



# Craven Local Plan

Draft 22/9/14



## About the 22/9/14 version

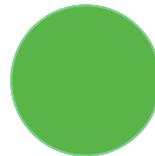
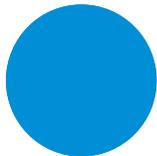
This is a first draft of the emerging Craven Local Plan, which we've put together for discussion with stakeholders<sup>1</sup> during a six-week period of informal public consultation. It's important to stress that this is not a finished document and is being put out for consultation at an early stage, so that we can make the best use of people's feedback in developing the document further.

You're likely to find that things need correcting, changing, removing or adding, and hopefully some things that you agree with and support. Discussing these things and fixing any problems will help us to improve the document and ultimately produce a final "publication" draft, which will then be subjected to six weeks of formal public consultation, followed by an Examination in Public held by a government Planning Inspector.

You may find that the current 22/9/14 version is referred to as a "pre-publication" draft, which is just to emphasise that we haven't reached the formal publication stage yet.

We're genuinely interested in receiving your suggestions on how to improve on the 22/9/14 version. If you see something that you think needs changing, please let us know what it is, why you think it needs changing and how it should be changed. Those three things—what, why and how—are very important to the consultation process and will enable us to make the best possible use of your feedback. The feedback forms we're providing are designed to tease out this information and will, hopefully, make it as easy as possible for you to get involved in a positive and effective way.

We look forward to hearing from you.



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<sup>1</sup>Stakeholders are individuals, organisations or companies with an interest in the planning of the area, and can be from within or outside the area. The term is handy because it encompasses everyone and everything in a single word.

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The Craven Local Plan is required by law<sup>1</sup> and is used to decide planning applications. It 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.

The plan has been tailor-made to suit the local area and local communities, is mindful of our aspirations as a nation and is committed to our international obligations. As a result, the Craven Local Plan is a plan for steady, natural growth.

## Vision

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

## Objectives

The plan objectives are broad achievements we need to make in order to make the vision a reality. There are nine objectives overall (PO1—PO9).

## Strategy

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 policies, of which there are 22 in total (SP1—SP22).

## Proposals

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.

## Neighbourhood Plans

Neighbourhood plans are optional for parish councils and work with the local plan—effectively becoming part of it. They can add local detail, plan extra growth and facilitate local projects. 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.

## Plan Period

The Craven Local Plan covers the period of time up to 2030. During this period, progress on achieving our 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 the plan back on track.

## Plan Area

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 the Yorkshire Dales National Park, which has its own local plan prepared by the national park authority. So, when you read "Craven" in this document, it means "Craven outside the national park".

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<sup>1</sup>Planning and Compulsory Purchase Act 2004



## Other Planning Documents

The local plan is strategic, so further detail or guidance can be a useful addition. 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.

## National Planning Policy Framework (NPPF)

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 has been developed in consultation with local people.

## Duty to Cooperate

The 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”.

## Engagement and Collaboration

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. 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

The plan has been developed and refined using sustainability appraisal—testing ideas and options against a set of sustainability objectives to see how well they might achieve sustainable development. The sustainability appraisal scoping report has identified matters for the local plan to tackle and some key issues are described in the following Context section.

# The Craven Local Plan



## Section 2: Context

This section provides some context for Craven, its people and places in 2014 and identifies the key issues and challenges facing the area. More detailed facts and figures relating to Craven will be contained in supporting Sustainability Appraisal documents.

### Context

As stated in the preceding 'Plan Area' section, this Local Plan relates to Craven excluding any part of the Yorkshire Dales National Park (YDNP). The YDNP is a separate planning authority. Therefore when you read "Craven" it means "Craven outside the national park". Where information or statistics relate to the whole of the district, i.e., the plan area and the national park, you will read "Craven District".

Craven is situated in the county of North Yorkshire and comprises 370 square kilometres. Craven is flanked by Lancashire immediately to its west and south, Bradford Metropolitan District to the south-east and the Yorkshire Dales National Park to the north and east.

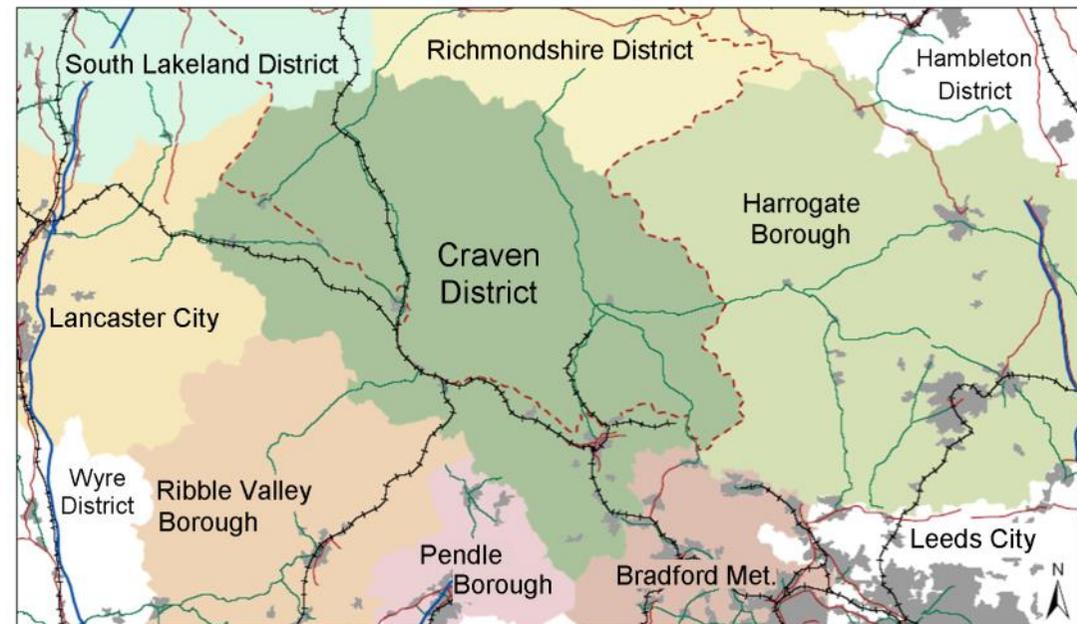
Craven contains the district's four largest settlements, the market towns of Skipton (the largest settlement by a considerable margin), Bentham and Settle and the village of Glusburn / Cross Hills that provides a range of services for South Craven.

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 East Riding LEP.

Craven District has a total population of 55,459<sup>1</sup> and is within the top ten most sparsely populated local authority areas in England. The population of Craven is equivalent to 82% of the Craven District population total<sup>2</sup>.

Given the rural nature of Craven many local people need a car out of necessity due to limited public transport. Whilst Craven has extensive rail network coverage, rural bus services in the area have been subject to cuts in recent years.

Craven has a unique and outstanding environment, which is reflected in landscape, biodiversity and heritage designations: There are 79 Sites of Importance for Nature Conservation (SINCs); 870 listed buildings; 32 Scheduled Ancient Monuments, including the Park Hill Earthwork (Civil War Battery in Skipton); 2 Registered Parks and Gardens (Broughton Hall and Gledstone Hall) and 29 Conservation Areas<sup>3</sup>. Craven District has 186 Ancient Woodland sites.



**Map 1**

Geographical Context



<sup>1</sup>ONS 2012 Mid Year Estimate. <sup>2</sup>Draft Craven SA/SEA Scoping Report.

<sup>3</sup>English Heritage.



## Key Issues:

**An outstanding local environment:** Craven contains a variety of high quality landscapes which have a distinct, in some cases unique, character; and many of which are of national and regional importance. Upland livestock farming continues to shape local landscapes but faces pressures for change. The north, middle and south of Craven are part of the catchment areas of 3 major rivers (Aire, Ribble and Lune) and many parts of Craven are at high risk of flooding from rivers and other sources. Main settlements are located in river valleys and historic town and village townscapes and heritage assets are attractively integrated with the natural landscape. The area is rich in wildlife and there are opportunities to enhance biodiversity networks. The Forest of Bowland Area of Outstanding Natural Beauty lies mostly within Lancashire but extends into part of Craven. The South Pennine Moors, which is designated both a Special Area of Conservation for habitats and a Special Protection Area for wild birds, overlaps the south of Craven and adjoining local authority areas.

**The population is expected to grow:** Between 2001 and 2011 the population of Craven District grew by 3.3% (53,637 in 2001 to 55,409 in 2011<sup>1</sup>). The population of Craven District is projected to grow by 4.7% to 58,000 by 2030<sup>2</sup>.

**Increasing older & decreasing younger populations:** There has been and will continue to be an increase in the number of residents within older age groups, which will result in substantial increase in the prevalence of age-related conditions over the next 10 years and in turn place increased demands on health and social care. There has been and will continue to be a reduction in the number of residents within younger age groups and

the population of working age. There is likely to be growing commuting into Craven from surrounding areas where housing is more affordable<sup>3</sup>.

