven Outer Area

School Name	Area
School	
Lothersdale Primary School	South Craven Outer Area
Skipton, Water Street Community Primary School	Skipton
Thornton in Craven Community Primary School	Skipton Outer Area

What is needed to support the emerging Local Plan?

9.9 The schools listed in the table below will have insufficient capacity to accommodate needs arising from the proposed allocations over the whole plan period.

Table 10- Schools with projected insufficient capacity during the emerging Local Plan period

School Name	Area
Carleton Endowed School	Skipton Outer Area
Christ Church of England Voluntary Primary School	Skipton
Cononley Community Primary School	South Craven Outer Area
Cowling Community Primary School	South Craven Outer Area
Embsay Church of England VC Primary School	Skipton Outer Area
Gargrave Church of England VC Primary School	Skipton Outer Area
Glusburn Community Primary School	South Craven
Bentham Community Primary School	North Craven Outer Area
Ingleton Primary School	North Craven Outer Area
Kildwick Church of England (VC) Primary School	South Craven Outer Area
Lothersdale Primary School	South Craven Outer Area
Settle Church of England VC Primary School	Settle
Skipton Parish Church of England VC Primary School	Skipton
Skipton, Greatwood Community Primary School	Skipton

Skipton, Ings Community Primary and Nursery School	Skipton
Skipton, Water Street Community Primary School	Skipton
Sutton in Craven Church of England VC Primary School	South Craven
Sutton in Craven Community Primary School	South Craven

9.10 NYCC have identified the following requirements based on the housing allocations within the Local Plan.

Table 11 - Primary Education Expansion Requirements

Infrastructure required	Indicative Cost	Funding Sources
Two additional Primary Schools (Skipton)	£10m to £12m	Basic Capital Funding, Capital Receipts, Developer Contributions
Four additional classrooms at Settle CE Primary School site	£1,631,520	Basic Capital Funding, Capital Receipts, Developer Contributions
One additional classroom at Sutton in Craven Primary School	£407,880	Basic Capital Funding, Capital Receipts, Developer Contributions
Two additional classrooms in Carleton	£815,760	Basic Capital Funding, Capital Receipts, Developer Contributions
Two additional classrooms at Ingleton Primary School	£815,760	Basic Capital Funding, Capital Receipts, Developer Contributions
One additional classroom in Gargrave	£407,880	Basic Capital Funding, Capital Receipts, Developer Contributions
One additional classroom in Cononley	£407,880	Basic Capital Funding, Capital Receipts, Developer Contributions
One additional classroom in Cowling	£407,880	Basic Capital Funding, Capital Receipts, Developer Contributions
Three additional classrooms in Glusburn	£1,223,640	Basic 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

- 9.22 In the Local Plan area there are 5 secondary schools with a combined total number of pupils on the roll in January 2015 of 4378 pupils. There was one secondary school over capacity at January 2015. 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.
- 9.23 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.
- 9.24 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.

Table 12 - Schools with insufficient capacity to accommodate plan proposals

School Name	Area
South Craven School (Academy)	South Craven
Skipton Girls' High School (Academy)	Mid Craven
Ermysted's Grammar School (Voluntary Aided)	Mid Craven

What is needed to support the emerging Local Plan?

9.25 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
Seven additional classrooms at South Craven School	£4,261,530	Basic Capital Funding, Capital Receipts, Developer Contributions

How will education provision be funded?

- 9.26 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: 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.
- 9.27 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.
- 9.28 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

9.29 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

11 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 incidences 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.

Household Waste Recycling and Waste Disposal

Current Provision

10.11 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.

10.12 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?

10.13 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.

10.15 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 arisings 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

10.16 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.

Libraries

Current Provision

10.17 NYCC's library and information service currently covers 42 libraries, 33 run by the Council and 9 run by community groups, as well as a Supermobile library which delivers fortnightly services to communities most distant from a static libraries. It also provides a home library service and online services. Within the Craven, there are four NYCC run libraries which are located at Bentham, Ingleton, Skipton and Cross Hills and two community libraries located at Gargrave & Malhamdale and Embsay with Eastby.

10.18 County Council spending cuts will result in the library budget being reduced from around £7.8 million in 2010 to an expected £4.2million for 2019-20.

10.19 A NYCC consultation has put forward proposals for libraries to be categorised into three types - Core, Hybrid, and Community Managed. Each of the seven North Yorkshire districts would have one Core Library staffed by a combination of paid county council library staff and volunteers, which would be the base for providing support and advice to the remaining libraries in their district. In July 2015 these changes were agreed and will be implemented from Spring 2017 resulting in Skipton becoming the Core library for Craven, whilst Bentham, Ingleton, Settle and Cross Hills would become community libraries alongside the two existing community libraries in Craven, these libraries would depend on community groups coming forward to provide a continued service.

Summary

10.20 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.

11 Health Provision and Adult Social Care

Key Documents:

Joint Health and Wellbeing Strategy 2015 - 2020

Public Health

- 11.1 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.
- 11.2 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

- 11.5 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 Benthams 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

- 11.6 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?

11.7 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 recognises 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

11.8 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

11.9 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

11.10 Extra care housing is defined by the Chartered Institute of Housing as homes that are part of purpose-built schemes, or have been remodelled, 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.

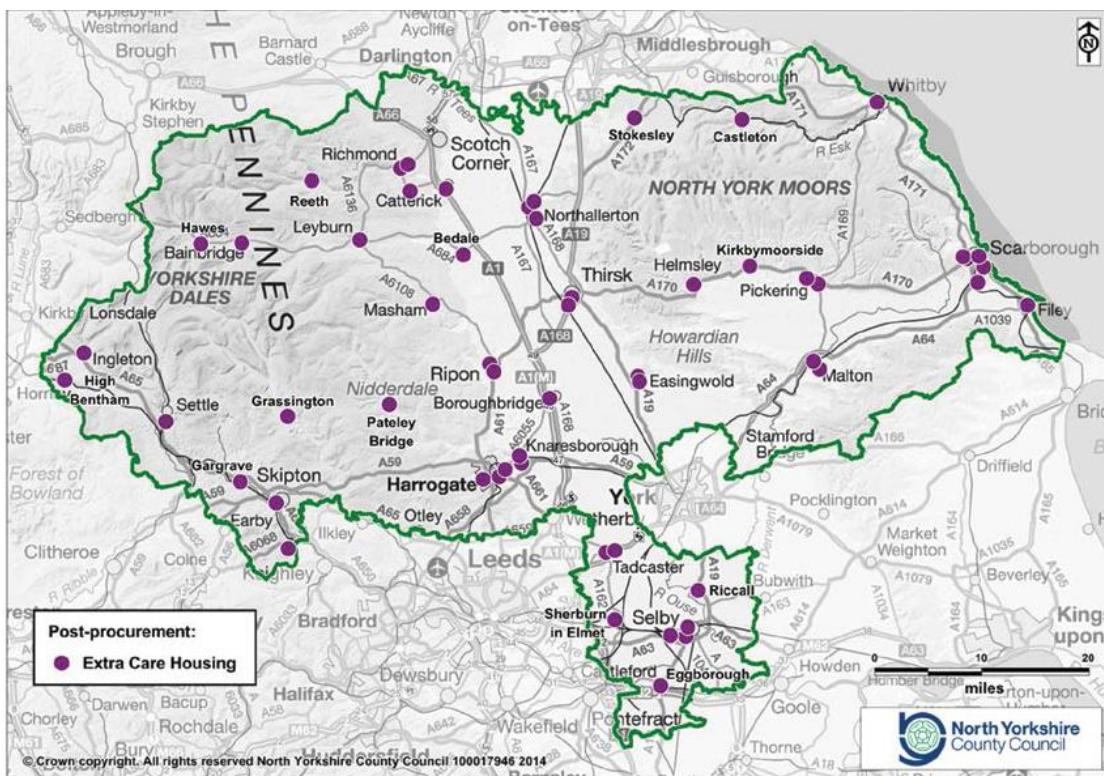
- Limestone View, Settle. The scheme provides 50 self-contained, one and two-bedroom apartments including 21 one-bedroom specialist complex needs apartments.

What is needed to support the emerging Local Plan?

11.11 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.

11.12 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



12 Public Realm and Civic Spaces

Current Provision

12.1 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.

12.2 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?

12.3 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.

12.3 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**.

12.4 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

12.6 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?

- 12.7 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 remodelled 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.
- 12.8 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

- 12.9 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.

13 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

- 13.1 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.
- 13.2 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

- 13.3 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.
- 13.4 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

13.5 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?

13.6 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

13.7 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

13.8 There is fairly consistent provision across the District for 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.

13.9 The South Craven area shows slightly higher provision than Mid and North Craven slightly down on the Craven average.

What is needed to support the emerging Local Plan?

13.10 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

13.11 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?

13.12 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.

13.13 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?

13.14 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

13.15 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.

13.16 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?

13.17 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?

13.18 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

13.19 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 improving the quality rather than quantity of provision.

13.20 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.

13.21 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?

13.22 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.

13.23 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 site 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?

13.24 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

13.25 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.

13.26 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.

13.27 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?

13.28 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

13.29 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

Allotment sites name	Size (Ha)	Score
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

13.30 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?

13.31 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

13.32 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.

14 Next Steps and Plan Delivery

- 14.1 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

- 14.2 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.

- 14.3 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

14.4 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.

14.5 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.

14.6 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.

14.7 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

14.8 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)

- 14.9 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”.
- 14.10 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.
- 14.11 Due to the limitations on the pooling of S106 agreements, CIL is recognised as being a more flexible funding mechanism for delivering infrastructure.
- 14.12 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

- 14.13 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.
- 14.14 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

- 14.15 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.
- 14.16 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

- 14.17 The Council will publish the Infrastructure Delivery Plan alongside the Draft Local Plan for consultation. 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 necessary

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

Infrastructure 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
Public Realm	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
Public Realm	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
Flooding	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

POLICIES MAP

CRAVEN DISTRICT LOCAL PLAN
(Outside the Yorkshire Dales National Park)
Pre-Publication Draft June 2017

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**The Policies Map should be read in conjunction with
 the Written Statement**

Key Notation and Relevant Policies

Landscape

- Yorkshire Dales National Park ENV1, ENV9
- Area of Outstanding Natural Beauty ENV1, ENV9

Nature Conservation

- Special Protection Areas (SPA) and Special Areas of Conservation (SAC) ENV4
- Site of Special Scientific Interest (SSSI) ENV4
- (SINC) ENV4
- Ancient Woodland ENV4
- Fresh Aire—Leeds City Region Green Infrastructure Project ENV4, ENV5

Towns and Villages

- Open Space, Sport and Recreation Facilities (outside of inset map areas) INF3
- Conservation Area SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV9, ENV11
- Rural Designated Area H2

Tourism

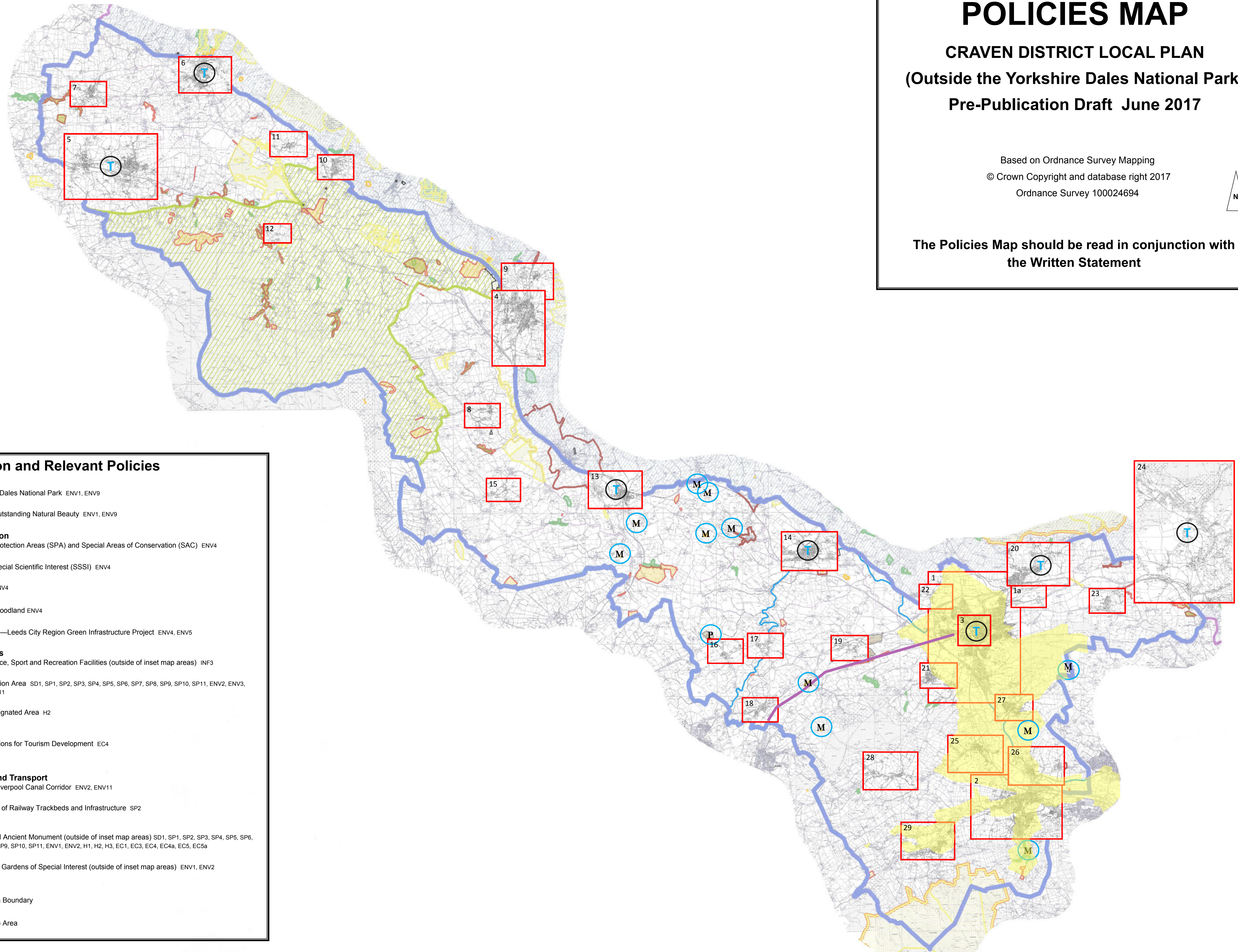
- Key Locations for Tourism Development EC4

Safeguard Land and Transport

- Leeds – Liverpool Canal Corridor ENV2, ENV11
- Protection of Railway Trackbeds and Infrastructure SP2
- Scheduled Ancient Monument (outside of inset map areas) SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV1, ENV2, H1, H2, H3, EC1, EC3, EC4, EC4a, EC5, EC5a
- Parks and Gardens of Special Interest (outside of inset map areas) ENV1, ENV2

Other

- Plan Area Boundary
- Inset Map Area



INSET MAP 2

GLUSBURN, CROSS HILLS, SUTTON IN CRAVEN
 CRAVEN DISTRICT LOCAL PLAN
 (Outside the Yorkshire Dales National Park)
 Pre-Publication Draft June 2017

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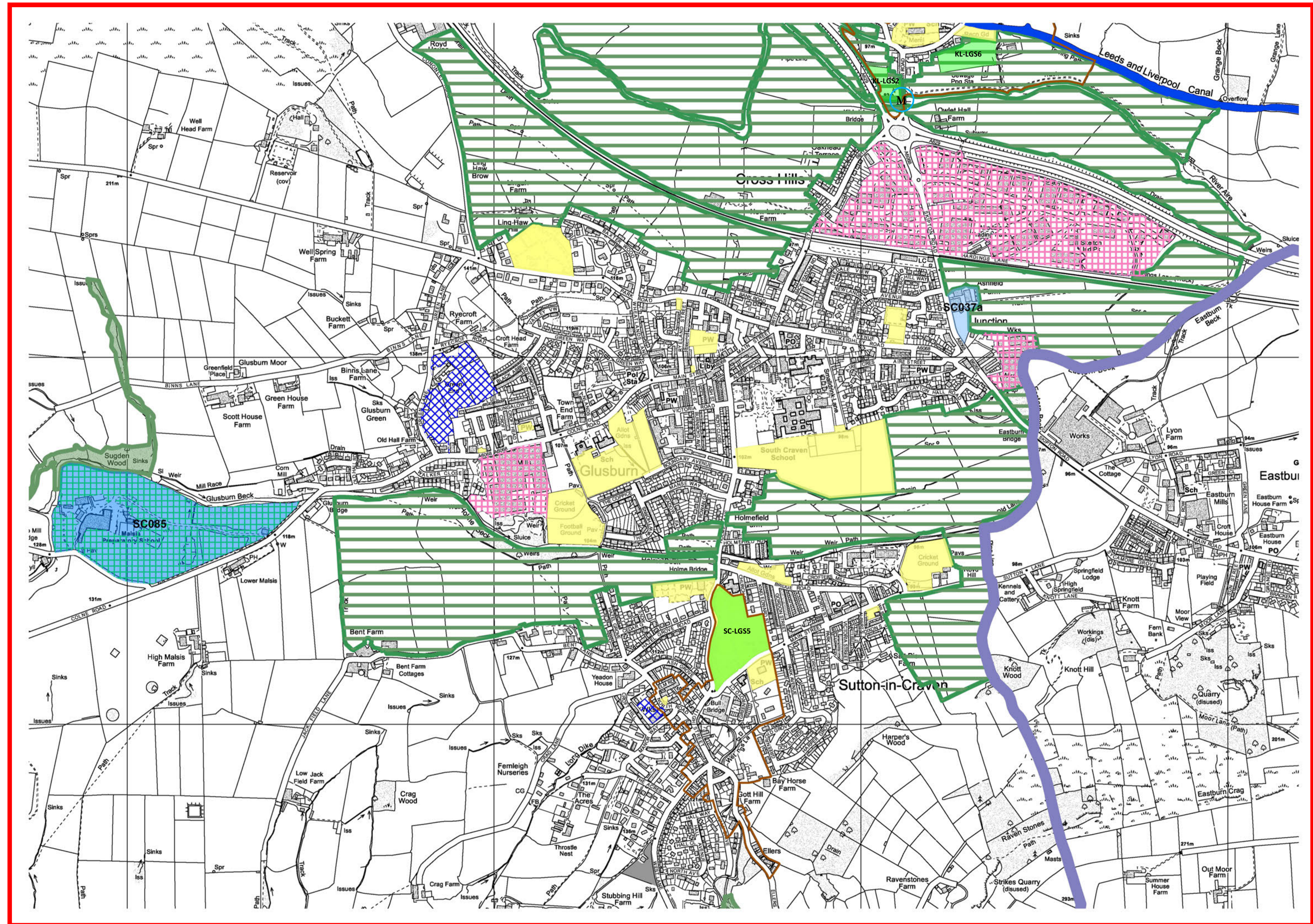