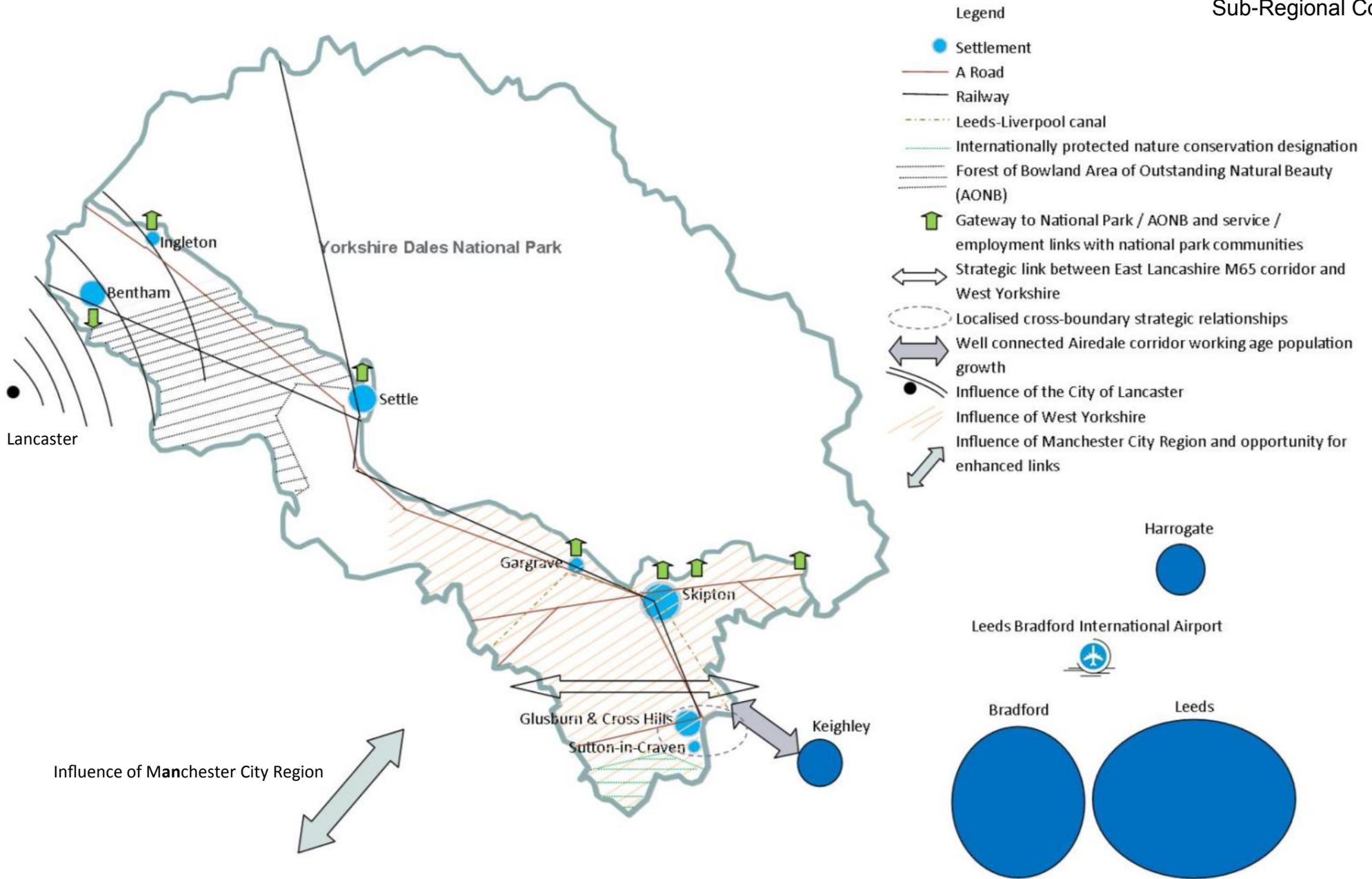
**Falling household sizes:** The 2011 census recorded 24,583 households in Craven. The number of households in Craven is projected to increase mainly due to falling household sizes associated with an ageing population and other social factors<sup>4</sup>. Population growth will be another contributing factor. A declining number of family households in parts of Craven will have implications for sustaining some local facilities.

**Housing affordability and relatively low household income:** In 2011, the average household income in Craven was £22,100 although significant numbers of households have incomes well below and in excess of this figure. When average household income is compared to the average income required to purchase an “entry level” property ( £45,566 when a ceiling mortgage spend of 20% of a household annual income is assumed) it is apparent that the local housing market is inaccessible for many households<sup>5</sup>. Plans and strategies of the two Local Enterprise Partnerships (LEPs) that include Craven are consistent in aiming to enable business growth to create jobs, help people move from lower paid to higher paid jobs.

**Links with areas outside Craven:** These include commuting patterns related to demographic change, housing affordability and wage levels. Map 2 ‘Sub Regional Context’ identifies links with areas outside Craven. These will be addressed in more detail in context sections about particular parts of Craven.

<sup>1</sup>Census 2001 and 2011/2012 ONS sub national population projections. <sup>2</sup>STREAM –2012-based sub national population projections ONS. <sup>3</sup>Draft SA/SEA Scoping Report 2013 <sup>4</sup>STREAM –2011 based subnational household projections 2011-2021. <sup>5</sup>North Yorkshire Strategic Housing Market Assessment 2011.

### Map 2 Sub-Regional Context





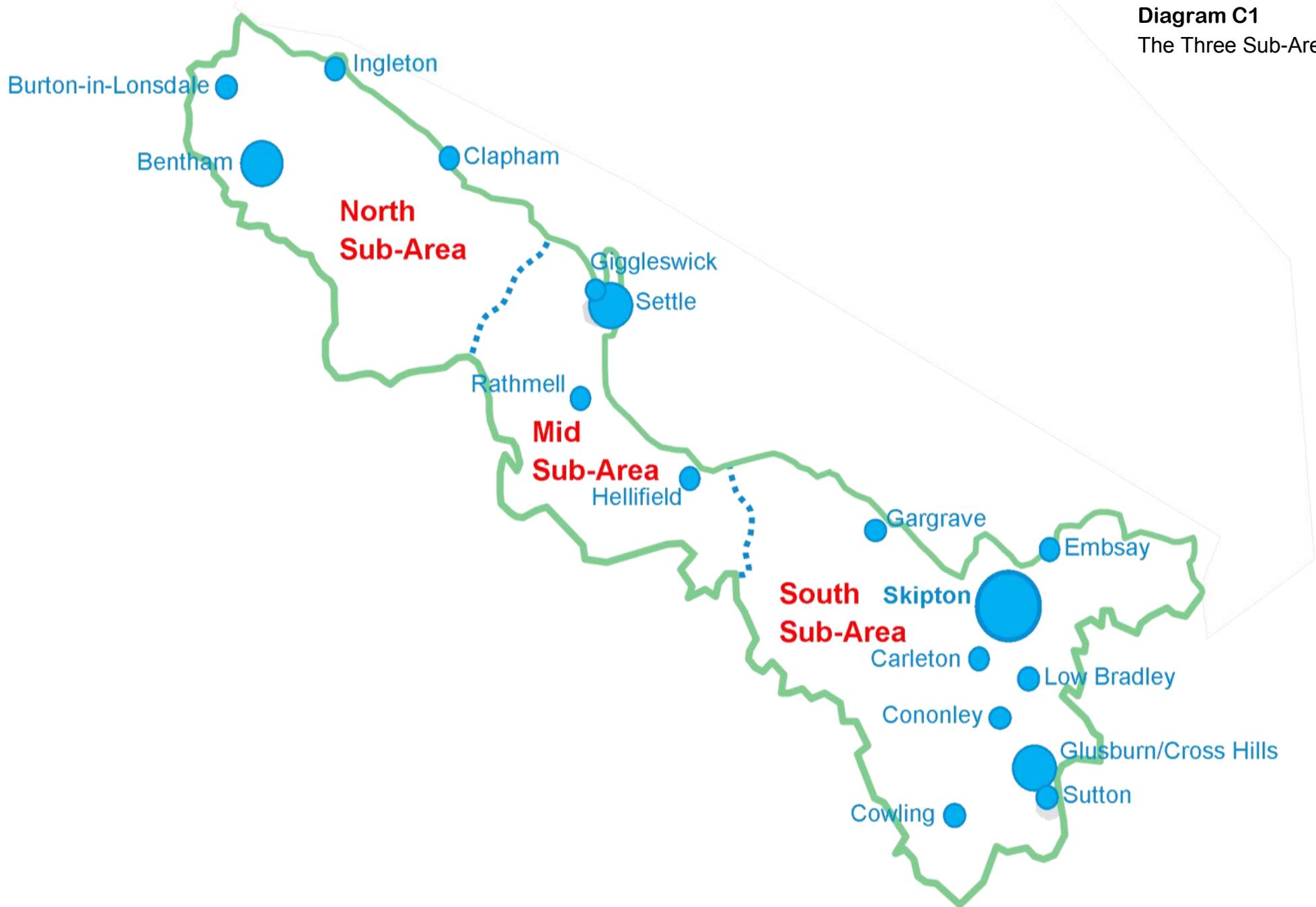
## Craven's Three Sub Areas

In order to draw out the varied characteristics, functions and needs of Craven, information relating to local distinctiveness has been set out specifically for north, mid and south sub-areas informed by the key issues identified on the preceding pages.

The origins of the sub-area approach come from evidence and engagement with local communities, where it is suggested that these three areas have distinct characteristics and relationships with areas outside Craven. They have different geographies, housing markets and travel to work patterns. Parts of each sub-area serve as tourism gateways to the Yorkshire Dales National Park and have service, employment and housing market links with national park communities.

The three sub-areas are illustrated in Diagram C1 and are reflected in policies in this document and the spatial strategy for growth.

**Diagram C1**  
The Three Sub-Areas





### North Sub-Area

#### Key Characteristics & Issues:

**Communities:** The north sub-area contains the market town of Bentham which includes a range of facilities serving the surrounding area. The villages of Ingleton, Clapham and Burton in Lonsdale are also located here. The north sub-area has important links with the City of Lancaster including its University and the towns of Kendal and Kirkby Lonsdale in Cumbria for services, employment and education.

**Housing & Income:** The area has a high level of affordable housing need, in particular for 1 and 2 bedroom dwellings<sup>1</sup>. The north sub-area has a median annual gross household income of £22,100, which is similar to the average for Craven<sup>1</sup>.

**Health:** The nearest hospitals are Castleberg in Giggleswick, that provides limited services and is located within the mid sub-area, and the Royal Lancaster Infirmary 15 miles west of the sub-area boundary. Bentham GP surgery is part of the NHS Cumbria Clinical Commissioning Group.

**Education:** Burton in Lonsdale's village primary school has recently closed. One of Bentham's two primary schools also closed recently, however, a new larger primary school is currently under construction at Bentham which will accommodate pupils from both schools. Ingleton and Clapham both have primary schools. There are no state

secondary schools or colleges in the sub-area. The sub-area relies on schools and colleges at Kirkby Lonsdale in Cumbria (4 and a half miles from the sub-area boundary) and at Settle and Giggleswick which are in the mid sub-area.

**Accessibility:** The sub-area boundary is 10 miles from the M6 (junction 35 or 36). Ingleton and Clapham are on the A65 which bypasses their attractive village centres. Bentham is 4 miles off the A65 via a windy stretch of the B6480. Railway stations at Bentham and Clapham (1 mile from the village) are connected by the Bentham Community Rail line to Skipton, Leeds and the west coast main line at Lancaster. Distances between the main settlements in this sub-area are relatively short when compared to the mid sub-area. The infrequency of public transport between north area settlements and between the sub-area and Lancaster / Cumbria affects access to jobs, education and services.

**Deprivation:** Parts of Clapham and Ingleton ward have a disadvantage in terms of the physical and financial accessibility of key local services<sup>2</sup>. Some local services face pressures related to the sparsely populated nature of the sub-area.

**Employment:** There is a lot of self-employment and very small firms employing less than 4 staff, although Kiddie Products is a large employer at Bentham. The area is affected by changing employment patterns in upland agriculture and small-scale manufacturing.

<sup>1</sup>North Yorkshire Strategic Housing Market Assessment 2011.

<sup>2</sup>ONS index of multiple deprivation.



**Tourism:** Bentham is a gateway to the Forest of Bowland Area of Outstanding Natural Beauty. Ingleton and Clapham are gateways to the Yorkshire Dales National Park as well as being popular tourism locations offering cycling and walking recreation routes such as the Yorkshire Three Peaks.

**Environment:** Both the River Wenning that flows through Bentham and the River Greta that flows through Ingleton and Burton in Lonsdale are tributaries of the River Lune (the River Lune does not flow through the sub-area). The Environment Agency's River Lune catchment flood management plan (December 2009) gives an overview of the flood risk on the Wenning and Greta rivers.

There are 3 distinct national landscape character areas<sup>1</sup> in the sub-area. These relate to the fringes of the upland areas of the Bowland Fells, Bowland Fringe & Pendle Hill and Yorkshire Dales. The predominant landscape is upland pasture and expansive open moorland.

**Links with areas outside Craven:** The western boundary of the sub-area is 10 miles by road from the M6 motorway—either junction 35 (Carnforth) or junction 36 (Kendal/A590). There is net out-commuting from this area to work and education in Lancaster and Cumbria.

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<sup>1</sup>National Character Areas defined by Natural England



### Mid Sub Area

#### Key Characteristics & Issues:

**Communities:** The market town of Settle provides a range of services and facilities serving surrounding rural areas including extensive parts of the Yorkshire Dales National Park. The villages of Giggleswick and Rathmell are nearby and Hellifield is 6 miles south on the A65.

**Housing & income:** There is a high level of affordable housing need, particularly in Settle, and a specific requirement for 1 and 2 bedroom dwellings<sup>1</sup>. The mid sub-area has a median annual gross household income of £24,700, which is higher than the average for Craven of £22,100<sup>1</sup>.

**Health:** The GP practice for Settle/Hellifield is part of the Bradford Districts Clinical Commissioning Group (CCG). Castleberg Hospital in Giggleswick provides some healthcare services. Airedale General Hospital is 13 miles south of the sub-area boundary and the Royal Lancaster Infirmary is 24 miles west of the sub-area boundary.

**Education:** There are primary schools at Settle, Giggleswick, Rathmell and Hellifield with secondary schools at Settle College and Giggleswick School (private).

**Accessibility:** Distances between towns and villages with services are

greater when compared to the other 2 sub-areas. The Settle - Carlisle line and the Leeds - Morecambe community rail line connect Settle, Giggleswick and Hellifield with Skipton, Leeds and the west coast main line (at Lancaster and Carlisle). A railway line between Hellifield and Clitheroe is used by goods trains and occasional passenger services.

**Deprivation:** There are issues in terms of access to services and lack of further education facilities nearby.

**Economy:** There are significant numbers of small businesses, in particular businesses employing 4 people or less, and self-employment. There are concentrations of businesses at Sowarth Industrial Estate and 'The Sidings' in Settle.

**Tourism:** The historic market town of Settle is a popular tourist destination with the world famous Settle to Carlisle Railway being a major attraction. Both Settle and the wider sub-area is also a gateway to the Yorkshire Dales National Park.

<sup>1</sup>North Yorkshire Strategic Housing Market Assessment 2011



**Environment:** There is some risk of flooding in Settle from the River Ribble. The Environment Agency's Catchment Flood Management Plan (December 2009) gives an overview of the flood risk in the Ribble catchment.

There are two distinct national landscape character areas in this sub area. These relate to the fringes of the upland areas of the Bowland Fringe & Pendle Hill and the Yorkshire Dales National Park<sup>2</sup>.

**Links with areas outside Craven:** When compared to the other 2 sub -areas, links with areas outside Craven are less strong. The mid sub-area is more distant from cities and large towns outside Craven than the other sub-areas. There are good rail links to Leeds and the influence of West Yorkshire becomes stronger further south along the A65. The A682 connects the sub-area to Ribble Valley and Pendle districts to the south. Settle is an important service and employment centre for extensive rural areas within the Yorkshire Dales National Park.

<sup>2</sup>National Character Areas defined by Natural England



## South Sub Area

### Key Characteristics & Issues:

**Communities:** Skipton is the largest settlement in Craven with a population of 14,677, equivalent to 32% of the District total. The neighbouring settlements of Cross Hills and Glusburn provide services for South Craven. Sutton-in-Craven and Gargrave are the next largest villages.

**Housing & income:** There is a high level of affordable housing need, particularly in parts of Skipton and for 1 and 2 bedroom dwellings<sup>1</sup> together with a smaller level of need for 3 bedroom dwellings. The sub-area has a median annual gross household income of £22,100, which is the same as the average for Craven.

**Health:** GP surgeries in Skipton, Gargrave and Cross Hills are part of the Bradford Districts Clinical Commissioning Group. Skipton General Hospital provides some healthcare services. Airedale General Hospital is located about a mile outside the sub-area boundary in Bradford District.

**Education:** The strong reputation of schools in the sub-area attracts commuting and migration from areas outside Craven. Skipton has six primary schools and there are primary schools at Gargrave, Embsay,

Carleton, Bradley, Cononley, Kildwick, Lothersdale, Glusburn, Cowling, Thornton-in-Craven and two in Sutton-in-Craven. Aireville Comprehensive School in Skipton is now an academy, Skipton Girls High School, which is an engineering academy and Ermysteds Grammar School. Both Skipton Girls and Ermysteds are selective schools and are accessed via selection tests, including the Eleven Plus exam. Craven College in Skipton provides further education to students from within and outside Craven. South Craven School in Cross Hills is the largest secondary school not only in Craven, but North Yorkshire and has academy status. Malsis School (3 to 13 years), Glusburn is the only private school located within the south sub area. Some further education courses are provided at Craven College.

**Accessibility:** Good transport accessibility by road (A65, A629) and rail to the West Yorkshire conurbation of Leeds and Bradford and beyond to South Yorkshire. Skipton, Cononley and Gargrave Stations provide regular services to Leeds, Bradford, Lancaster and Carlisle. A daily direct train service operates between London Kings Cross and Skipton.

**Deprivation:** Parts of south and west Skipton are the most deprived areas in the district<sup>2</sup>.

<sup>1</sup>North Yorkshire Strategic Housing Market Assessment 2011.

<sup>2</sup>ONS Index of Multiple Deprivation.



**Economy:** The sub-area is characterised by a diverse local economy and significant economic links with areas outside Craven including Leeds and Bradford. There is significant employment in financial services, manufacturing and healthcare. Skipton is a service and employment hub not only for the south sub area, but also parts of East Lancashire, Bradford District and parts of the mid sub-area and Yorkshire Dales National Park.

**Tourism:** Tourism is important and has a relationship with other business sectors. Skipton is an important visitor destination in its own right as well as a gateway beyond to the Yorkshire Dales National Park. The south sub area is also the location for visitor attractions such as Skipton Castle, the Embsay and Bolton Abbey Steam Railway, the Leeds Liverpool Canal and rural estates including Bolton Abbey, Coniston and Broughton.

**Environment:** Skipton and substantial parts of the Aire Valley are at risk of flooding from the River Aire, its tributaries and Eshton, Ings, Eller/Embsay and Waller Hill Becks. The Leeds-Liverpool canal is another notable source of flood risk and flows through the heart of Skipton and through Gargrave and South Craven villages. The Environment Agency's River Aire Catchment Flood Management Plan (December 2010) gives an overview of the flood risk in the Aire catchments, sustainable flood risk management including the interaction between the River Aire and the Leeds - Liverpool Canal.

There are 3 distinct national landscape character areas in the sub-area. These are the fringes of the Yorkshire Dales, the wide vales of the Lancashire Valleys and the South Pennines ridges of hills, moorlands and pastures<sup>1</sup>.

**Links with areas outside Craven:** Key strategic links exist from the south sub area to the West Yorkshire cities of Leeds and Bradford and East Lancashire via the M65 corridor. These good transport links make commuting to and from the south sub area easy, however there are localised transport infrastructure pressures around Crosshills and Steeton in Bradford District, including traffic congestion/delays at the existing railway crossing at Crosshills which affects Trans-Pennine traffic through south sub-area villages.

<sup>1</sup>National Character Areas defined by Natural England

# Vision



## Section 3: Strategy

### Vision for Craven in 2030

By 2030 Craven will have experienced a period of steady, sustainable growth and change. There will be 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 on which residents, of all ages, depend. Craven will be a distinctive and attractive place to live, work and visit, offering a fulfilling and vibrant community life.

New homes will be situated on previously developed land and on the fringes of market towns and villages 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 will have reduced carbon emissions, fuel poverty and waste and respect the distinctive character and heritage of their surroundings, creating a 'sense of place'. The new homes will have good access by walking, cycling, public transport and car to local facilities, employment areas, town centres and the countryside.