Inset Maps should be read in conjunction with the Written Statement

Key Notation and Relevant Policies

- Landscape**
- Yorkshire Dales National Park ENV1, ENV9
 - Area of Outstanding Natural Beauty ENV1, ENV9
 - Green Wedge ENV13
- Nature Conservation**
- Special Protection Areas (SPA) and Special Areas of Conservation (SAC) ENV4
 - Site of Special Scientific Interest (SSSI) ENV4
 - (SINC) ENV4
 - Ancient Woodland ENV4
- Towns and Villages**
- Open Space, Sport and Recreation Facilities INF3
 - Proposed Local Green Space Designation ENV10
 - Conservation Area SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV9, ENV11
 - Rural Designated Area H2
- Housing and Employment**
- Draft Housing Allocation SD1, SP1, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV9, ENV10, ENV11, ENV12, H2, H4, INF1, INF3, INF4, INF6
 - Green Infrastructure Provision on Draft Housing Allocation SD1, SP1, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV5
 - Existing Housing Commitment SP1
 - Recently built developments not showing on map base
 - Draft Mixed Use Employment-led Allocation SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, EC1, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV9, ENV11, ENV12, H2, H4, INF1, INF3, INF4
 - Existing Mixed Use Commitment (Housing, Employment, Open Space) SP1, SP2, EC2, INF3
 - Draft Employment Allocation SD1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV9, ENV11, ENV12, EC1, INF1, INF3, INF4
 - Existing Employment Area SP2, EC2
 - Mixed Use Opportunity Sites / Regeneration Area SP5, SP6, EC5
 - Primary Shopping Area for Skipton EC5, EC5a
 - Town Centre for Skipton and Settle EC5, EC5a
- Tourism**
- Tourism Development Commitment EC4
 - Core Visitor Area (Tourism-Led, Mixed-Use Development Opportunity Site at Bolton Abbey) EC4a
 - General locations for development within the Core Visitor Area at Bolton Abbey EC4a
- Educational Provision**
- Primary School Provision in Skipton Policy INF6
- Safeguard Land and Transport**
- Leeds – Liverpool Canal Corridor ENV2, ENV11
 - Protection of Railway Trackbeds and Infrastructure SP2
- Other**
- Scheduled Ancient Monument SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV1, ENV2, H1, H2, H3, EC1, EC3, EC4, EC4a, EC5, EC5a
 - Parks and Gardens of Special Interest ENV1, ENV2
 - Plan Area Boundary
 - Inset Map Area

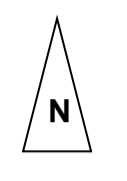
INSET MAP No. 3: GLUSBURN, CROSS HILLS, SUTTON IN CRAVEN (1:12000)



INSET MAP 3

SKIPTON TOWN CENTRE (1:6000)
Craven District Local Plan
 (Outside the Yorkshire Dales National Park)
 Pre-Publication Draft June 2017

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Key Notation and Relevant Policies

Landscape

- Yorkshire Dales National Park ENV1, ENV9
- Area of Outstanding Natural Beauty ENV1, ENV9
- Green Wedge ENV13

Nature Conservation

- Special Protection Areas (SPA) and Special Areas of Conservation (SAC) ENV4
- Site of Special Scientific Interest (SSSI) ENV4
- (SINC) ENV4
- Ancient Woodland ENV4

Towns and Villages

- Open Space, Sport and Recreation Facilities INF3
- Proposed Local Green Space Designation ENV10
- Conservation Area SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV9, ENV11
- Rural Designated Area H2

Housing and Employment

- Draft Housing Allocation SD1, SP1, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV9, ENV10, ENV11, ENV12, H2, H4, INF1, INF3, INF4, INF6
- Green Infrastructure Provision on Draft Housing Allocation SD1, SP1, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV5
- Existing Housing Commitment SP1
- Recently built developments not showing on map base
- Draft Mixed Use Employment-led Allocation SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, EC1, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV9, ENV11, ENV12, H2, H4, INF1, INF3, INF4
- Existing Mixed Use Commitment (Housing, Employment, Open Space) SP1, SP2, EC2, INF3
- Draft Employment Allocation SD1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV9, ENV11, ENV12, EC1, INF1, INF3, INF4
- Existing Employment Area SP2, EC2
- Mixed Use Opportunity Sites / Regeneration Area SP5, SP6, EC5

Tourism

- Primary Shopping Area for Skipton EC5, EC5a
- Town Centre for Skipton and Settle EC5, EC5a
- Tourism Development Commitment EC4
- Core Visitor Area (Tourism-Led, Mixed-Use Development Opportunity Site at Bolton Abbey) EC4a
- General locations for development within the Core Visitor Area at Bolton Abbey EC4a

Educational Provision

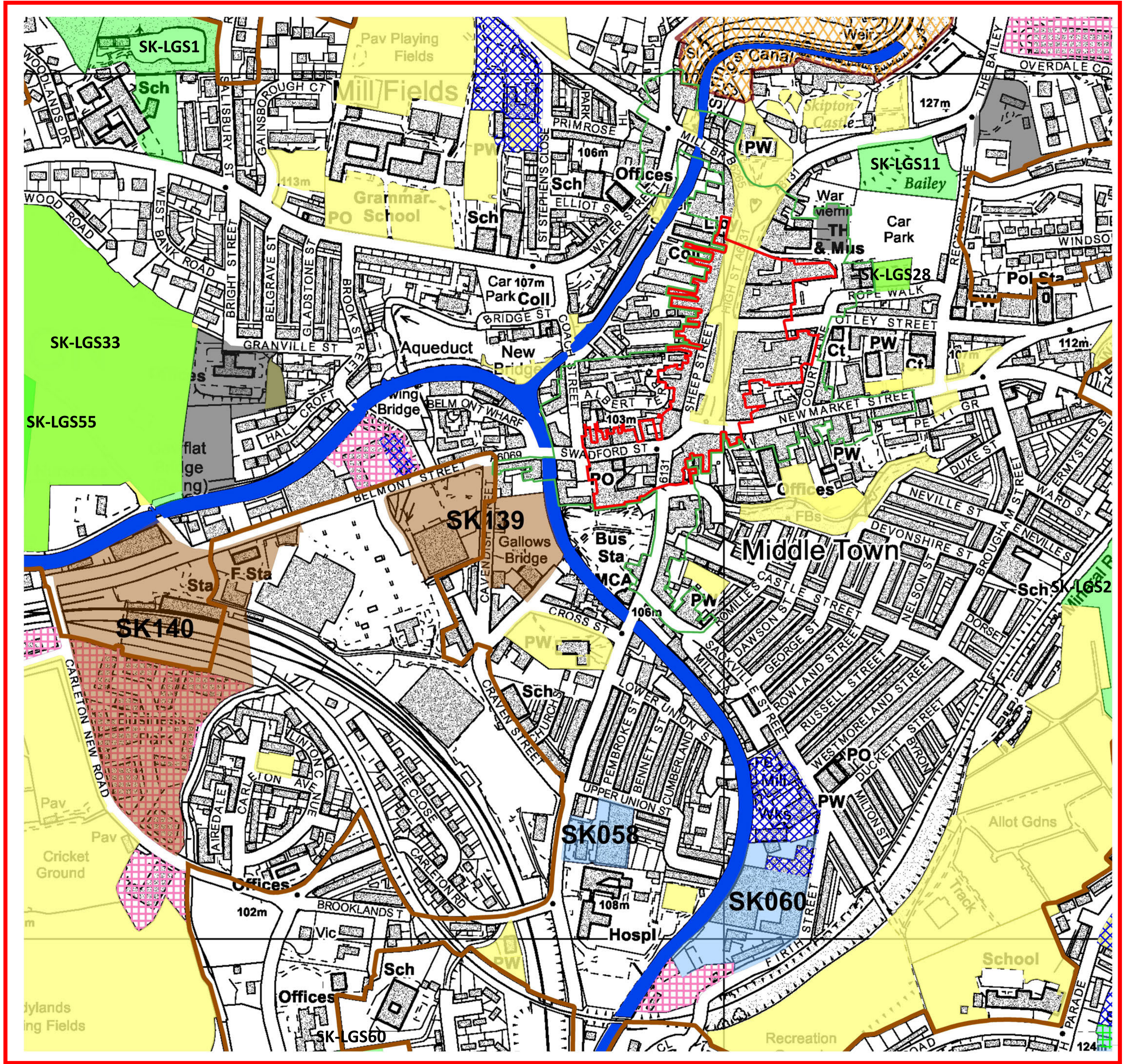
- Primary School Provision in Skipton Policy INF6

Safeguard Land and Transport

- Leeds – Liverpool Canal Corridor ENV2, ENV11
- Protection of Railway Trackbeds and Infrastructure SP2

Other

- Scheduled Ancient Monument SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV1, ENV2, H1, H2, H3, EC1, EC3, EC4, EC4a, EC5, EC5a
- Parks and Gardens of Special Interest ENV1, ENV2
- Plan Area Boundary
- Inset Map Area



INSET MAPS 4—5

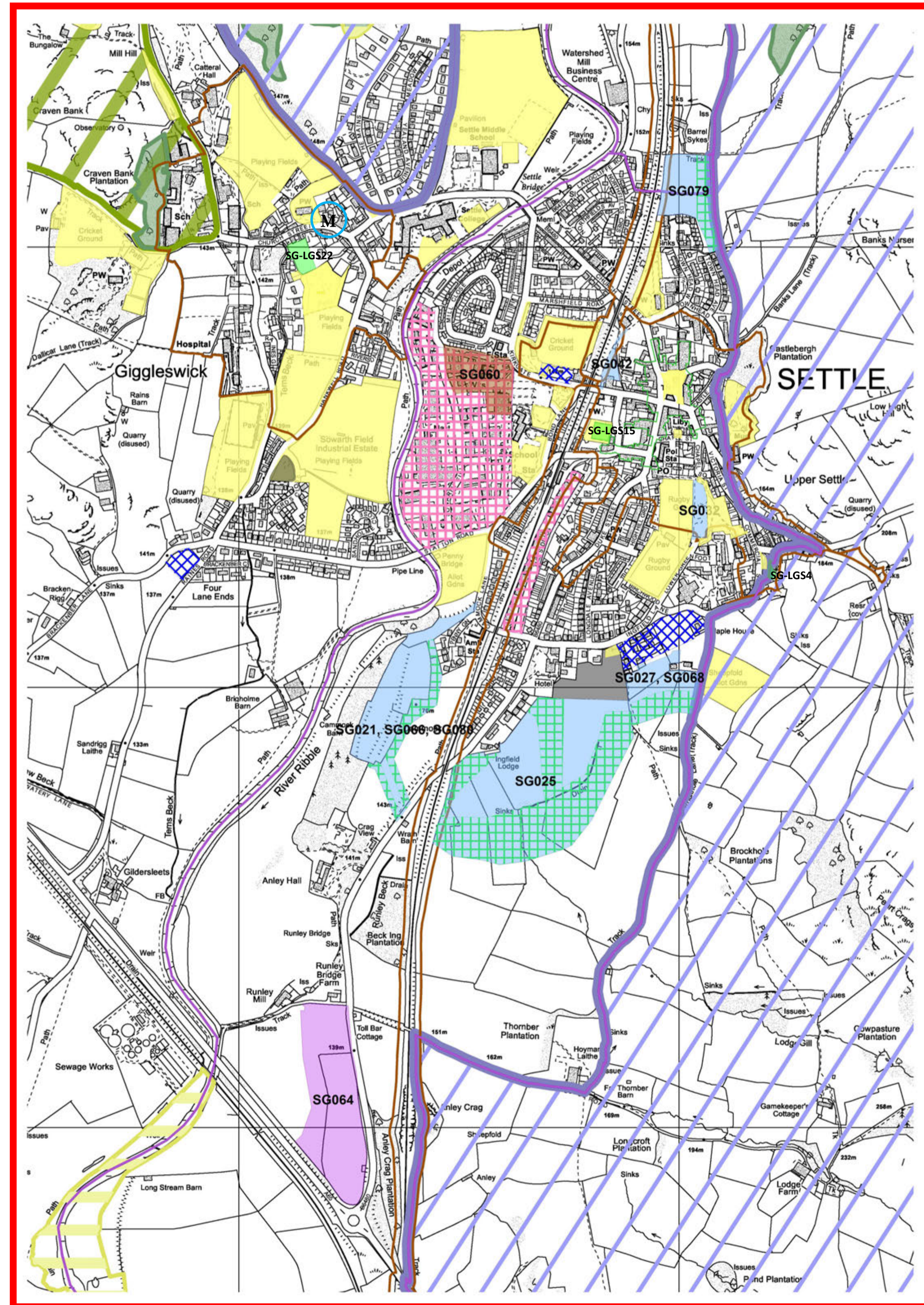
SETTLE, GIGGLESWICK, HIGH AND LOW BENTHAM CRAVEN DISTRICT LOCAL PLAN (Outside the Yorkshire Dales National Park) Pre-Publication Draft June 2017

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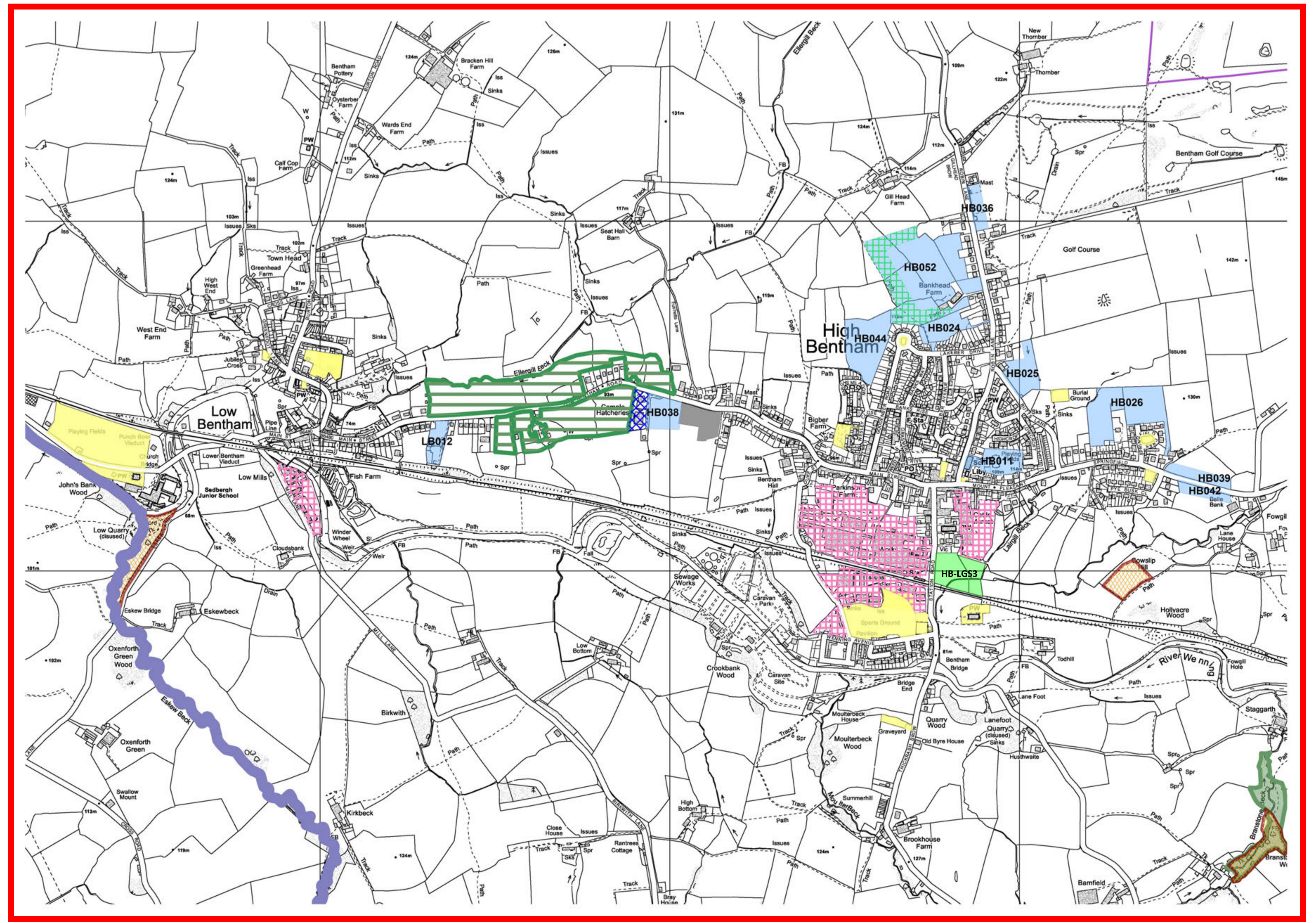
INSET MAP No. 4: SETTLE AND GIGGLESWICK (1:10000)