New well connected employment locations will have facilitated business creation, growth and productivity, enabling residents to work locally and obtain higher salaries.

Craven's high quality landscape and treasured environmental assets will have been protected and will be enjoyed by everyone.



# Vision



## Section 3: Strategy

### North Area

The market town of High Bentham will be the focus of most new homes and jobs in the area, with the smaller centre of Ingleton also being a focus for some housing growth and new employment areas to support the North Craven economy. The smaller settlements of Low Bentham, Burton-in-Lonsdale and Clapham will also have some local growth to help sustain their communities.

In Bentham, new and progressive development will bring environmental and economic improvements to secure a sustainable future for the spirited working market town. A new park will provide recreation and social opportunities for residents and visitors. The tourism economy will be growing related to Bentham's location as a gateway to the Forest of Bowland Area of Outstanding Natural Beauty and its rail links to the west coast main line and Leeds.

At Ingleton, new employment development together with environmental improvements on the approaches from the A65 and new parkland will help to spark regeneration and new opportunities. The type and mix of new homes and jobs will support a balanced albeit ageing 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 and access to outdoor sports and recreation.

### Mid Area

The market town of Settle will be the focus for new homes and jobs that support a stabilised population of working people and families. The smaller villages of Giggleswick, Rathmell and Hellifield will have had some local growth to help sustain their communities and maintain local services.

The historic market place and railway station of Settle will be the focal points of this well-connected hub for the Yorkshire Dales that will have a flourishing concentration of shops, services, cultural facilities, creative businesses and industry. The town's intimate feel and large amount of facilities for its size will be particularly popular with growing numbers of older residents.





### South Area

Skipton, the surrounding villages of Gargrave, Carleton, Embsay, Bradley and Cononley and the settlements in south Craven of Glusburn, Crosshills, Sutton –in Craven and Cowling will be an ever popular location with families due to the winning combination of a high quality local environment and schools and good transport links to the Leeds-Bradford and Manchester conurbations.

This area will see new and diversified employment development, related to a high quality local environment, particularly at Skipton, Gargrave, Cononley and at the established Broughton Hall Business Park. The tourism economy will be flourishing, based on the area's rich heritage, cultural and environmental assets, such as the Leeds-Liverpool Canal, the Embsay with Eastby Steam Railway, Bolton Abbey, Skipton Castle and Woods, the Craven Museum and Gallery and the Yorkshire Dales National Park.

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



# Objectives



## Section 3: Strategy

### Plan Objectives

- PO1:** Achieve patterns of development which make best use of available resources, nurture high quality environments and community life and promote health, wellbeing and equality.
- PO2:** Conserve and enhance the high quality local environment including open spaces, ecological networks and cultural heritage.
- PO3:** Maintain a continuous supply of housing land to meet housing needs throughout the plan period.
- PO4:** Improve local housing choice in terms of house type, size, tenure, price and location.
- PO5:** Enhance the vitality of market towns and larger village centres and improve the provision of local community services and facilities in smaller settlements.
- PO6:** 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 recreation opportunities.
- PO7:** Address and mitigate flood risk as a response to climate change and as a barrier to local economic growth.
- PO8:** Reduce carbon emissions, waste and water use arising from local development.
- PO9:** Achieve the diversification and growth of the rural based and farming economy.

# Spatial Strategy



## Section 3: Strategy

What is a spatial strategy?

“Spatial” comes from the word “space” and means “to do with where things are”. “Strategy” means a long-term plan for success. Therefore, a spatial strategy might be described simply as a long-term plan for putting things in the right place.

The spatial strategy in this plan, originates from what our local communities and stakeholders told us about Craven<sup>1</sup>, which is essentially that places in Craven aren’t all the same. Different parts of the district are subject to different outside influences, have different characteristics and need different things. This is backed up by our planning studies, which provide evidence of different housing markets, job markets, demographic profiles and travel patterns within the plan area. Using this information and stakeholder feedback we have identified three fairly distinct areas within Craven where housing requirements and demand for employment land are likely to be different. These are a North sub-area of the district, where the small market town of Bentham is the largest settlement and the influence of Lancaster is felt; the South sub-area, including the much larger market town of Skipton and several larger villages, which is well-connected to Bradford and Leeds; and the Mid sub-area, which is more remote from towns and cities outside Craven and is centred around the market town of Settle.

The spatial strategy developed in this plan is therefore based on a sub-area approach for providing new homes, jobs, shops, community and visitor facilities over the period of the Plan. It identifies the most appropriate locations for different types of development in each sub-area and provides a basis and rationale for distributing new development in Craven. Essentially, it provides a framework for

managing and promoting change in a way that best achieves the vision, aims and objectives of the local plan.

Under this spatial strategy most forms of new development and growth will be directed to the more sustainable locations in each sub-area of Craven. In the South sub-area, the main focus for development will be the market town of Skipton followed by the villages of Glusburn/ Crosshills, Sutton-in-Craven, Gargrave, Carleton, Cononley, Embsay, Low Bradley and Cowling. In the Mid sub-area, the main focus for development is Settle, followed by the villages Giggleswick, Rathmell and Hellifield. In the North Sub Area, the main focus for development will be Bentham, followed by Ingleton, Burton-in-Lonsdale and Clapham. However, in the North sub-area, our evidence and engagement with local communities suggests that the large village of Ingleton would be particularly suited to accommodate employment growth at a similar level to Bentham. It should be noted that the scale of growth in each sub-area will be relative to the development requirements of each sub-area. Our evidence indicates that the requirements for new housing and employment land are greatest in the South sub-area, with a lesser level of development requirement in the Mid and North sub-areas.

Craven’s three market towns – Skipton, Settle and Bentham, as well as providing for their own local communities, have traditionally acted as service hubs for a wide and sparsely populated rural hinterland,

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<sup>1</sup>Response to consultation on the Council’s Core Strategy Preferred Option (2007) and feedback from Shaping a Spatial Strategy and Housing Figure Workshop (2012)

# Spatial Strategy



## Section 3: Strategy

including parts of the Yorkshire Dales National Park. The market towns provide the greatest range of jobs, shops, education and health services and benefit from the most frequent public transport services in their respective sub-areas, which provide a realistic alternative to travelling by private car. These facilities, together with their high quality historic environments make them the most attractive locations for many employers and residents. The long term vitality and viability of the market towns is integral to the economic success and social well-being of Craven and these are important reasons why the market towns will be the main focus for new development in Craven over the coming years.

In promoting the market towns as the focus for development in each sub-area, this spatial strategy looks to build on the existing and very individual roles of each of these places, rather than to fundamentally alter the role that any of the towns play within the plan area as a whole, which could threaten their individual character and identity.

The identified villages in each sub-area support a range of services and have public transport links to Craven's market towns or to other towns beyond but near to the District. In order to help sustain these facilities and to provide some additional housing choices for local communities, some new housing development will be directed to these settlements. The identified villages vary in size and the level of services offered, the largest being in the south sub-area, in particular Glusburn, Crosshills and Sutton-in Craven. Villages have been selected primarily because they have some services that are considered to help support a sustainable community. Small-scale, appropriate employment activity will, in principle be encouraged at identified village locations. This spatial strategy aims to ensure that development is shared across these settlements and not

focussed in relatively few settlements.

Clearly, services in rural areas can fluctuate. If, in the future, a range of services becomes available at other settlements or, if services are lost, this will be acknowledged in future formal reviews of this Local Plan to ensure that reviews of the land supply reflect the most up to date position.

The spatial strategy also looks to support the local needs of the area's many smaller rural communities and to encourage activity in the countryside that strengthens the rural economy, rural land management and the protection of valued landscapes.

Most of the available housing land within the plan area is greenfield, but there is also some Brownfield land<sup>1</sup> and additional brownfield land may become available in the form of windfall sites. The redevelopment of Brownfield sites will generally enhance their appearance, reduce the need to use Greenfield land and provides an opportunity to clear contamination<sup>2</sup>. Whilst the redevelopment of Brownfield sites will be prioritised and supported, the limited availability of Brownfield land, together with the small size of many sites, means that each of the market towns and the identified villages will need to expand beyond their current built up areas. Greenfield land will be required to accommodate new housing and employment over the Plan Period.

Growth does provide an important opportunity to secure new road improvements, highway capacity and improvements to schools as well as

<sup>1</sup>Strategic Housing Land Availability Assessment (SHLAA)

<sup>2</sup>Craven Contaminated Land Strategy (2011)

# Spatial Strategy



## Section 3: Strategy

other types of infrastructure, including strategic green infrastructure which can be delivered as part of new development sites or supported by pooled financial contributions.

Generally, Greenfield sites provide a greater opportunity to secure funding for supporting infrastructure and affordable housing provision. The need for some Greenfield development sites would also help to avoid areas with flooding problems and provide the opportunity to help mitigate flooding on other sites, through, for example, the increased use of sustainable drainage systems.

An important element of this spatial strategy is that it looks to accommodate new development primarily through a pattern of small and medium/large sized sites spread within and around each of the market towns and the identified villages as opposed to relying on the delivery of one or more major 'strategic sites' or "major urban extensions" capable of accommodating a significant proportion of Craven's development requirements in a limited number of locations. If Craven was to be dependent on major "strategic sites" or "major urban extensions" to deliver the development requirements identified in this Plan, it is considered that there would be risks to the delivery of the Plan if it were to rely on such a pattern of development. Strategic sites will demand significant investment in infrastructure to ensure that they can be delivered.

Public finance available to support investment in infrastructure is restricted and is likely to remain the case. Such a pattern of growth could only be delivered through the use of developer contributions/Community Infrastructure Levy and this in turn, is likely to threaten the ability of the District to use the money to address the need for wider infrastructure improvements or to secure the delivery of affordable

housing. Additionally, a spatial strategy which supports a combination of a broader range of sites will in turn support additional choice in the housing market. It is considered a more resilient approach to underpin the Plan and to support the delivery of new homes.

Over the Plan-Period, Craven's smaller rural communities that are not identified villages in each sub area will not experience significant levels of new development. This Plan looks to ensure that in general, the scale and type of new development at these settlements is focussed on addressing local needs and requirements as opposed to externally driven demand - particularly for new housing. The provision of affordable housing, the provision and protection of community facilities and services together with appropriate new employment and economic activity are important for the longer term sustainability of smaller village communities.

Craven's wider countryside is as equally important to the future of the District as the market towns, particularly in terms of the range of 'services' it provides. These include food production, ecosystem services, including water provision, flood management, carbon storage; landscapes and recreational opportunities. Together these services are integral to the District's economy, the health and well being of its residents as well as its environment.

It is vital that the wider countryside is supported as a living and working place, if valued landscapes are to continue to be managed and food produced locally. Consequently, supporting the types of development necessary to enable those who earn a living from the land and manage the countryside is important. As well as traditional land-based activity such as forestry and farming, Craven's countryside is also integral to

# Spatial Strategy



## Section 3: Strategy

tourism, a significant sector of the District's economy. Appropriate tourism and recreational activity will remain important in the wider countryside, and there are opportunities to further develop tourism based around Craven's unique landscape and heritage assets. This in turn emphasises the need to continue to protect valued landscapes across the District.

A multi-functional countryside is an important way in which the rural economy can be diversified and sustained in the longer term, and is increasingly seen as an opportunity to help address and mitigate the effects of climate change. This includes new land uses such as renewable energy production and land management to improve, for example, flood storage, reducing flood flow rates or long term ecosystem/habitat health.

Whilst this Plan provides a clear framework which guides most forms of development to towns and villages in Craven, it is important to note that there may be some occasions where development is allowed as an exception to this approach. For example, rural affordable housing can be justified in locations on the edges of settlements and the owners of heritage assets may be able to justify development (known as 'Enabling Development') in some locations, including the open countryside to help fund the conservation of heritage assets.

## SP1: Spatial Strategy and Sub-Area Growth



## Section 3: Strategy

Craven's future development requirements will be distributed and accommodated in line with the spatial strategy and on the basis of the following hierarchy of sub-areas:

### **Primary Area for Growth**

South Sub-Area

### **Secondary Areas for Growth**

North and Mid Sub-Areas

### **Market Towns - Primary Focus for Growth in Sub Areas**

South Sub-Area – Skipton

Mid Sub-Area – Settle

North Sub-Area – Bentham

### **Identified Villages – Secondary Focus for Growth in Sub Areas**

South Sub-Area - Glusburn and Crosshills, Sutton-in-Craven, Gargrave, Carleton, Cononley, Embsay, Low Bradley and Cowling.

Mid Sub-Area - Giggleswick, Rathmell and Hellifield.

North Sub-Area - Ingleton, Burton-in-Lonsdale and Clapham

### **In all other villages, hamlets and in the open countryside**

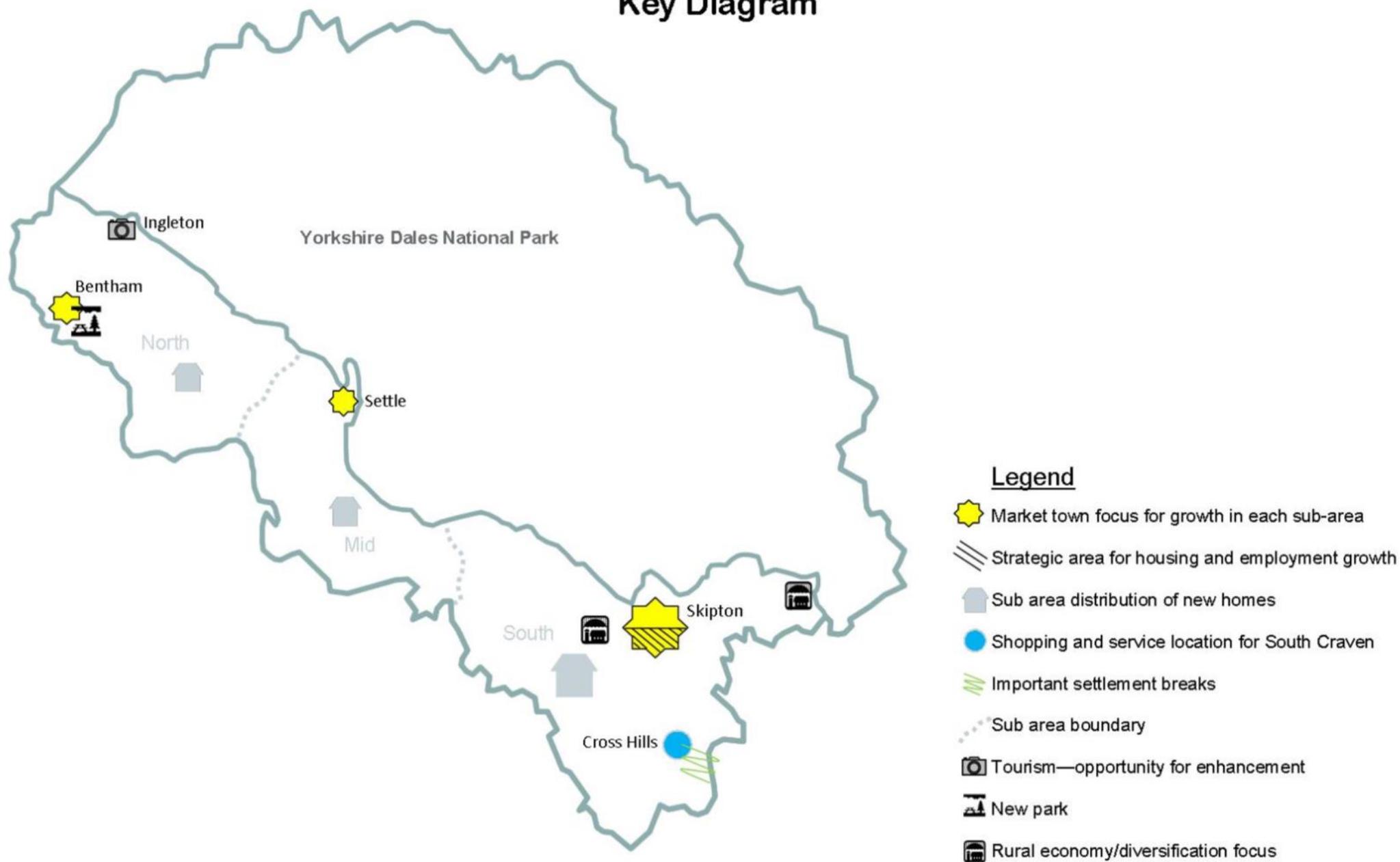
development will be restricted to that which:

- Is necessary to support a sustainable, vibrant and healthy rural economy and communities; or
- Can be justified in order to secure significant improvements to the

environment or conservation of significant heritage assets in accordance with the National Enabling Development Policy; or

- Is justified through the neighbourhood planning process.

## Key Diagram



# Sustainable Development



## Section 3: Strategy

The Craven Local Plan provides a positive planning framework for guiding development and change in line with national policy. At the heart of Craven's local plan strategy is a desire to deliver sustainable growth; growth that is not for its own sake, but growth that brings benefits for all sectors of the community.

When considering development proposals the Council will take a positive and proactive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF).

## SP2: Sustainable Development



## Section 3: Strategy

The council will always work proactively and co-operatively with people wishing to carry out development and applying for planning permission, to help them draw-up proposals (and revisions, if necessary) that can be approved and will improve the economic, social and environmental conditions in Craven and the wider sub-region.

Development that is in line with relevant policies in the local plan (and relevant policies in any neighbourhood plan) will be approved as soon as possible and without unnecessary delay, unless there are other good planning reasons why such development should not be approved.

Where there are no relevant local plan or neighbourhood plan policies, or where relevant policies have become out-of-date, development will be approved, unless there are other good planning reasons why development should not be approved, taking into account whether:

- Any adverse impacts of development would outweigh the benefits, when assessed against the National Planning Policy Framework (taken as a whole); or
- Specific policies in the National Planning Policy Framework indicate that development should be restricted.

# Neighbourhood Planning



## Section 3: Strategy

The Localism Act 2011 introduced the concept of neighbourhood planning. Under the Localism Act 2011, relevant bodies (notably parish and town councils in the case of Craven) are able to apply to designate an area as a neighbourhood area and subsequently prepare a neighbourhood development plan.

A neighbourhood plan can be used to decide where new development takes place, what it should look like and other aspects of community interest. A neighbourhood plan cannot be used to stop development already allocated or permitted, or propose less development than that in this local plan. A neighbourhood plan can, however, propose more development than the local plan.

This new process provides an opportunity for local communities to work with the Council on the allocation of sites as well as other corporate objectives, such as improving equality, cohesion and integration and recognising diversity. Specifically, a neighbourhood plan could allow local communities to:

- Choose where they want new homes or community buildings to be built;
- Have their say on what those new buildings should look like;
- Include other matters in their plan that are important to them.

The neighbourhood planning process is initiated by the relevant parish or town council, not Craven District Council. The process of preparing a neighbourhood plan or order is led by the relevant parish or town council. They are responsible for meeting the majority of the associated costs, although Craven District Council does have a duty to support parish and town councils throughout the process. The preparation of neighbourhood

plans and orders is optional: parish and town councils are under no obligation to prepare a neighbourhood plan or order. Any community or business groups that are interested in neighbourhood planning within their parish, may wish to discuss their ideas with the relevant parish or town council and explore options for co-operative working.

Basic conditions of a neighbourhood plan:

- A plan must have appropriate regard to national policy;
- It must conform to the strategic elements of the local plan;
- It must be compatible with EU obligations - for example, a Strategic Environmental Assessment may need to be carried out if the plan is likely to have significant environmental effects;
- It must also be compatible with human rights obligations;
- It should be based on up to date and robust evidence.

## SP3: Neighbourhood Planning



## Section 3: Strategy

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.