Key Notation and Relevant Policies

- Yorkshire Dales National Park ENV1, ENV9
- Area of Outstanding Natural Beauty ENV1, ENV9
- Green Wedge ENV13
- Nature Conservation**
- Special Protection Areas (SPA) and Special Areas of Conservation (SAC) ENV4
- Site of Special Scientific Interest (SSSI) ENV4
- (SINC) ENV4
- Ancient Woodland ENV4
- Towns and Villages**
- Open Space, Sport and Recreation Facilities INF3
- Proposed Local Green Space Designation ENV10
- Conservation Area SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV9, ENV11
- Rural Designated Area H2
- Housing and Employment**
- Draft Housing Allocation SD1, SP1, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV9, ENV10, ENV11, ENV12, H2, H4, INF1, INF3, INF4, INF6
- Green Infrastructure Provision on Draft Housing Allocation SD1, SP1, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV5
- Existing Housing Commitment SP1
- Recently built developments not showing on map base
- Draft Mixed Use Employment-led Allocation SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, EC1, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV9, ENV11, ENV12, H2, H4, INF1, INF3, INF4
- Existing Mixed Use Commitment (Housing, Employment, Open Space) SP1, SP2, EC2, INF3
- Draft Employment Allocation SD1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV9, ENV11, ENV12, EC1, INF1, INF3, INF4
- Existing Employment Area SP2, EC2
- Mixed Use Opportunity Sites / Regeneration Area SP5, SP6, EC5
- Primary Shopping Area for Skipton EC5, EC5a
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- Tourism Development Commitment EC4
- Core Visitor Area (Tourism-Led, Mixed-Use Development Opportunity Site at Bolton Abbey) EC4a
- General locations for development within the Core Visitor Area at Bolton Abbey EC4a
- Educational Provision**
- Primary School Provision in Skipton Policy INF6
- Safeguard Land and Transport**
- Leeds – Liverpool Canal Corridor ENV2, ENV11
- Protection of Railway Trackbeds and Infrastructure SP2
- Scheduled Ancient Monument SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV1, ENV2, H1, H2, H3, EC1, EC3, EC4, EC4a, EC5, EC5a
- Parks and Gardens of Special Interest ENV1, ENV2
- Other**
- Plan Area Boundary
- Inset Map Area

INSET MAP No. 5: HIGH AND LOW BENTHAM (1:12500)



INSET MAPS 6—12

INGLETON, BURTON-IN-LONSDALE, RATHMELL, LANGCLIFFE,
CLAPHAM, NEWBY, KEASDEN
CRAVEN DISTRICT LOCAL PLAN
(Outside the Yorkshire Dales National Park)
Pre-Publication Draft June 2017

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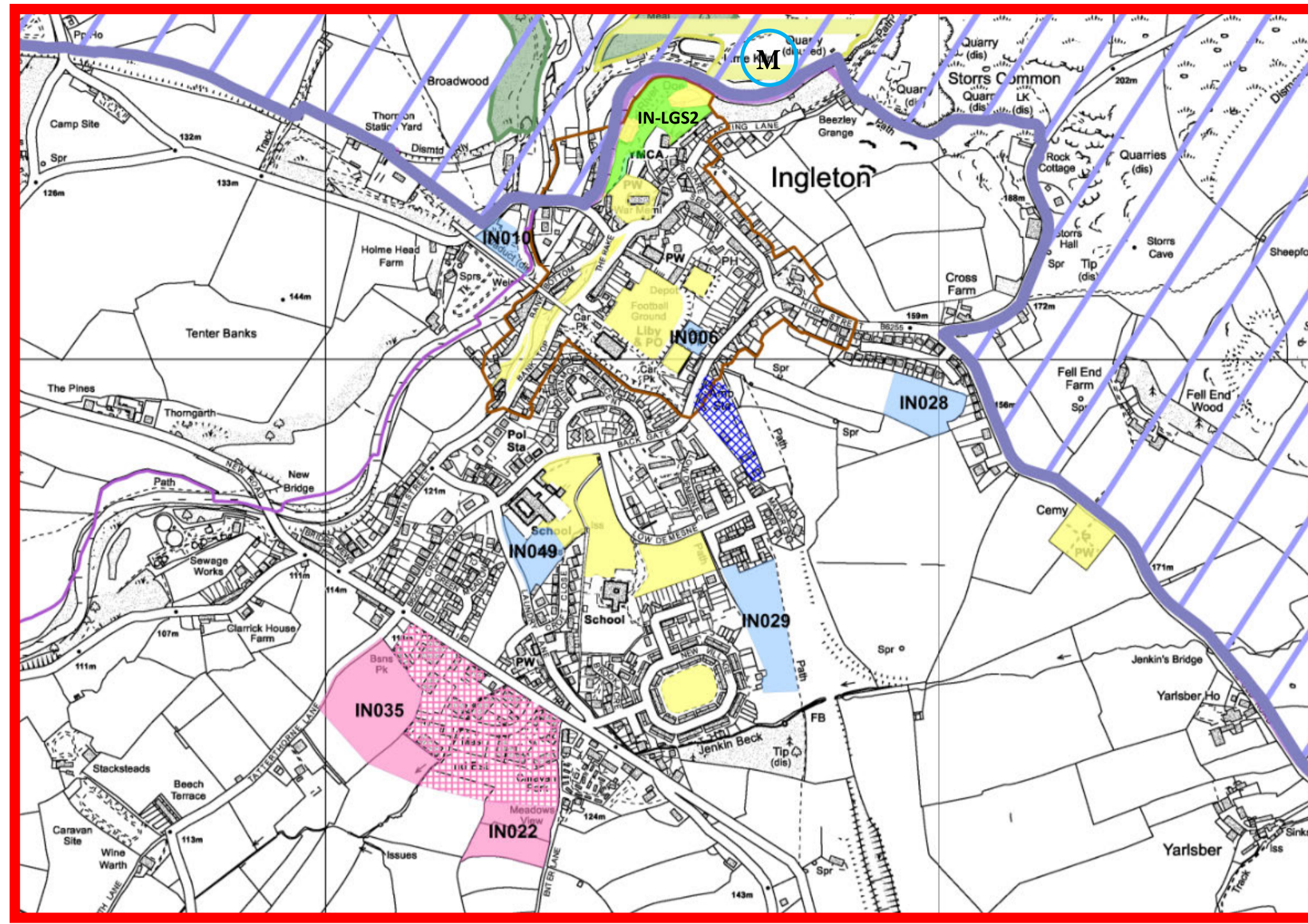


Inset Maps should be read in conjunction with the Written Statement

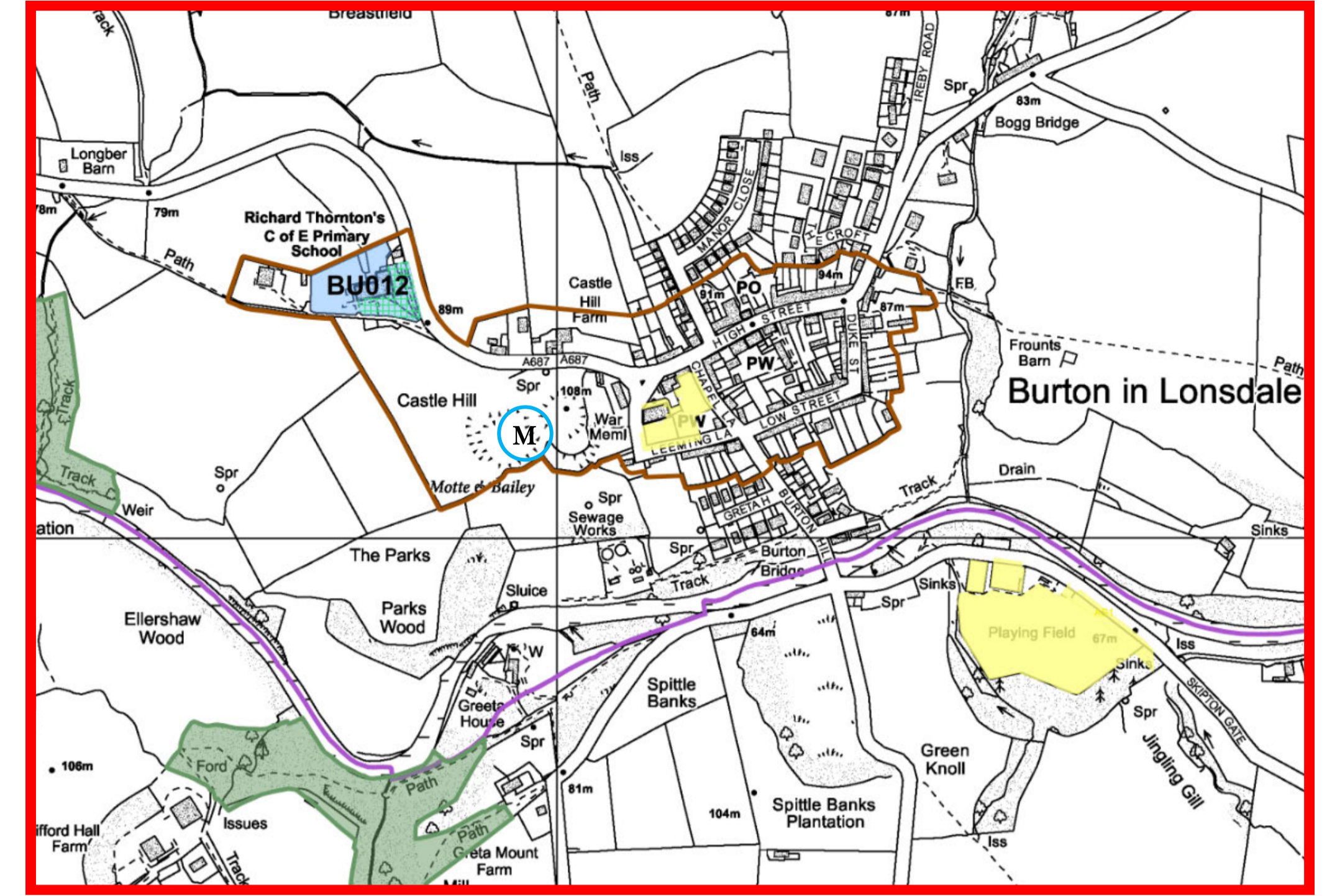
Key Notation and Relevant Policies

- Landscape**
- Yorkshire Dales National Park ENV1, ENV9
 - Area of Outstanding Natural Beauty ENV1, ENV9
 - Green Wedge ENV13
- Nature Conservation**
- Special Protection Areas (SPA) and Special Areas of Conservation (SAC) ENV4
 - Site of Special Scientific Interest (SSSI) ENV4
 - (SINC) ENV4
 - Ancient Woodland ENV4
- Towns and Villages**
- Open Space, Sport and Recreation Facilities INF3
 - Proposed Local Green Space Designation ENV10
 - Conservation Area SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV9, ENV11
 - Rural Designated Area H2
- Housing and Employment**
- Draft Housing Allocation SD1, SP1, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV9, ENV10, ENV11, ENV12, H2, H4, INF1, INF3, INF4, INF6
 - Green Infrastructure Provision on Draft Housing Allocation SD1, SP1, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV5
 - Existing Housing Commitment SP1
 - Recently built developments not showing on map base
 - Draft Mixed Use Employment-led Allocation SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, EC1, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV9, ENV11, ENV12, H2, H4, INF1, INF3, INF4
 - Existing Mixed Use Commitment (Housing, Employment, Open Space) SP1, SP2, EC2, INF3
 - Draft Employment Allocation SD1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV9, ENV11, ENV12, EC1, INF1, INF3, INF4
 - Existing Employment Area SP2, EC2
 - Mixed Use Opportunity Sites / Regeneration Area SP5, SP6, EC5
 - Primary Shopping Area for Skipton EC5, EC5a
 - Town Centre for Skipton and Settle EC5, EC5a
- Tourism**
- Tourism Development Commitment EC4
 - Core Visitor Area (Tourism-Led, Mixed-Use Development Opportunity Site at Bolton Abbey) EC4a
 - General locations for development within the Core Visitor Area at Bolton Abbey EC4a
- Educational Provision**
- Primary School Provision in Skipton Policy INF6
- Safeguard Land and Transport**
- Leeds – Liverpool Canal Corridor ENV2, ENV11
 - Protection of Railway Trackbeds and Infrastructure SP2
- Other**
- Scheduled Ancient Monument SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV1, ENV2, H1, H2, H3, EC1, EC3, EC4, EC4a, EC5, EC5a
 - Parks and Gardens of Special Interest ENV1, ENV2
 - Plan Area Boundary
 - Inset Map Area

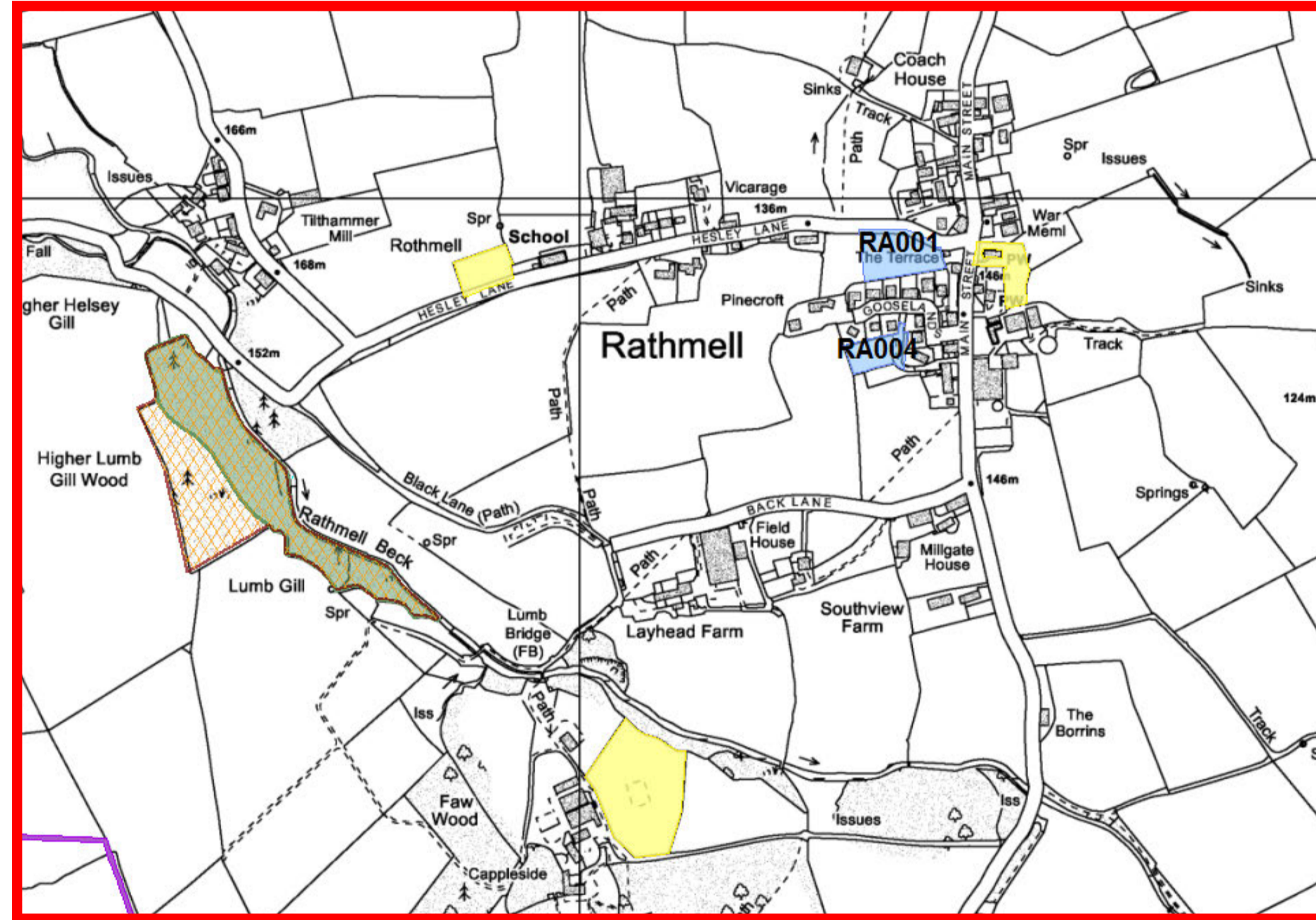
INSET MAP No. 6: INGLETON (1:7500)



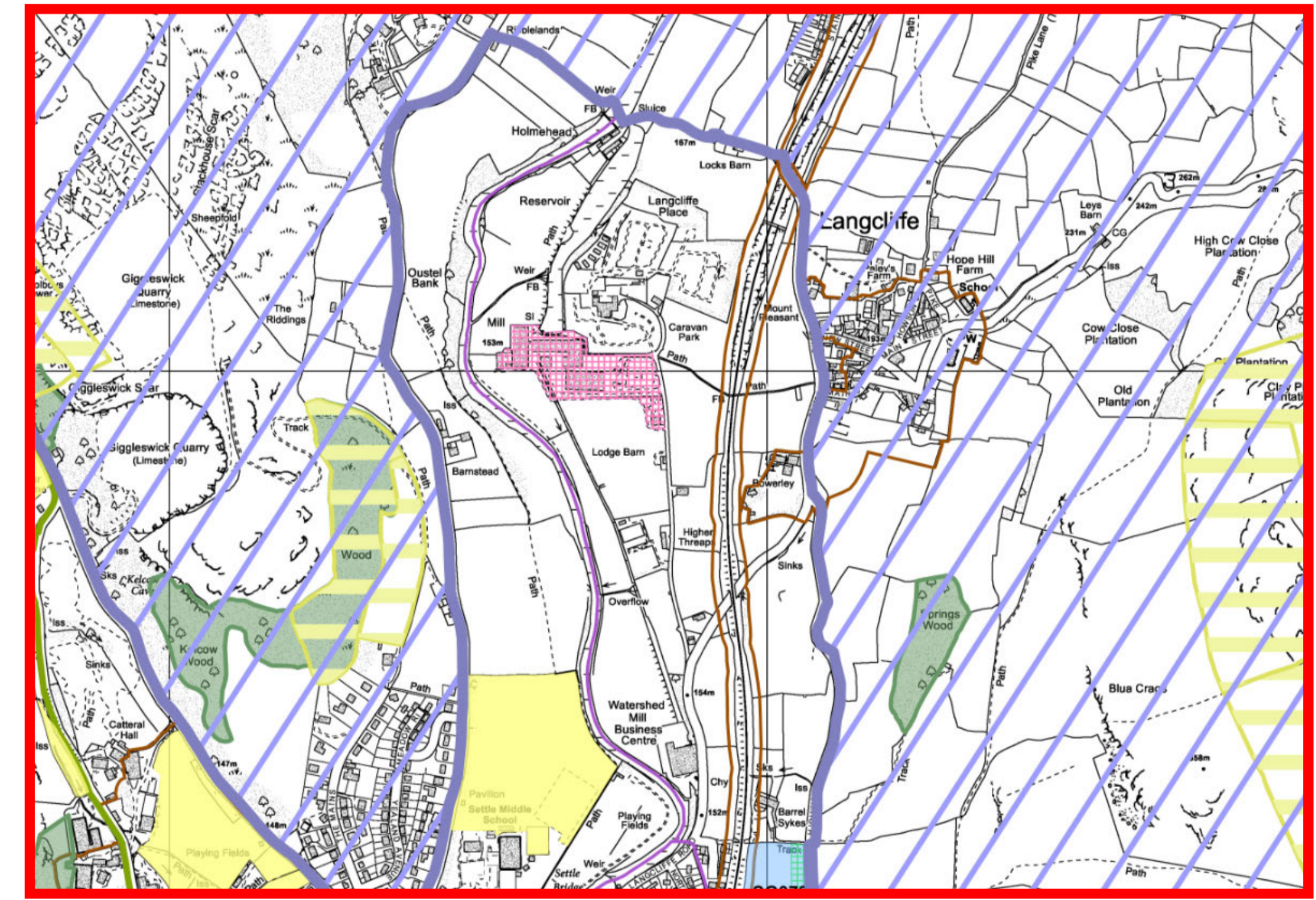
INSET MAP No. 7: BURTON IN LONSDALE (1:5000)



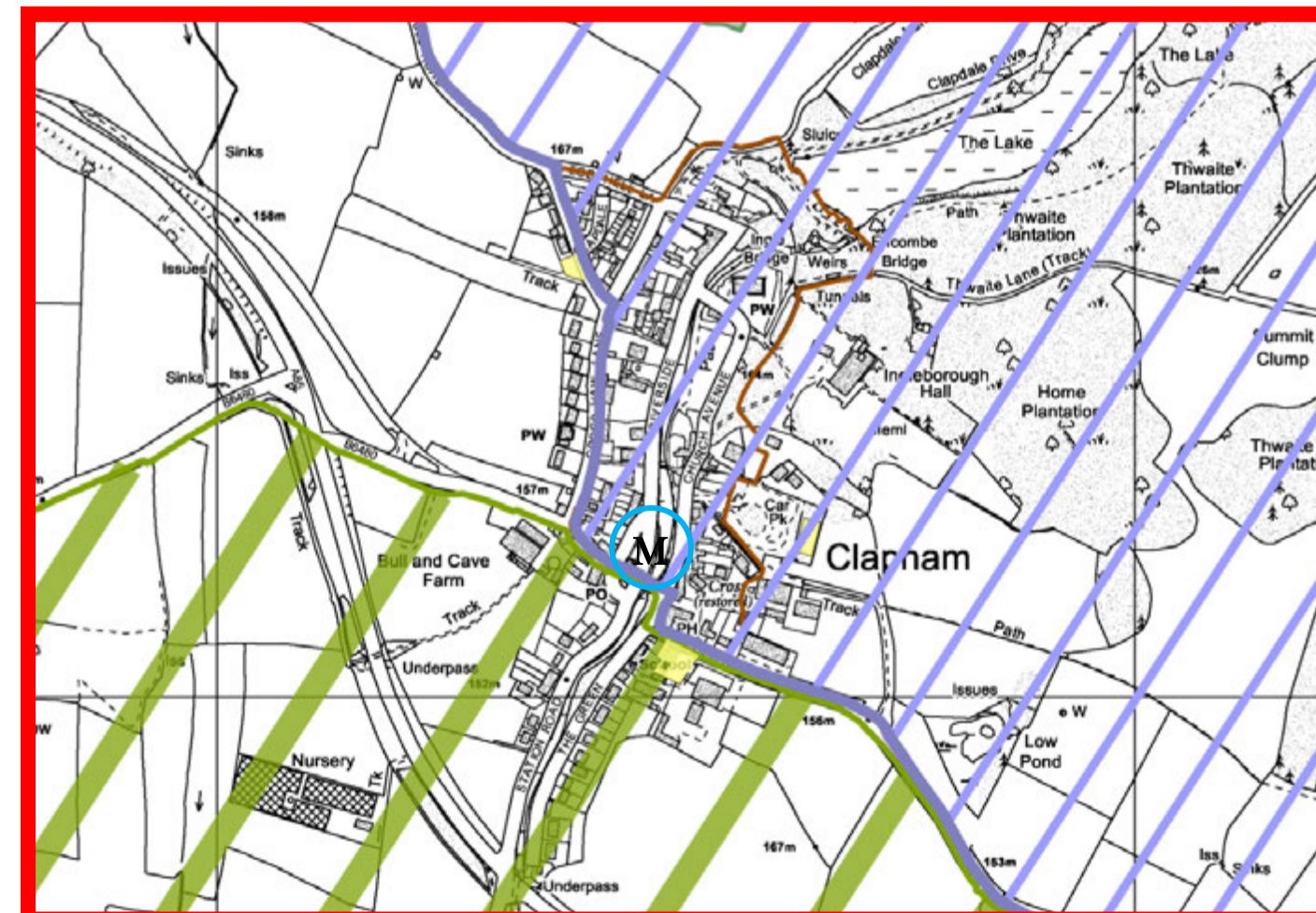
INSET MAP No. 8: RATHMELL (1:5000)



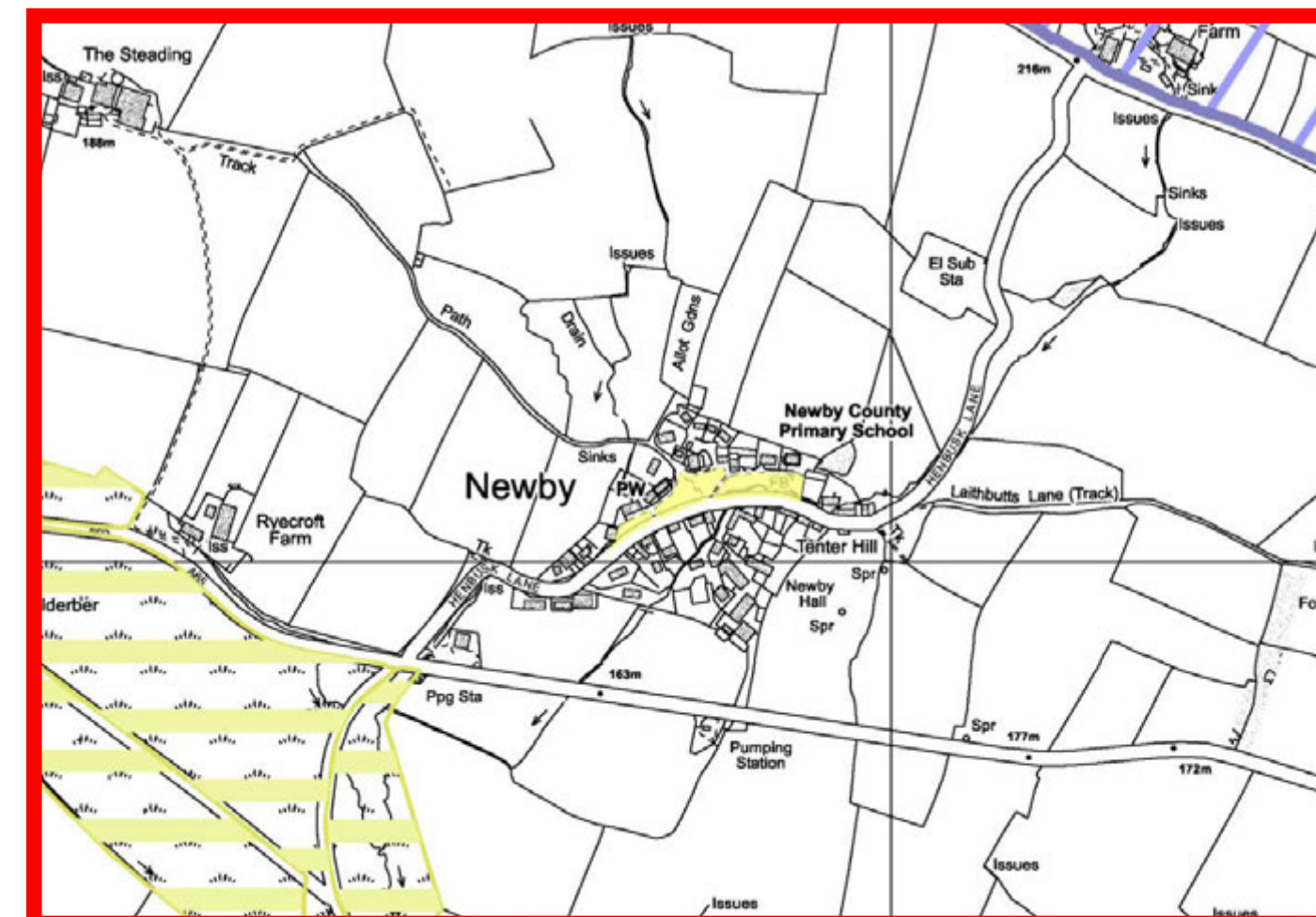
INSET MAP No. 9: LANGCLIFFE (1:7500)



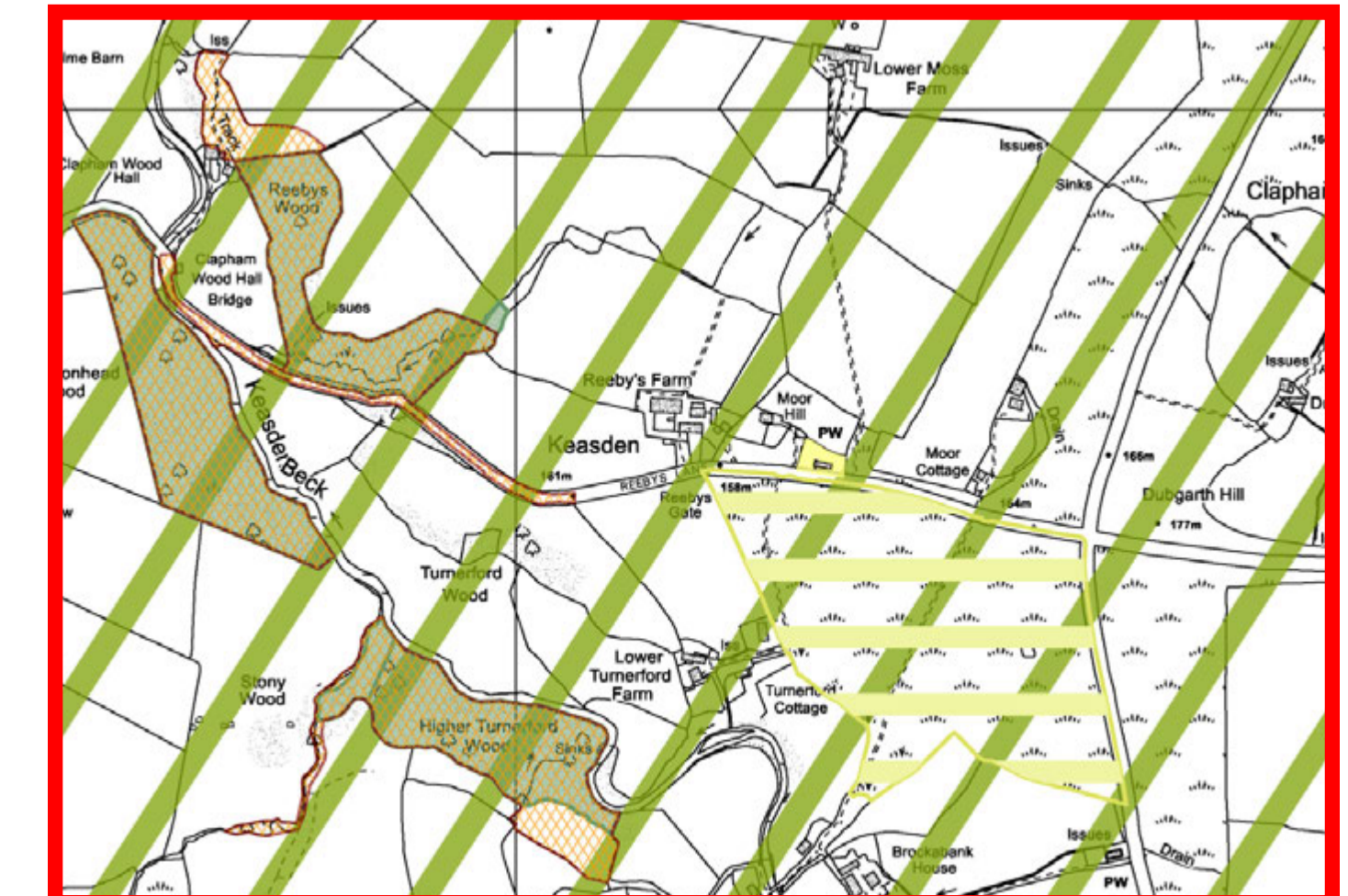
INSET MAP No. 10: CLAPHAM (1:5000)



INSET MAP No. 11: NEWBY (1:5000)



INSET MAP No. 12: KEASDEN (1:5000)



INSET MAPS 13—19

HELLIFIELD, GARGRAVE, WIGGLESWORTH, WEST MARTON, EAST MARTON, THORNTON IN CRAVEN, BROUGHTON
CRAVEN DISTRICT LOCAL PLAN
 (Outside the Yorkshire Dales National Park)
 Pre-Publication Draft June 2017

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 Base map date: 13th January 2017