# Countryside and Landscape



## Section 4: Environment

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 strategic policy is therefore of central importance to the Craven Local Plan.

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

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 proposals for new development.

Other sources of information and guidance on landscape management include Natural England's work on national character areas, which identifies five different areas in Craven, and the North Yorkshire and York landscape character assessment, which 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

The Forest of Bowland Area of Outstanding Natural Beauty (AONB), covers around a third of the plan area. Designated in 1964, the AONB is recognised for its exceptional landscape value including its upland, moorland, lowlands and tranquillity. The landscape of the Yorkshire Dales National Park is also an important influence within the plan area, stretching along most of the eastern boundary.

AONBs and national parks are national landscape designations afforded significant protection for their landscape and scenic beauty, the importance of their wildlife and cultural heritage. The protection of these areas relates not only to the land within them, but also to their settings.

The Council has a legal duty<sup>1</sup> to work with the AONB and national park management bodies in the achievement of their 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.

### Dark Skies

As a rural area, where some large gaps exist between settlements, Craven is ideally placed to promote 'dark skies'. Dark skies are truly clear and aren't obscured by the glow from street-lights or other artificial interference. They enable people to have a clear, uninterrupted view of the stars and are uniquely enjoyable, increasingly rare and important to our natural heritage. Where opportunities arise in the right locations, the preservation, enhancement, understanding and enjoyment of dark skies needs to be supported.

<sup>1</sup>Duty of Regard under the Countryside and Rights of Way Act 2000

## SP4: Countryside and Landscape



## Section 4: Environment

Sustainable growth will ensure that the quality of Craven's countryside and landscape is preserved; that opportunities to restore and enhance the landscape are taken wherever possible; and that a well-conserved landscape is a continuing legacy for future generations to enjoy. This will be achieved by:

- Ensuring that development is in harmony with the openness, scenic beauty, heritage and vitality of the countryside and respects the character of local landscapes, including the significance and special qualities of the Forest of Bowland Area of Outstanding Natural Beauty, its setting and the setting of the Yorkshire Dales National Park;
- Supporting proposals that secure the restoration of degraded landscapes, in ways that also help to achieve biodiversity objectives;
- Supporting proposals that secure the restoration, preservation or enhancement of natural and historic man-made features that contribute to landscape character;
- Enabling settlements to grow in ways that harmonise with the character of the immediate setting and wider landscape, by supporting well-conceived proposals for infill, rounding off or extension; important considerations will include creating the right transition between built-up areas and the surrounding countryside; creating connections between built-up areas and the countryside; allowing the countryside to permeate built-up areas; and maintaining gaps between settlements in order to preserve their separate identities;
- Encouraging and supporting farmers and landowners who already practice, or wish to adopt, sustainable countryside and landscape management; and who wish to increase understanding, appreciation and enjoyment of Craven's farming heritage;
- Promoting the understanding, appreciation and enjoyment of dark skies and supporting proposals that help to secure the benefit of dark skies.

# Heritage



## Section 4: Environment

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.

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 significance<sup>1</sup>. These designated heritage assets are protected by law<sup>2</sup> and include:

- Listed buildings—of which there are about 870 within the plan area
- Scheduled ancient monuments—32 in the plan area
- Registered parks and gardens— 2 in the plan area
- Conservation areas—29 in the plan area

Other, non-designated, heritage assets may not have the same legal protection as those mentioned above, but their significance shouldn't be underestimated and their conservation is important. 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 example.

Whilst this plan needs to support the preservation of heritage assets—to help keep them from harm—it also needs to aim for their improvement and for an improved historic environment overall. 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.

The preservation or improvement of a historic building can often be secured through finding a new, viable and beneficial use—perhaps one that the building wasn't originally designed for. This kind of positive conservation can help reduce the threat of neglect and decay, and the number of heritage assets appearing on the Heritage at Risk Register<sup>3</sup>.

Any harm to or loss of a heritage asset—through destruction, alteration or development within the setting—needs to be avoided. However, on a rare occasion and for a particular set of reasons, this may not be possible. Harm or loss needs to be fully justified in order to be acceptable and the justification needs to reflect the significance of the heritage asset involved. Although a heritage asset may be lost or partially lost, our understanding and appreciation of the asset may continue into the future, if the asset is 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.

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.

<sup>1</sup>Significance is defined as “the value of a heritage asset to this and future generations because of its heritage interest” (NPPF).

<sup>2</sup>Planning (Listed Buildings and Conservation Areas) Act 1990. Breaches of heritage protection law are punishable by fines and imprisonment.

<sup>3</sup>Compiled and maintained by English Heritage—available on their website.

## SP5: Heritage



## Section 4: Environment

Craven's historic environment will be conserved by avoiding harm to and, wherever possible, improving heritage assets and their settings.

This will be achieved by:

- Ensuring that development follows principles of good conservation and good design, respects the significance of heritage assets and is in keeping with the special character of heritage assets;
- Supporting the re-use of heritage assets, particularly those at risk from neglect or decay, taking account of viability and the benefits of positive conservation;
- Supporting proposals that help us to appreciate the historic environment by improving heritage assets and our understanding of their significance;
- Avoiding the loss or partial loss of any heritage asset or its setting, unless the loss is unavoidable and there are proper grounds to justify the loss;
- Ensuring that heritage assets are properly surveyed and recorded before any loss occurs, and that the resulting records are publicly accessible.

## Good Design



## Section 4: Environment

Good design may be more difficult to define than it is to recognise, but usually results in buildings and 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.

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.

Communities may wish to identify important characteristics of their local environment, including locally valued elements of the built and natural environment. 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.

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, and via several recognised design codes.

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.

To help with the reading of the following policy on good design, here are some words that may need a little explanation:

### **Context**

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

### **Permeable**

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

### **Legible, Sense of Place**

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**

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**

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

## SP6: Good Design



## Section 4: Environment

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

- Development should respond to the context and proposals should be based on a proper understanding and appreciation of the local environment, including both natural and built elements such as landscape, topography, vegetation, buildings, open space, microclimate, tranquillity, light and darkness; and where development extends a settlement, it should create the right transition between the built-up area and the countryside;
- Development should maintain good aspects of the local environment, improve poorer aspects and add new aspects that benefit the local environment;
- Pastiche, indistinct and off-the-peg design should be avoided in favour of progressive and innovative design that fits with the look and feel of the local area, reinforces local character, identity and distinctiveness, and uses locally sourced materials wherever possible;
- 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;
- 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;
- 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;
- 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;
- Designs should anticipate reasonable concerns about crime and anti-social behaviour and minimise any real and specific threats; if possible, development should help to reduce crime and anti-social behaviour in the local area;
- Anti-social parking should be designed out, so that development avoids the creation or worsening of situations where anti-social parking has an impact on people's homes and quality of life; wherever possible, development should help to ease existing anti-social parking problems in the local area;
- Development should include or be close to adequate, safe and easy-to-use parking space, including space for bicycles, which is of sufficient capacity and conveniently located close to associated buildings;
- Sustainability should be designed in, so that development takes the opportunity to reduce energy use and carbon emissions in the way it's laid out and constructed;
- Designs should anticipate the need for external storage space within new developments, including space for the storage of recyclable waste.

# Biodiversity



## Section 4: Environment

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.

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.

However, safeguarding these (relatively few) designated sites, which are often isolated pockets of rich biodiversity, won't 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 and movement across the plan area.

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.

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 a net gain 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.

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. Enquiries and discussions are welcomed and encouraged.

## SP7: Biodiversity



## Section 4: Environment

Growth in housing, business and other land-uses will be accompanied by growth in biodiversity. This means that, wherever possible, development will make a positive contribution towards achieving a net gain in biodiversity and, in particular, will:

- Avoid the loss of and encourage the recovery of ecological networks, habitats and species populations (especially priority habitats and species);
- Enable wildlife to move more freely and easily throughout the local environment, including both the natural and built elements;
- Conserve and manage the biodiversity and/or geodiversity value of land and buildings within the site;
- Enhance ecological networks, habitats and species populations by incorporating beneficial biodiversity features in the design;
- Use native and locally characteristic tree and plant species in public and private green space, and in landscaping schemes.

Development proposals that are unlikely to result in a net gain in biodiversity on the site, or are likely to result in the loss of biodiversity assets, will need to be justified on exceptional grounds and on a case-by-case basis.

Where there is justification for not achieving a net gain on-site, an equivalent net gain should be provided off-site by way of mitigation; ideally, this should be as close to the site as possible.

Where there is justification for the loss of assets, compensatory assets should be provided on-site (or, if that isn't possible, as close to the site

as possible) and should result in an overall net gain in biodiversity.

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



## Section 4: Environment

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, footpaths, cycle-paths, street trees, parks, gardens, playing fields, allotments and cemeteries.

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.

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 that benefit both wildlife and people.

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.

In addition, the Leeds City Region has created a Green Infrastructure Strategy, which includes priority projects and investment programmes of region 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.

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, and the council’s own open space assessment and biodiversity action plan (BAP). 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. Neighbourhood planning provides communities with further opportunities to identify important green spaces and to bring forward their own green infrastructure projects.

The following policy aims for better green infrastructure and looks to all new development to make a reasonable contribution wherever possible. This also ties-in with other policy aims, including a net gain 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.

## SP8: Green Infrastructure



## Section 4: Environment

Craven's growth will include growth in green infrastructure and will help to create an improved and expanded green infrastructure network. This will be achieved in the following ways.

Wherever possible, development will:

- Avoid the loss of or harm to existing green infrastructure assets and the disruption or fragmentation of the green infrastructure network;
- Enhance existing or create new green infrastructure and secure its long-term management and maintenance;
- Enhance existing or create new links in the green infrastructure network, including habitat corridors that help wildlife to move through the local environment.

Development that is unable to avoid the loss of or harm to existing green infrastructure assets, or the disruption or fragmentation of the green infrastructure network, will need to be justified on exceptional grounds and on a case-by-case basis.

Where any such loss, harm, disruption or fragmentation is unavoidable and fully justified, proposals will need to ensure that adequate compensatory measures, of equivalent quality and value, are introduced, in order to rebalance the negative effects of development.

Wherever possible, proposals will also need to ensure that development will:

- Enhance existing or create new green infrastructure and secure its long-term management and maintenance;
- Enhance existing or create new links in the green infrastructure

network, including habitat corridors that help wildlife to move through the local environment.

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.



### Flood Risk

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.

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.

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. 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.

### Water Resources

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, 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. Water conservation should be incorporated into the design of new development and opportunities should be taken to collect and re-use water on-site.

### Land Quality

Whilst most of the land in the council's strategic housing land availability assessment (SHLAA) is greenfield, there is also some brownfield land and additional brownfield land may become available 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 and prioritised wherever possible, bearing in mind the viability of development and the potential for land to acquire biodiversity value.

Craven's agricultural land is mostly classified as grade 4 and 5, but there are areas of grade 3 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.

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.

### Air Quality

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.



### Flood Risk

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

- 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;
- Development will minimise the risk of surface water flooding, safeguard waterways and benefit the local environment (aesthetically and ecologically) by incorporating sustainable drainage systems (SuDS);
- Development will maintain adequate and easy access to watercourses and flood defences, so that they may be managed and maintained by the relevant authority.

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.

### Water Resources

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

- 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;
- Development will reduce the need for water consumption, wherever possible, by incorporating water efficiency measures into the design;
- 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.

### Land Quality

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

- Development will avoid the plan area's best agricultural land (grade 3) wherever possible—exceptions may be made where the need for and benefit of development justifies the scale and nature of the loss;
- The re-use of previously developed (brownfield) land of low environmental value will be preferred and prioritised;
- The restoration of contaminated 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:

- Development will avoid the creation or worsening of traffic congestion and, wherever possible, will help to ease existing traffic congestion;
- 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;
- 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.

## Renewable and Low-Carbon Energy



## Section 4: Environment

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.

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 reduce Craven's carbon emissions and achieve national targets<sup>1</sup>.

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, opportunities are restricted by these other concerns. The local plan does not, therefore, identify areas of opportunity for larger scale generation projects of a strategic nature. Instead, the following policy establishes a positive stance on renewable and low-carbon energy and encourages well-conceived proposals for sustainable generation projects and infrastructure.

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. Individuals, farms, businesses and communities will be encouraged to bring forward their microgeneration projects, such as small-scale wind turbines, solar

panels, hydro plant, anaerobic digesters and biomass boilers, and these 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.

The development of infrastructure for generating renewable and low-carbon energy will need to safeguard Craven's landscape, heritage, and biodiversity, and the living conditions of nearby residents. Effective mitigation measures will be supported wherever these are feasible and viable.

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, 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.

Any small-scale renewable or low-carbon energy proposals affecting heritage assets will need to respect the significance of the asset and its setting and will need to ensure that infrastructure is removed if and when it becomes redundant. Potential effects on designated biodiversity sites may be indirect, such as the effect of rotating turbine blades on the migration patterns of birds. Therefore, whilst the following policy is positive towards renewable and low-carbon energy generation, projects will need to accord with other local plan policies and help to achieve sustainable development overall.

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<sup>1</sup>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.



Craven's generation of renewable and low-carbon energy will grow and will help to reduce carbon emissions and achieve sustainable development. This will be achieved by:

- Supporting well-conceived projects and infrastructure proposals that offer a good balance of economic, environmental and social benefits, which are not outweighed by one or more negative impacts;
- Ensuring that developments harmonise with the natural and built elements of the local environment and respect the character of the immediate setting and wider landscape;
- Avoiding developments that may detract from the significance and special qualities of the Forest of Bowland Area of Outstanding Natural Beauty, its setting and the setting of the Yorkshire Dales National Park;
- Taking account of how the location, scale and design of proposals may have specific impacts on an area—for example, by causing visual clutter or conflict, disrupting the skyline or fragmenting the landscape—including any cumulative or combined impacts when other existing or planned developments are taken into account;
- Safeguarding the quality of life of communities and individuals who live in areas where developments are proposed and ensuring that developments benefit local communities wherever possible;
- Supporting proposals to mitigate any negative economic, environmental or social impacts of a particular development, where the proposed mitigation measures are necessary, effective, feasible

and viable;

- Securing the removal of infrastructure and the restoration of sites in the event that infrastructure becomes redundant or no longer required.

# Housing Growth

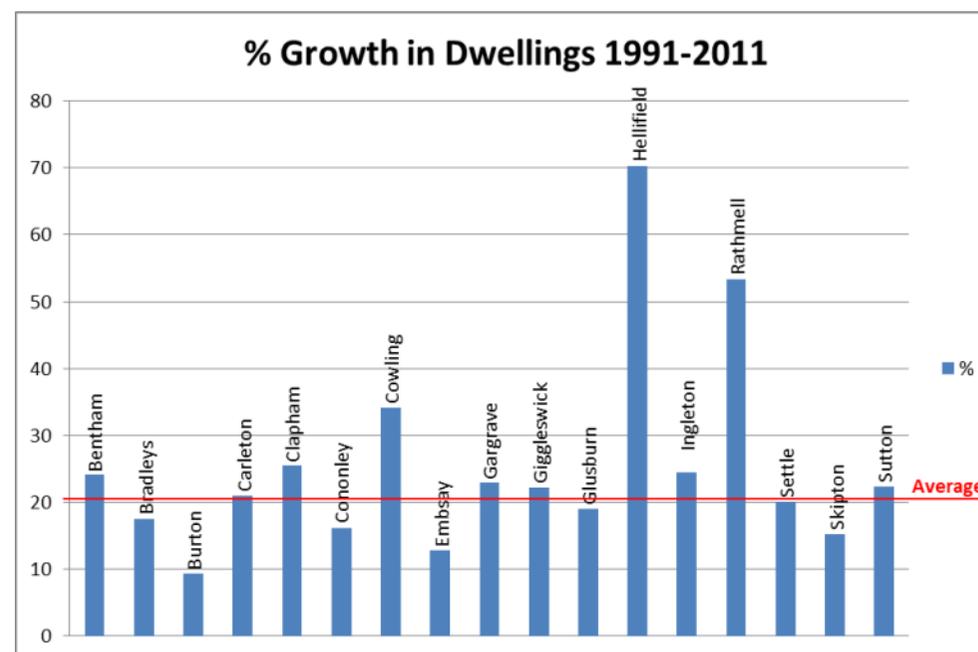
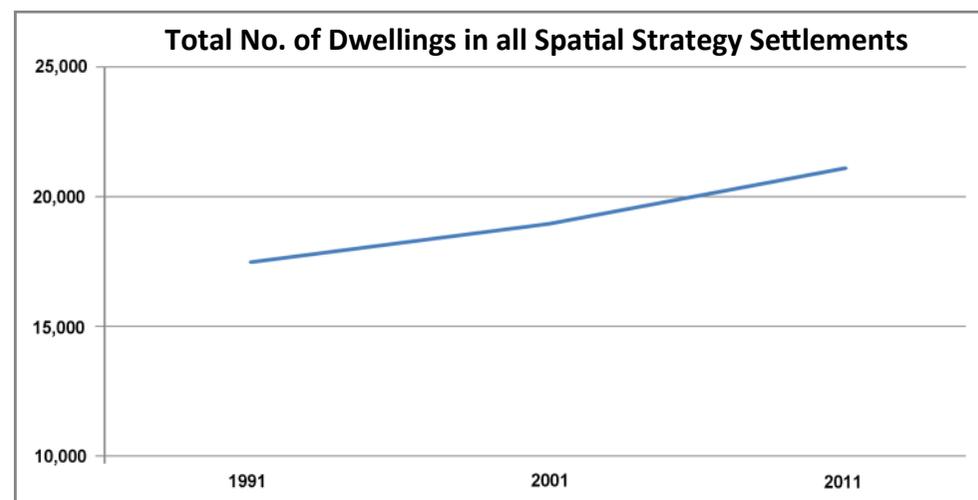


## Section 5: Housing

Craven's population continues to grow and change through a combination of births, deaths and people moving in and out. At the same time, the number of households in Craven continues to increase and the local housing stock expands to accommodate them.

Information<sup>1</sup> about this growth and change indicates that, in the future, there is likely to be:

- Slow, gradual, steady growth in the overall population;
- An increasing proportion of people aged over 65;
- A stable proportion of people aged between 45 and 65;
- A decreasing proportion of people under 45, including children;
- A reduction in the average size of households;
- A shrinking labour-force;
- Potential for higher housing numbers to create a more balanced population and a more stable labour-force;
- Potential for lower housing numbers to bring population decline;
- A requirement for at least 2,400 new homes over the next 15 years of the plan period, representing an average annual building rate of 160 dwellings per annum.