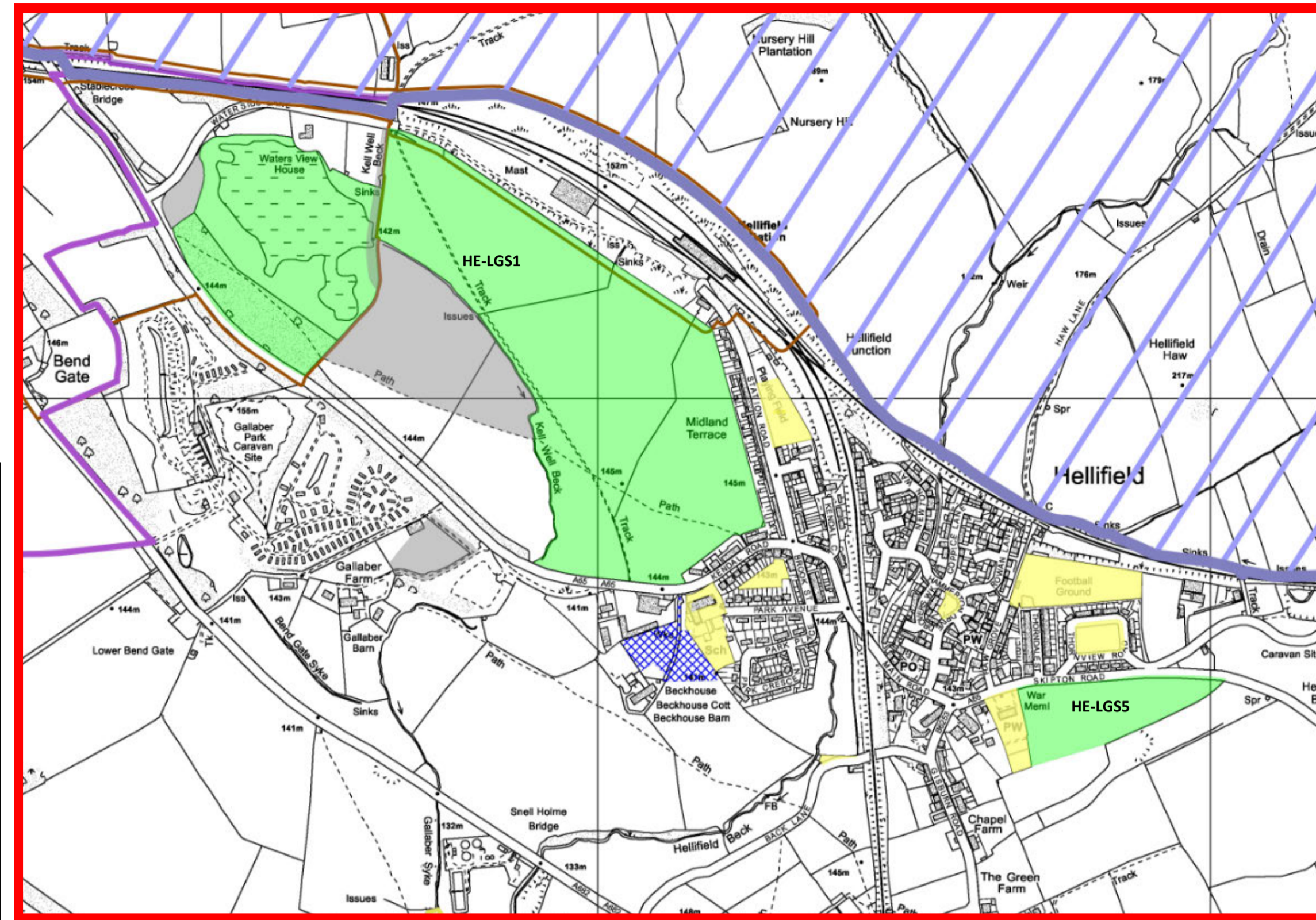


Inset Maps should be read in conjunction with the Written Statement

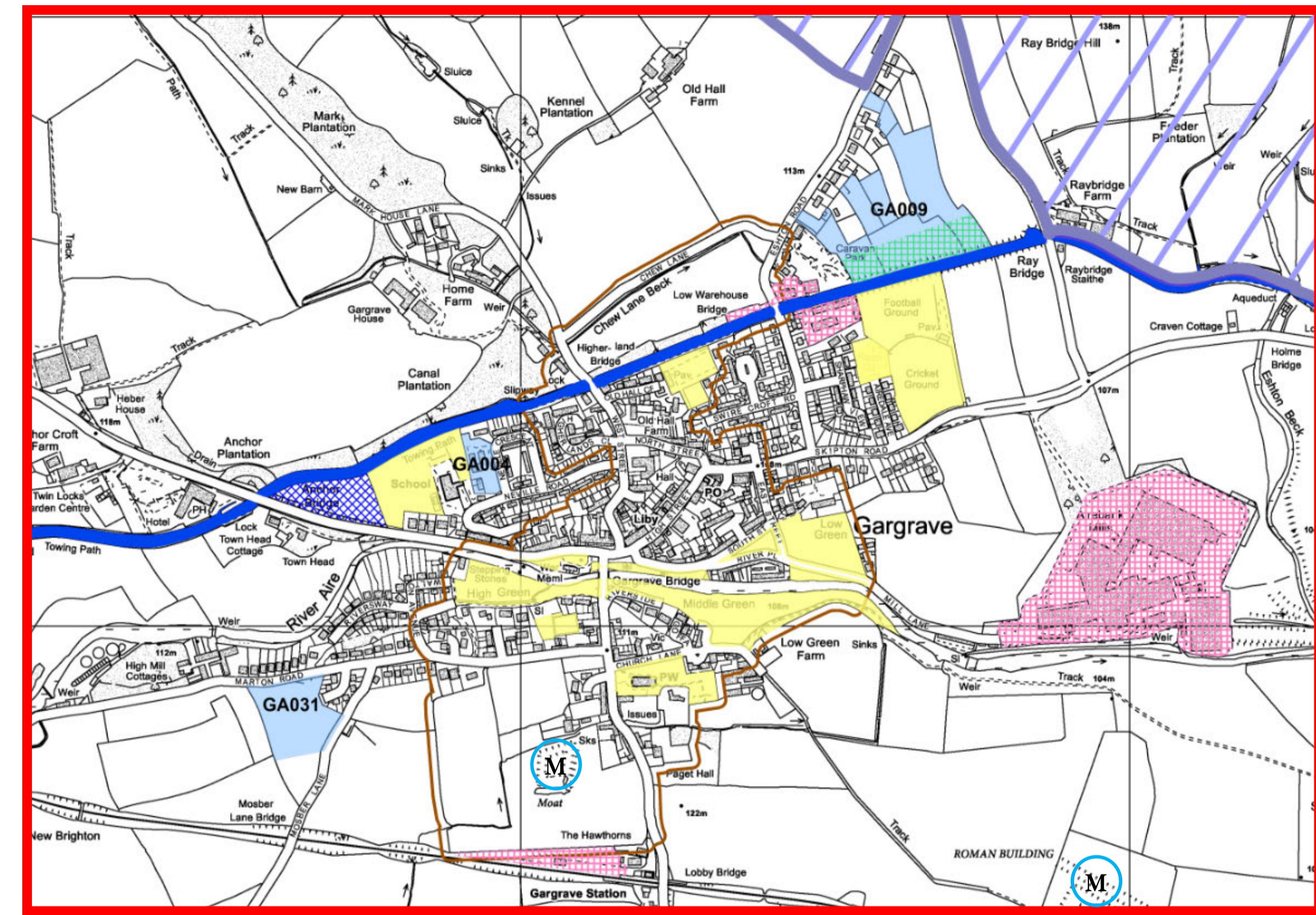
Key Notation and Relevant Policies

- Landscape**
- Yorkshire Dales National Park ENV1, ENV9
 - Area of Outstanding Natural Beauty ENV1, ENV9
 - Green Wedge ENV13
- Nature Conservation**
- Special Protection Areas (SPA) and Special Areas of Conservation (SAC) ENV4
 - Site of Special Scientific Interest (SSSI) ENV4
 - (SINC) ENV4
 - Ancient Woodland ENV4
- Towns and Villages**
- Open Space, Sport and Recreation Facilities INF3
 - Proposed Local Green Space Designation ENV10
 - Conservation Area SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV9, ENV11
 - Rural Designated Area H2
- Housing and Employment**
- Draft Housing Allocation SD1, SP1, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV9, ENV10, ENV11, ENV12, H2, H4, INF1, INF3, INF4, INF6
 - Green Infrastructure Provision on Draft Housing Allocation SD1, SP1, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV5
 - Existing Housing Commitment SP1
 - Recently built developments not showing on map base
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 - Existing Mixed Use Commitment (Housing, Employment, Open Space) SP1, SP2, EC2, INF3
 - Draft Employment Allocation SD1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV9, ENV11, ENV12, EC1, INF1, INF3, INF4
 - Existing Employment Area SP2, EC2
 - Mixed Use Opportunity Sites / Regeneration Area SP5, SP6, EC5
 - Primary Shopping Area for Skipton EC5, EC5a
 - Town Centre for Skipton and Settle EC5, EC5a
- Tourism**
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 - General locations for development within the Core Visitor Area at Bolton Abbey EC4a
- Educational Provision**
- Primary School Provision in Skipton Policy INF6
- Safeguard Land and Transport**
- Leeds – Liverpool Canal Corridor ENV2, ENV11
 - Protection of Railway Trackbeds and Infrastructure SP2
- Other**
- Scheduled Ancient Monument SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV1, ENV2, H1, H2, H3, EC1, EC3, EC4, EC4a, EC5, EC5a
 - Parks and Gardens of Special Interest ENV1, ENV2
 - Plan Area Boundary
 - Inset Map Area

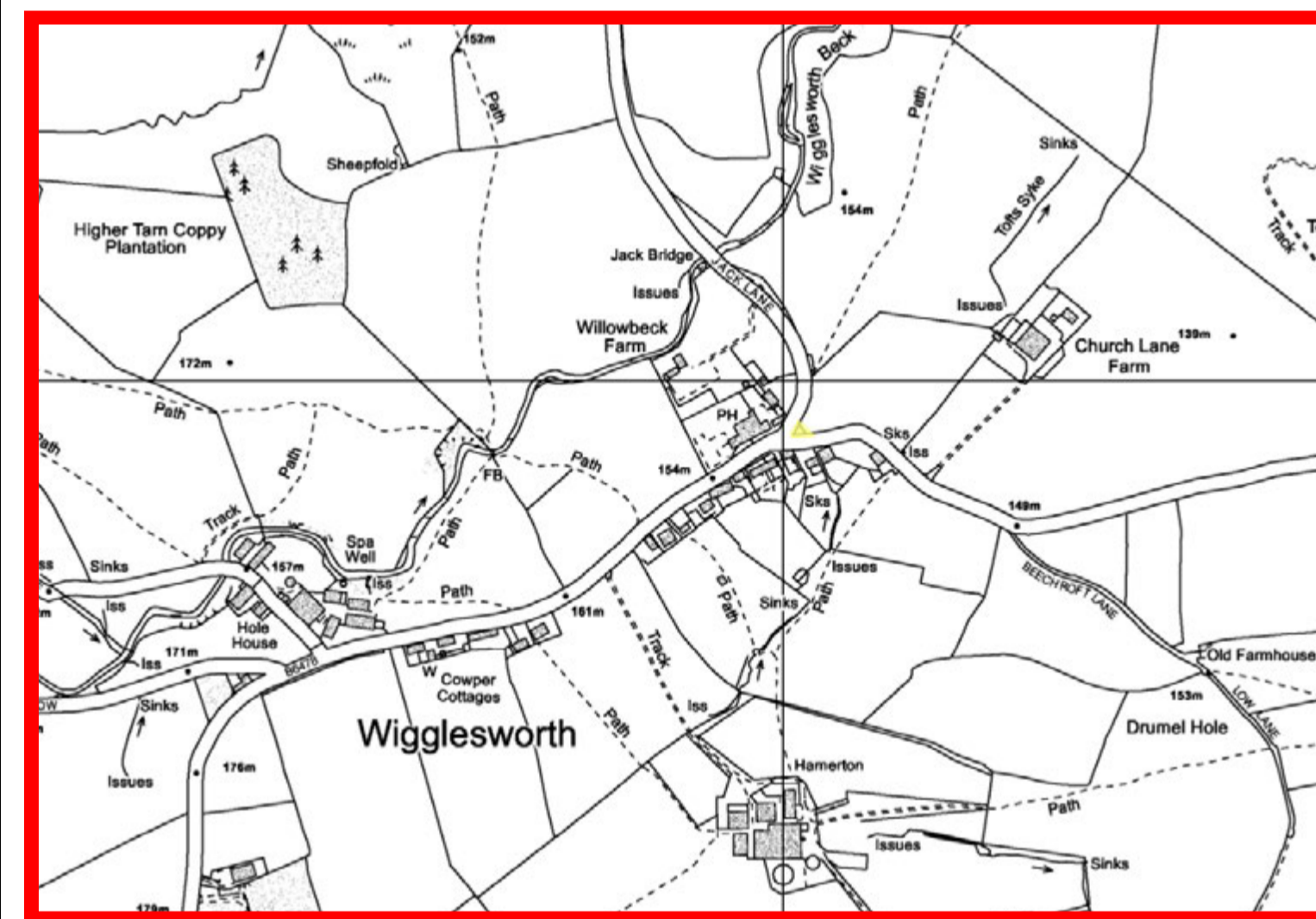
INSET MAP No. 13: HELLIFIELD (1:7500)



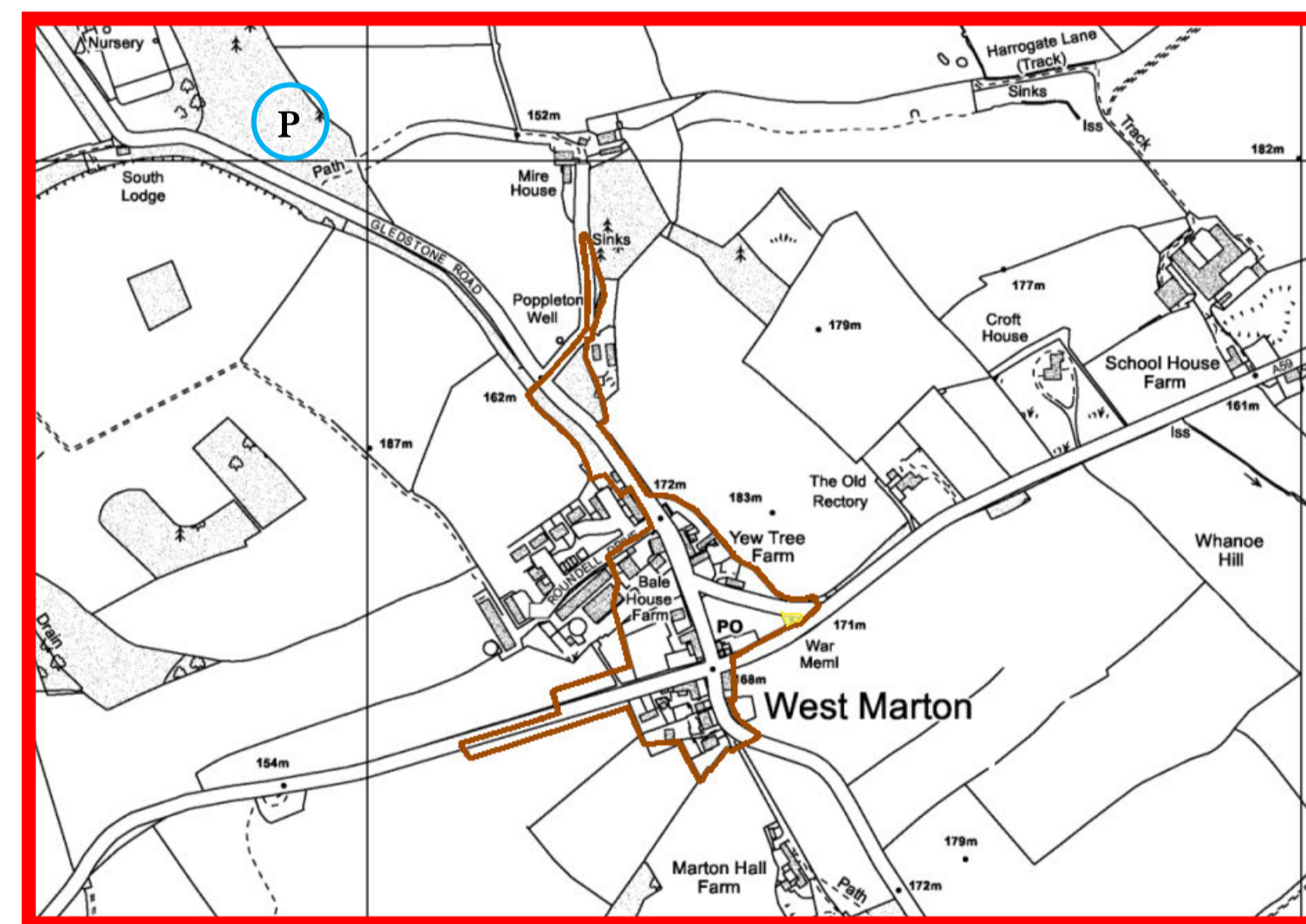
INSET MAP No. 14: GARGRAVE (1:7500)



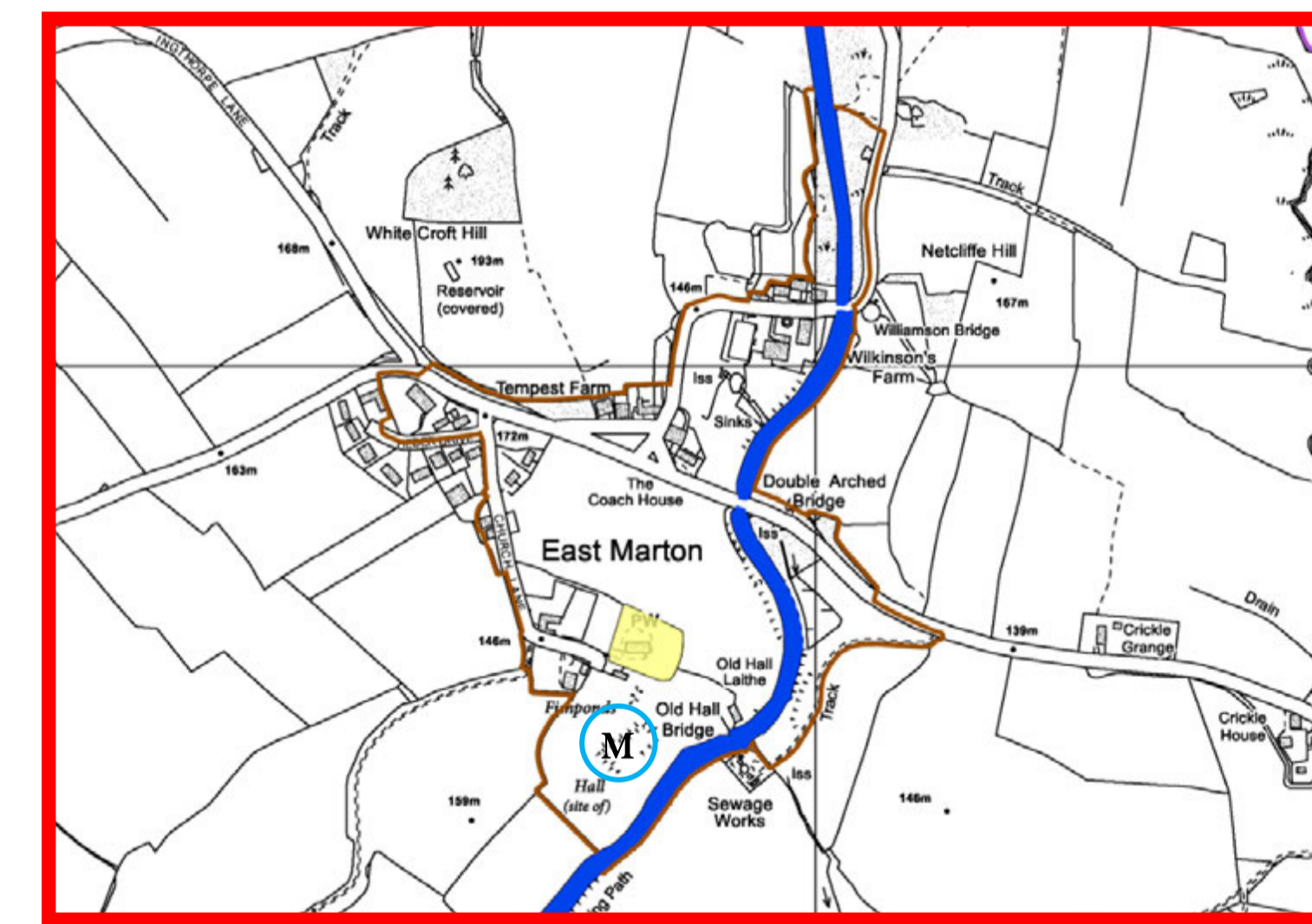
INSET MAP No. 15: WIGGLESWORTH (1:5000)



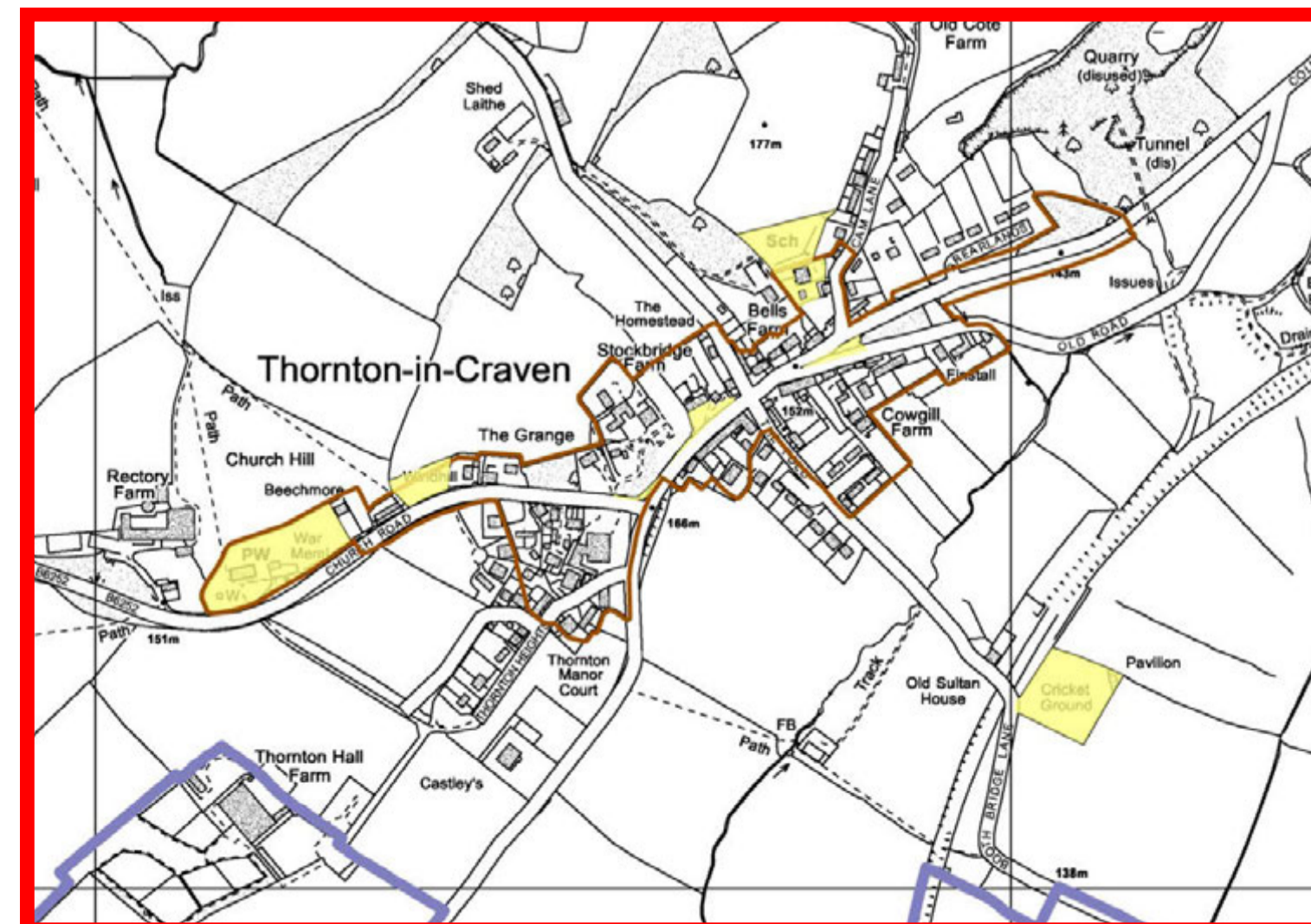
INSET MAP No. 16: WEST MARTON (1:5000)



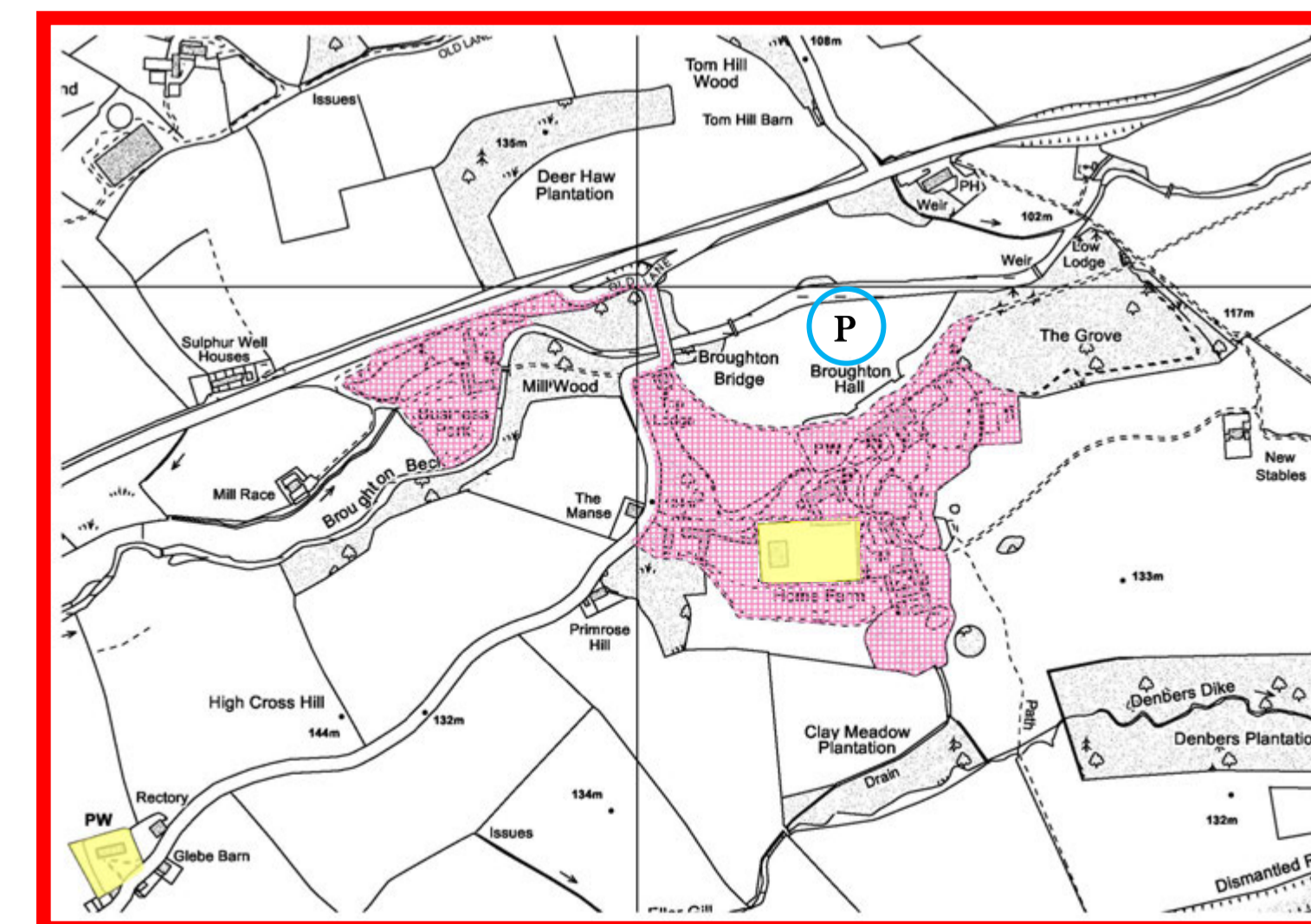
INSET MAP No. 17: EAST MARTON (1:5000)



INSET MAP No. 18: THORNTON IN CRAVEN (1:5000)



INSET MAP No. 19: BROUGHTON (1:5000)



INSET MAPS 20—24

EMBSAY WITH EASTBY, CARLETON, STIRTON WITH THORLBY,
DRAUGHTON, BOLTON ABBEY
CRAVEN DISTRICT LOCAL PLAN
(Outside the Yorkshire Dales National Park)
Pre-Publication Draft June 2017

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Ordnance Survey 100024694
Base map date: 13th January 2017

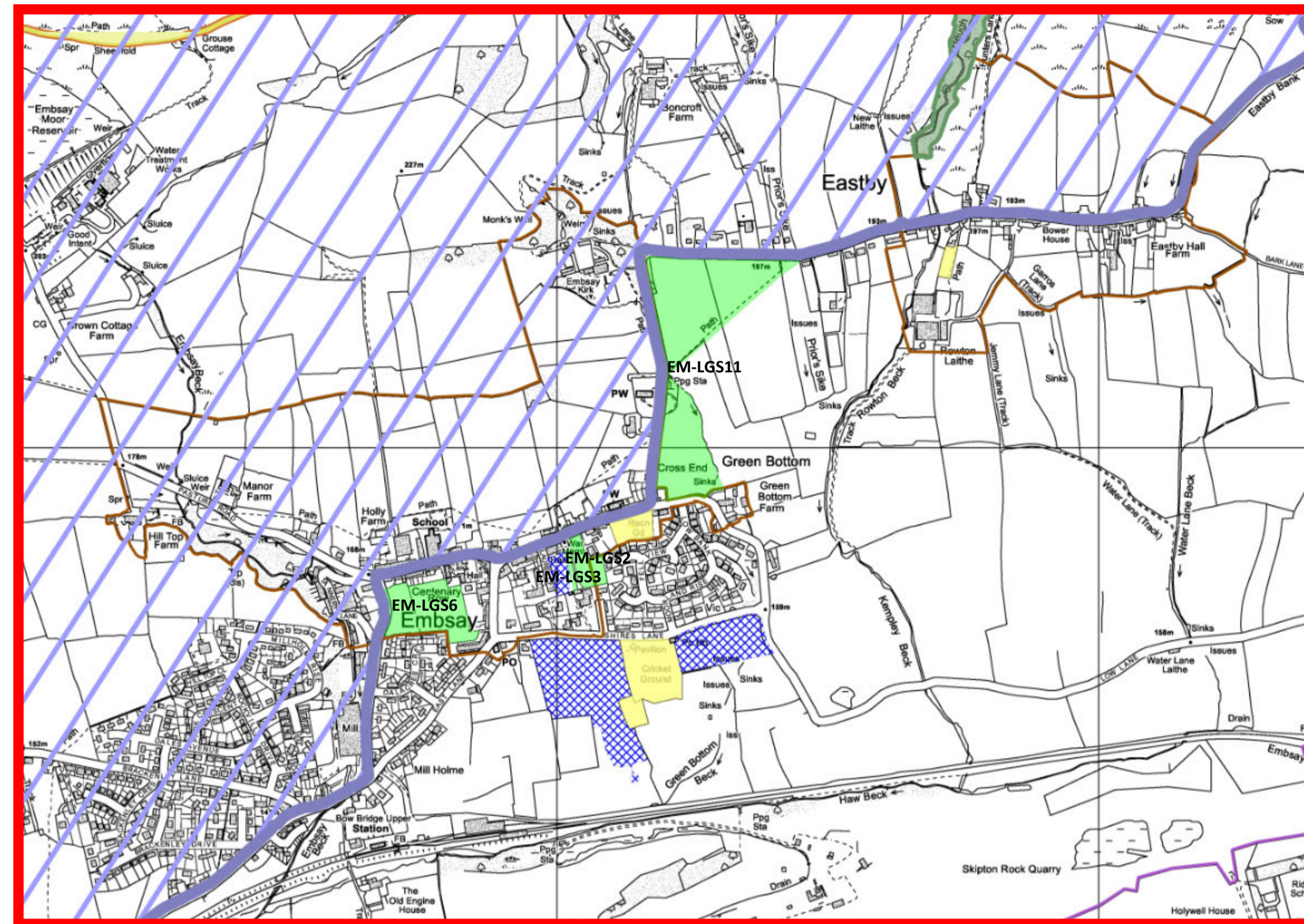


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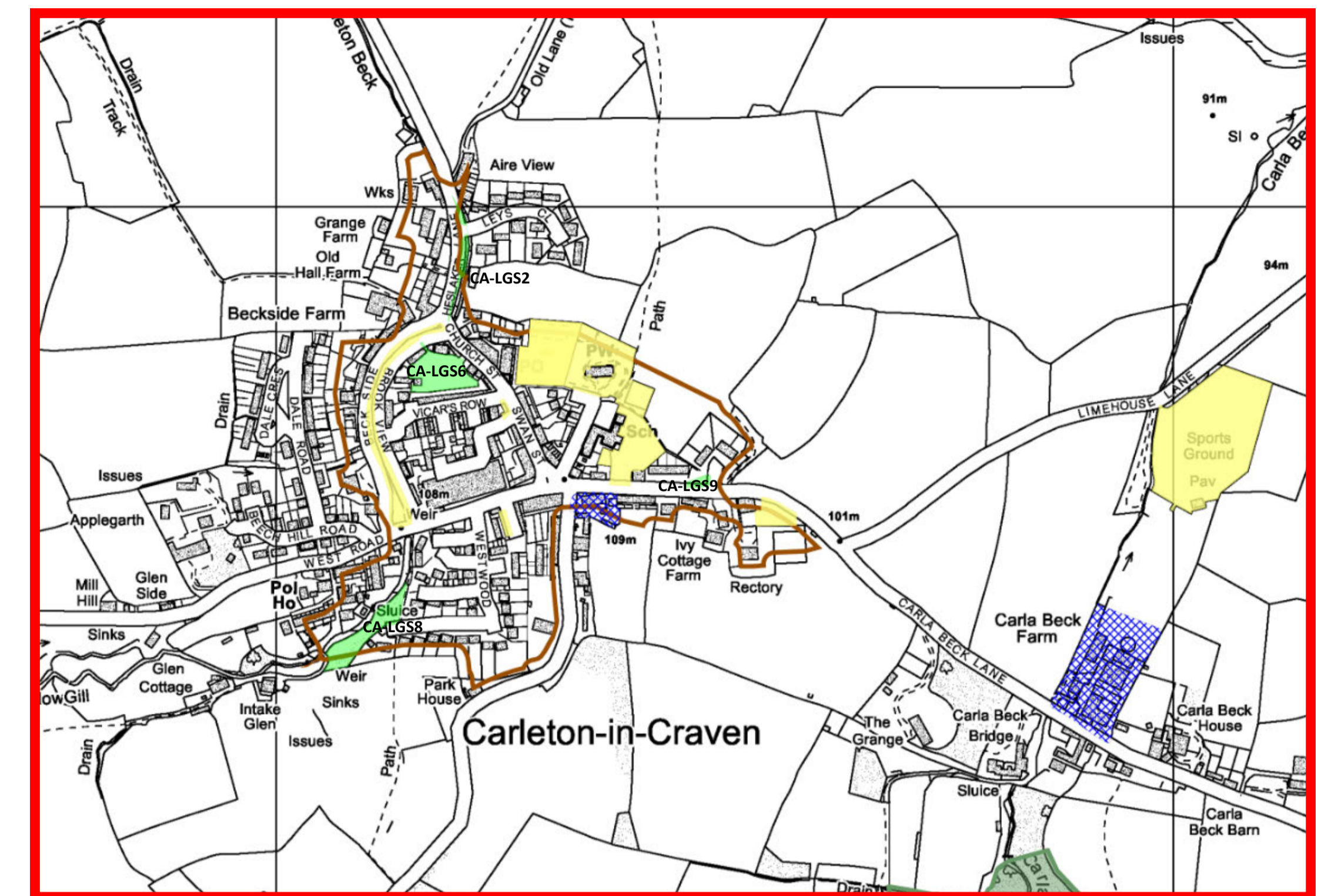
Key Notation and Relevant Policies

- Landscape**
- Yorkshire Dales National Park ENV1, ENV9
 - Area of Outstanding Natural Beauty ENV1, ENV9
 - Green Wedge ENV13
- Nature Conservation**
- Special Protection Areas (SPA) and Special Areas of Conservation (SAC) ENV4
 - Site of Special Scientific Interest (SSSI) ENV4
 - (SINC) ENV4
 - Ancient Woodland ENV4
- Towns and Villages**
- Open Space, Sport and Recreation Facilities INF3
 - Proposed Local Green Space Designation ENV10
 - Conservation Area SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV9, ENV11
 - Rural Designated Area H2
- Housing and Employment**
- Draft Housing Allocation SD1, SP1, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV9, ENV10, ENV11, ENV12, H2, H4, INF1, INF3, INF4, INF6
 - Green Infrastructure Provision on Draft Housing Allocation SD1, SP1, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV5
 - Existing Housing Commitment SP1
 - Recently built developments not showing on map base
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 - Existing Mixed Use Commitment (Housing, Employment, Open Space) SP1, SP2, EC2, INF3
 - Draft Employment Allocation SD1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV9, ENV11, ENV12, EC1, INF1, INF3, INF4
 - Existing Employment Area SP2, EC2
 - Mixed Use Opportunity Sites / Regeneration Area SP5, SP6, EC5
 - Primary Shopping Area for Skipton EC5, EC5a
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 - General locations for development within the Core Visitor Area at Bolton Abbey EC4a
- Educational Provision**
- Primary School Provision in Skipton Policy INF6
- Safeguard Land and Transport**
- Leeds – Liverpool Canal Corridor ENV2, ENV11
 - Protection of Railway Trackbeds and Infrastructure SP2
- Other**
- Scheduled Ancient Monument SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV1, ENV2, H1, H2, H3, EC1, EC3, EC4, EC4a, EC5, EC5a
 - Parks and Gardens of Special Interest ENV1, ENV2
 - Plan Area Boundary
 - Inset Map Area

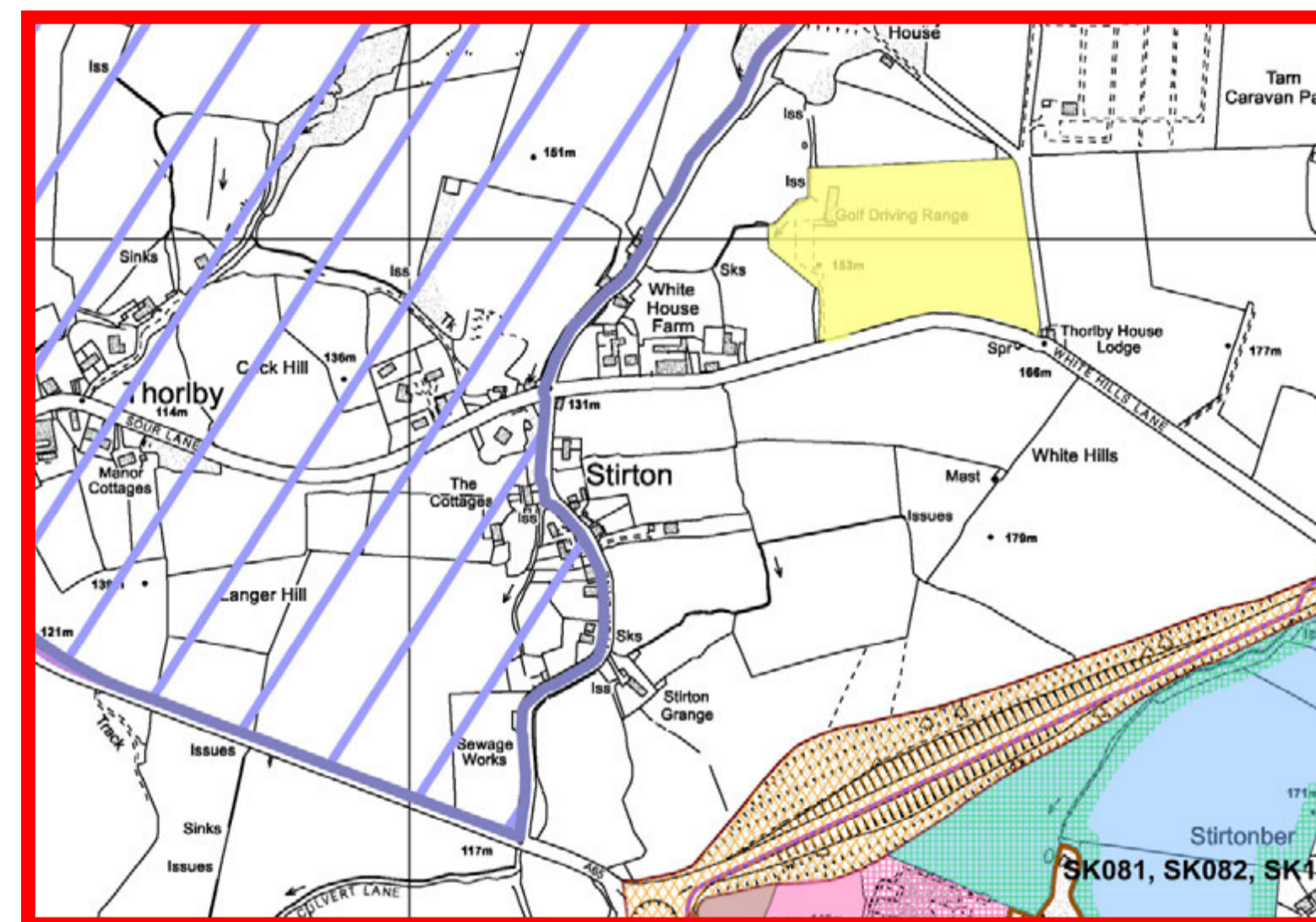
INSET MAP No. 20: EMBSAY WITH EASTBY (1:8500)



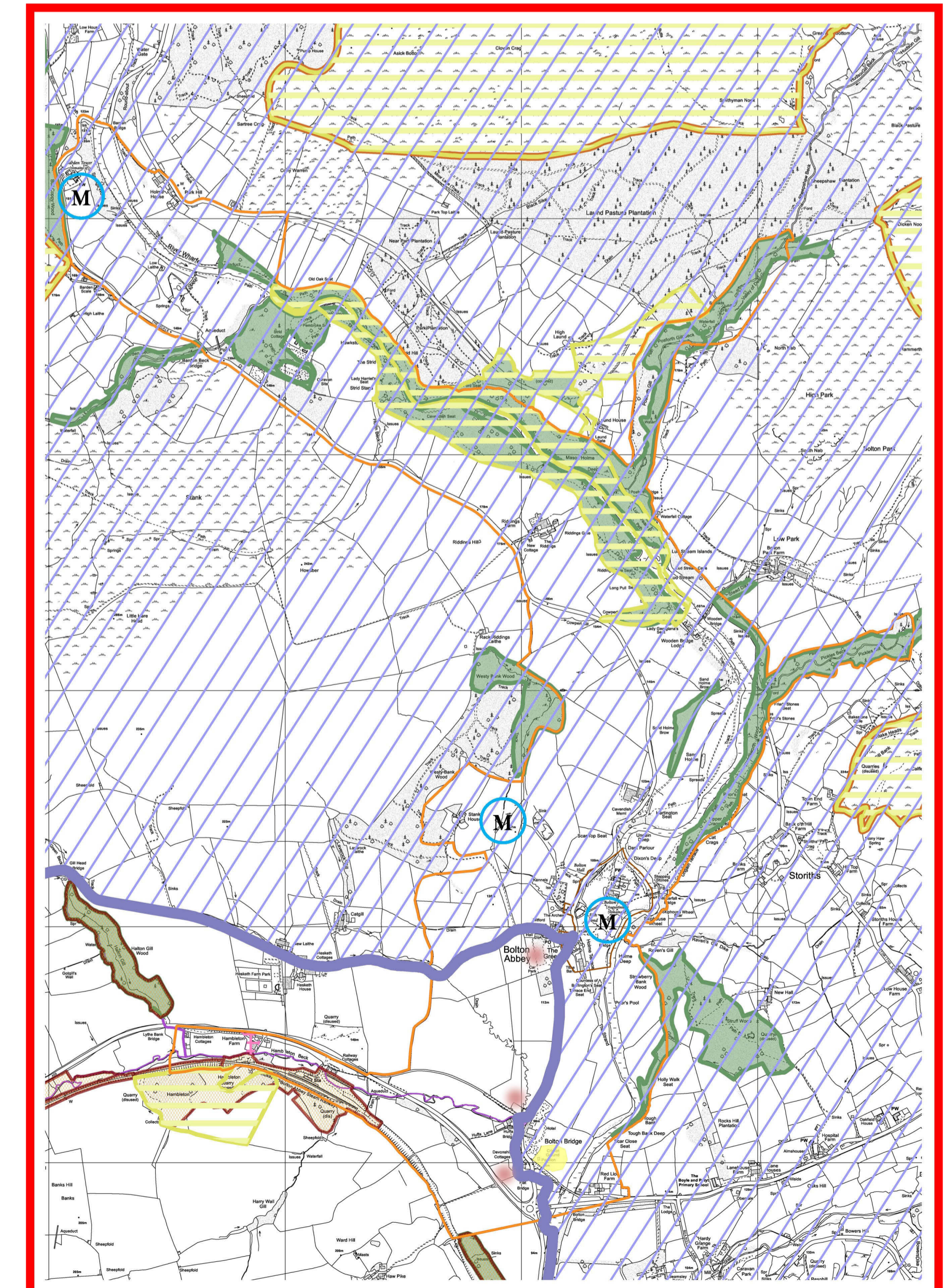
INSET MAP No. 21: CARLETON (1:5000)



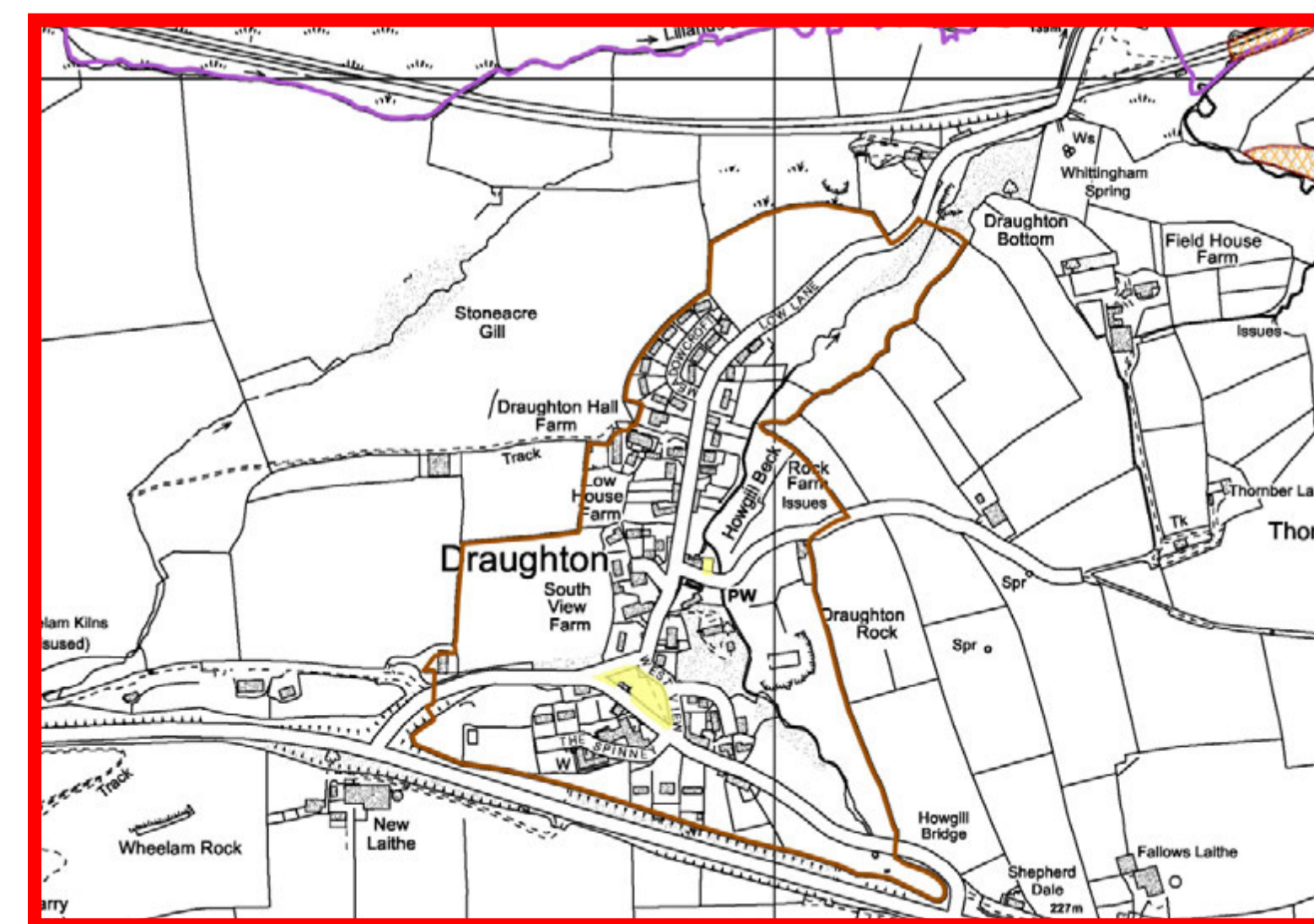
INSET MAP No. 22: STIRTON WITH THORLBY (1:5000)



INSET MAP No. 24: BOLTON ABBEY (1:18500)



INSET MAP No. 23: DRAUGHTON (1:5000)



INSET MAPS 25—29

CONONLEY, FARNHILL, KILDWICK, LOW BRADLEY, LOTHERSDALE,
COWLING

CRAVEN DISTRICT LOCAL PLAN

(Outside the Yorkshire Dales National Park)

Pre-Publication Draft June 2017

Based on Ordnance Survey Mapping
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Ordnance Survey 100024694
Base map date: 13th January 2017



Inset Maps should be read in conjunction with the Written Statement

Key Notation and Relevant Policies

Landscape

- Yorkshire Dales National Park ENV1, ENV9
- Area of Outstanding Natural Beauty ENV1, ENV9
- Green Wedge ENV13

Nature Conservation

- Special Protection Areas (SPA) and Special Areas of Conservation (SAC) ENV4
- Site of Special Scientific Interest (SSSI) ENV4
- (SINC) ENV4
- Ancient Woodland ENV4

Towns and Villages

- Open Space, Sport and Recreation Facilities INF3
- Proposed Local Green Space Designation ENV10
- Conservation Area SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV9, ENV11
- Rural Designated Area H2

Housing and Employment

- Draft Housing Allocation SD1, SP1, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV9, ENV10, ENV11, ENV12, H2, H4, INF1, INF3, INF4, INF6
- Green Infrastructure Provision on Draft Housing Allocation SD1, SP1, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV5
- Existing Housing Commitment SP1
- Recently built developments not showing on map base
- Draft Mixed Use Employment-led Allocation SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, EC1, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV9, ENV11, ENV12, H2, H4, INF1, INF3, INF4
- Existing Mixed Use Commitment (Housing, Employment, Open Space) SP1, SP2, EC2, INF3
- Draft Employment Allocation SD1, SP2, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV2, ENV3, ENV4, ENV5, ENV6, ENV7, ENV8, ENV9, ENV11, ENV12, EC1, INF1, INF3, INF4
- Existing Employment Area SP2, EC2
- Mixed Use Opportunity Sites / Regeneration Area SP5, SP6, EC5

Primary Shopping Area for Skipton EC5, EC5a

Town Centre for Skipton and Settle EC5, EC5a

Tourism

- Tourism Development Commitment EC4
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- General locations for development within the Core Visitor Area at Bolton Abbey EC4a

Educational Provision

Primary School Provision in Skipton Policy INF6

Safeguard Land and Transport

- Leeds – Liverpool Canal Corridor ENV2, ENV11
- Protection of Railway Trackbeds and Infrastructure SP2

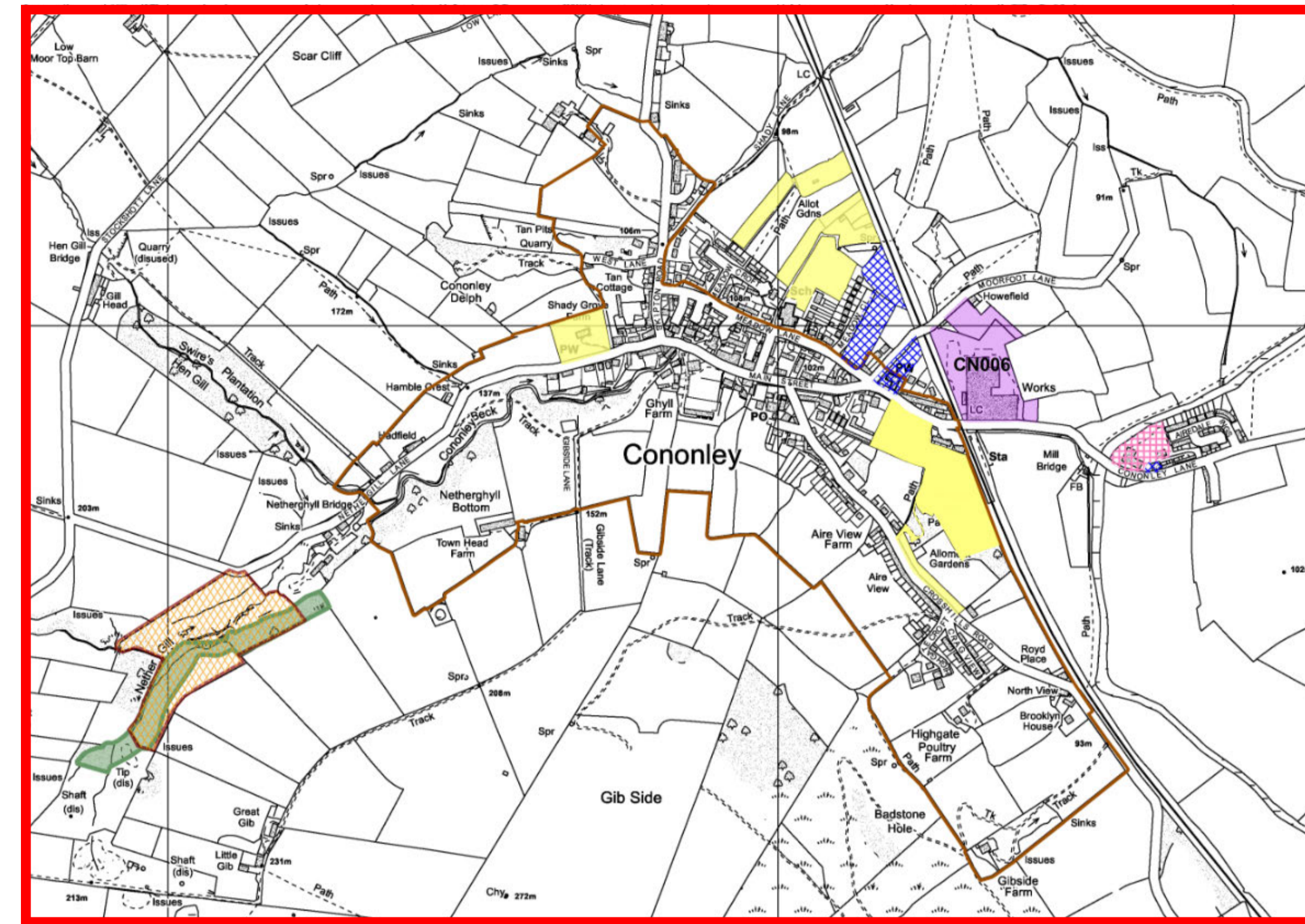
Scheduled Ancient Monument SD1, SP1, SP2, SP3, SP4, SP5, SP6, SP7, SP8, SP9, SP10, SP11, ENV1, ENV2, H1, H2, H3, EC1, EC3, EC4, EC4a, EC5, EC5a

Parks and Gardens of Special Interest ENV1, ENV2

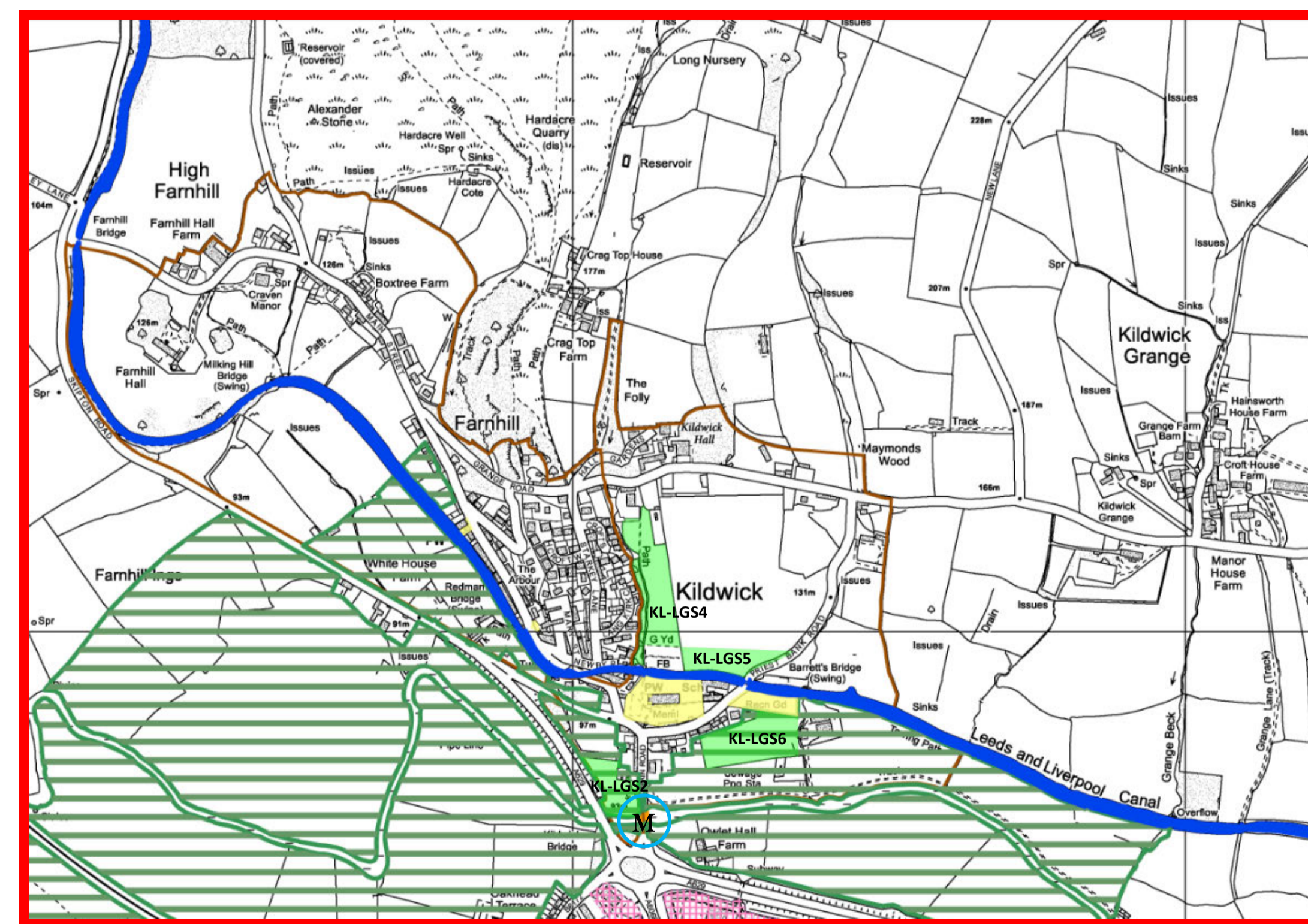
Other

- Plan Area Boundary
- Inset Map Area

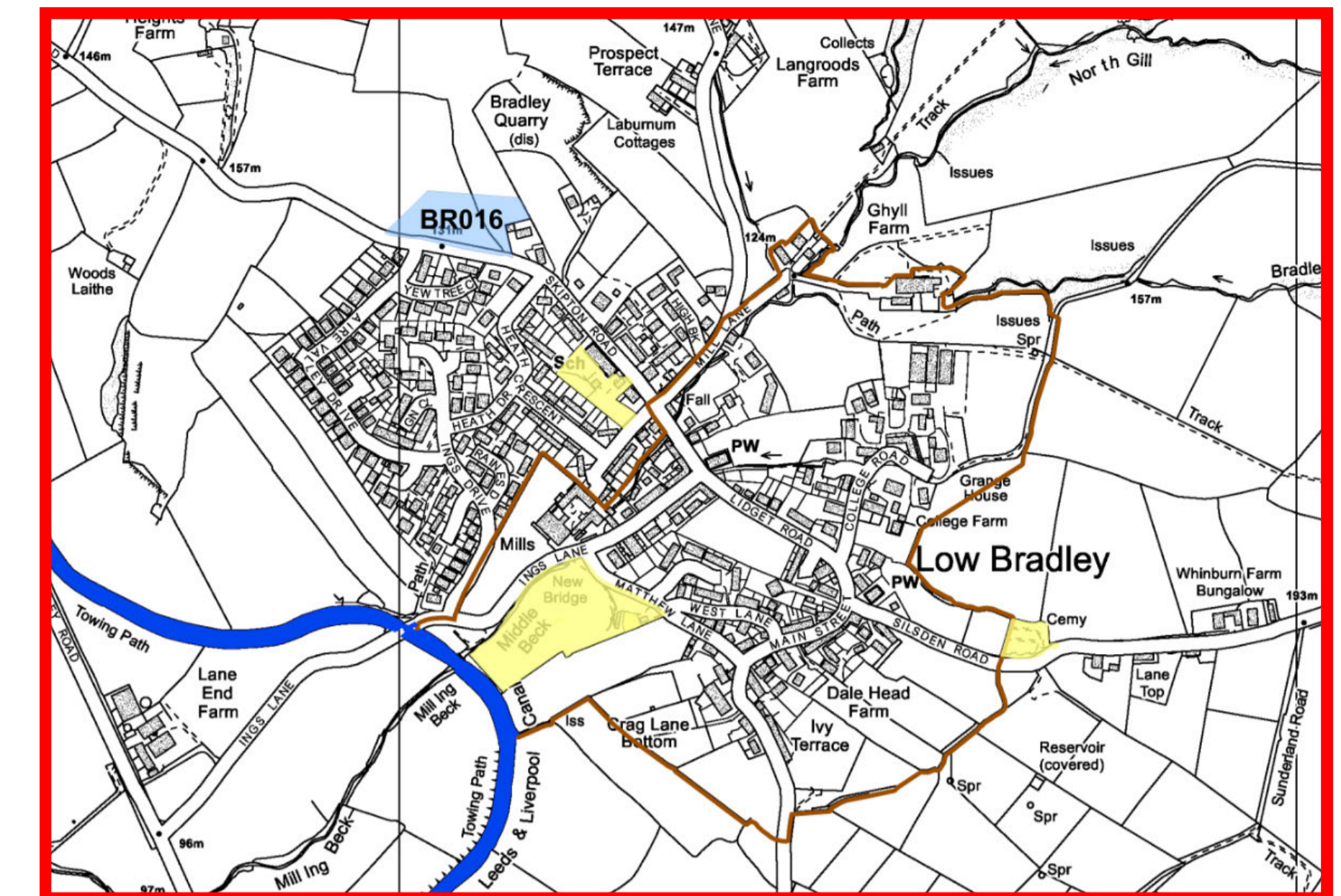
INSET MAP No. 25: CONONLEY (1:7500)



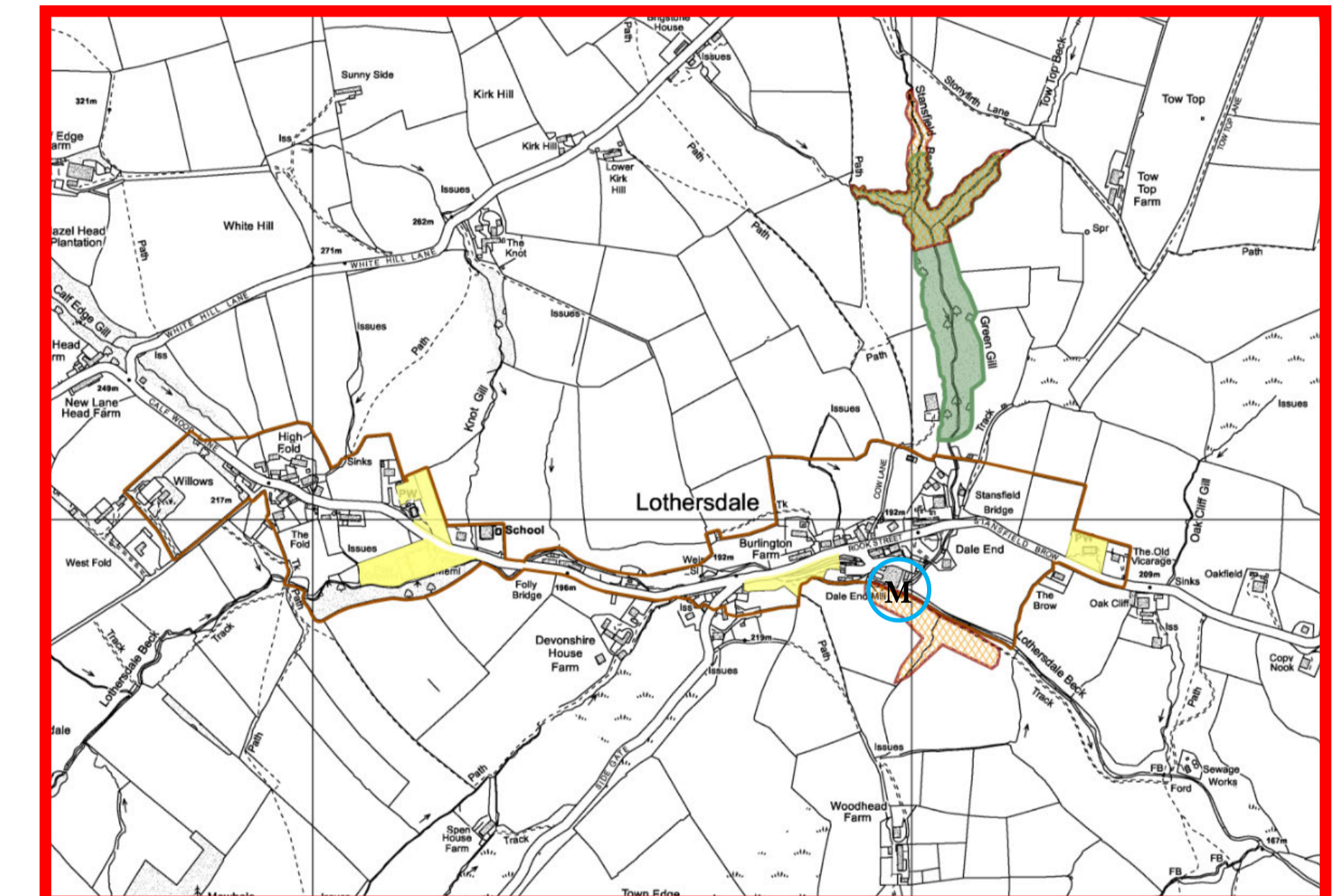
INSET MAP No. 26: FARNHILL & KILDWICK (1:7500)



INSET MAP No.27: LOW BRADLEY (1:5000)



INSET MAP No. 28: LOTHERSDALE (1:7500)



INSET MAP No. 29: COWLING (1:7500)