<sup>1</sup>Compiled, presented and referenced in the council's Shaping a Spatial Strategy and Housing Figure Discussion Paper (August 2012) and the background paper Towards a Locally Determined Housing Target (July 2012)

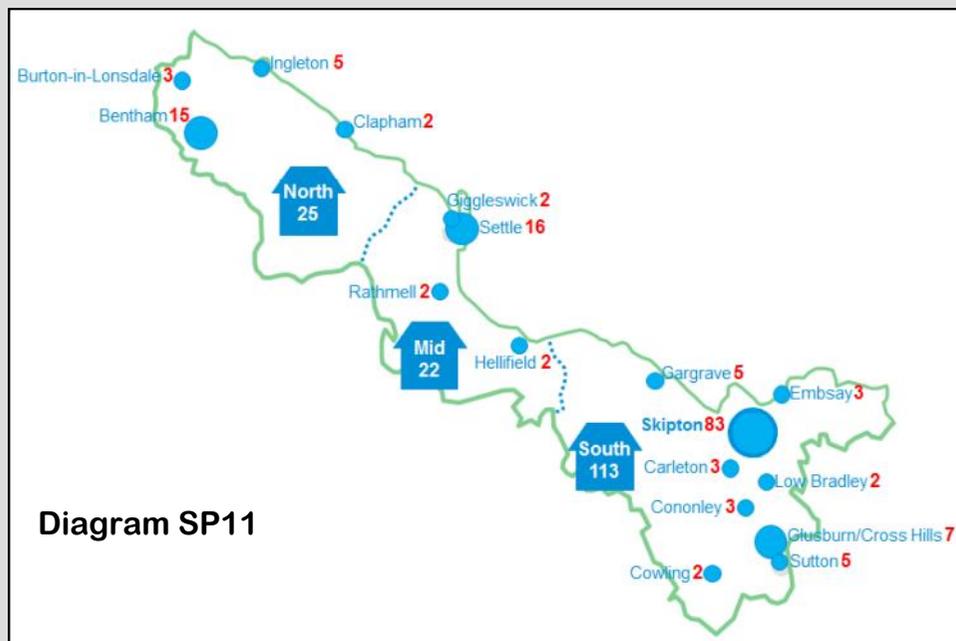
## SP11: Housing Growth



## Section 5: Housing

Craven's housing stock will grow in line with increases in the number of people and households in the area. This will ensure that local housing requirements are met and the choice of housing in the local area is improved. Over the next 15 years of the plan period, a minimum of 2,400 new homes will be provided, within the plan area, to meet local housing requirements—this will equate to an average annual building rate of 160 dwellings per annum (dpa).

Those new homes will be provided in the locations and in the numbers shown in Table SP11 (opposite) and Diagram SP11 (below).



**Table SP11 Dwellings per Annum**

North Sub-Area 25	Burton-in-Lonsdale	3
	Ingleton	5
	Bentham	15
	Clapham	2
Mid Sub-Area 22	Giggleswick	2
	Settle	16
	Rathmell	2
	Hellifield	2
South Sub-Area 113	Gargrave	5
	Embsay	3
	Skipton	83
	Carleton-in-Craven	3
	Low Bradley	2
	Cononley	3
	Glusburn & Cross Hills	7
	Sutton-in-Craven	5
	Cowling	2
	Plan Area Total	

## New Homes



## Section 5: Housing

The new homes needed for our growing population can be provided in a variety of ways—from small projects providing single houses to large projects providing residential estates. Local housing requirements, set out in policy SP11 above, represent the minimum number of new homes needed in Craven 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 local plan sites are where the bulk of Craven's housing development will take place and are shown on the local plan map.

Whilst local plan sites should take care of our basic minimum housing requirements, other opportunities may come along to provide additional homes in a sustainable way. Such windfall opportunities will provide additional housing growth above our basic needs, will help to improve the supply of housing in the local area and will help to secure economic, social and environmental benefits.

By their nature, windfall proposals will be somewhat unpredictable and it is important, therefore, for this local plan to establish what may be acceptable. First of all, the amount and location of windfall 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, windfall proposals must help to achieve sustainable development and our economic, environmental and social goals.

In terms of amount, additional windfall growth of up to 10%, on top of the basic local housing requirement, should provide a significant and sustainable boost to the local housing supply. The number of windfall

homes to be added to individual towns and villages will need to be in scale with the place, so that growth feels natural and steady.

In terms of location, windfall homes will need to fit in with the look and feel of places, including natural and built elements of the local environment, the landscape setting and the relationship between built-up areas and the countryside. Green space is to be avoided, especially if it has a particular value to the local community.

Housing developments will need to follow the principles of good design and create a better network of enjoyable public realm with footpaths, cyclepaths and open spaces that can be used for play, recreation, socialising and biodiversity. 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, low-cost market housing, homes for rent and homes for families, one-person households, elderly people and people with disabilities.

## SP12: New Homes



## Section 5: Housing

Local housing requirements (set out in policy SP11, above) will be met by new homes built on local plan sites, which are sites identified in the local plan and shown on the local plan map. Additional housing growth will be achieved on windfall sites.

New homes built on local plan sites will:

- be built at the densities and in the numbers needed to fulfil local housing requirements and to fit in with the location's character;
- include affordable housing in line with current evidence of local housing needs, local wage levels and the economic viability of development
- be a mixture of types, sizes and prices to help ensure that most households have an opportunity to find the right accommodation in the right location; this mixture will include homes for rent, low-cost market housing and accommodation for families, one-person households, elderly people and people with disabilities.

New homes built on windfall sites (windfall homes) will help achieve plan-led, sustainable development in the following ways:

- In any parish where local plan sites are identified, windfall homes may add up to 10% to the planned average annual building rate for that parish.
- In any parish where local plan sites are not identified, windfall homes may add up to 0.5% per year, on average, to the number of existing homes in that parish (using the 2011 national census as a base-point). This will grow the parish housing stock by up to 10% over the

next 15-20 years.

- Windfall homes will be built to cater for the needs of individual settlements, so that each place may grow steadily and naturally in a way that maintains its good aspects and adds new aspects that make the place better. Important considerations will be:

Location – New homes will relate well to existing built-up areas, will fit in with the look and feel of the settlement and its landscape setting and won't take-up green space that's valued by the local community;

Number – The number of new homes built on individual sites will be in scale with the settlement, so that growth feels steady and natural;

Design – New homes will look like they belong and are part of the settlement, but will also show progress and add something new to the history of the place;

Green Infrastructure – New homes will be built with new green infrastructure and developments will help to grow the amount of green space in the settlement.

# Affordable Housing



## Section 5: Housing

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 house prices and local incomes. The 2011 North Yorkshire Strategic Housing Market Assessment (SHMA) revealed that in Craven, the income required to purchase entry level or first time buyer type properties<sup>1</sup> is £45,566, however the average median household income levels across Craven is only £22,100. The assessment also indicated that in Craven there is a net annual affordable housing need of approximately 218 dwellings per annum over the 5 year period from 2012 to 2016. The vast majority of the annual affordable housing need identified is estimated to arise outside the Yorkshire Dales National Park, as the sub-area analysis in the 2011 SHMA indicates a gross annual affordable housing need of 7 dwellings a year in the National Park. The assessment of affordable housing needs in Craven will be reviewed and updated periodically to ensure that the evidence of affordable housing need remains up to date. An updated assessment of affordable housing needs in Craven (2015 to 2020) is currently being commissioned by the Council jointly with Harrogate Borough Council.

To address the issue of a shortfall in affordable homes across Craven, increasing the supply of new affordable homes is a priority for this 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 developer contributions on new housing sites, which are usually managed by Registered Housing Providers (e.g. housing associations), the provision of Rural Exception Sites and the use

of financial contributions to improve and make more effective use of the existing housing stock. In addition to increasing the supply of new affordable homes, the District Council, North Yorkshire County Council and Registered Social Landlords/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 employment policies of this Plan also seek to enable more people who work in Craven to be able to live in the District, by promoting opportunities for better paid jobs.

Affordable housing can comprise a number of different types of accommodation ranging from social rented and affordable (sub market) rent products, to intermediate tenures such as shared equity (shared ownership and equity loans) and discounted sale housing. 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 is provided to help to address the range of needs of different households.

Despite the scale of affordable housing need in Craven, the Council cannot insist that all new homes are built in the future are built as affordable dwellings. 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.

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<sup>1</sup>These are typical types of properties that are also known as lower quartile homes referred to in the 2011 SHMA.

# Affordable Housing



## Section 5: Housing

The scale of need revealed by the existing Strategic Housing Market Assessment 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.

Viability assessment work 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.

The Council will aim to secure affordable housing provision on-site, to include a mix of social rented, affordable rent and intermediate affordable tenures that reflects the needs of local communities. The 2011 SHMA suggested that a significant proportion of affordable housing tenure needed in Craven is for affordable rented homes, but that intermediate

affordable homes (such as shared equity, shared ownership, discounted homes for sale and intermediate rent) could also play an important role in improving housing choice and addressing an element of housing need. 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.

In terms of property size for affordable homes, the 2011 SHMA revealed that the greatest shortfall across Craven is in smaller homes for newly forming households including the growth of elderly households with a smaller number of larger homes to meet the needs of households as they grow.

A Supplementary Planning Document will be produced to outline the limited circumstances where off-site contributions or financial contributions would be considered wholly in lieu of on-site provision. The basis of the calculation for off-site contributions in lieu of onsite provision will be the difference between a Registered Social Landlord's acquisition price and the open market value of an equivalent dwelling in the locality.

This Plan also seeks to secure financial contributions towards affordable housing from small sites below the on-site policy threshold. Contributions will be negotiated on the basis of  $(X\%)^2$  of the private sales revenue of a scheme. Reduced contributions will only be sought where it can be demonstrated that such a scheme is likely to be unviable.

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<sup>2</sup>Viability evidence on appropriate level of contribution from small sites to be finalised.

# Affordable Housing



## Section 5: Housing

Off-site contributions and the financial contributions generated from small schemes below the on-site threshold will be pooled 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 or to support a programme of Landlord Improvement Grants and Loans designed to bring empty properties back into use or to provide shared housing/House 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<sup>3</sup> 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.

Historically, national and local policies have supported Rural Exception Sites as sites providing 100% affordable dwellings. 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 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 this Plan to encourage the release of sites through the inflation of land values.

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.

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<sup>3</sup>Rural 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.

## SP13: Affordable Housing



## Section 5: Housing

Local affordable homes that are needed in the plan area will be delivered by:

- Negotiating with developers and landowners to secure a proportion of new housing development to be provided as affordable units;
- Supporting Registered Social Landlords in bringing forward wholly affordable schemes within Craven's market towns and villages;
- Supporting in principle, the release of 'Rural Exception Sites'.

Affordable homes will also be provided in conjunction with landlords 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**

The Local Planning Authority will seek the provision of 40% of new dwellings as affordable housing on-site as part of developments of 5 dwellings or 0.2 ha or more. Where the on-site contribution does not equate precisely to whole numbers of units, equivalent financial contributions will be sought.

Below the threshold of 5 dwellings/0.2 ha, a pro-rated financial contribution will be sought from all new residential development, where this is viable.

In negotiating schemes the Local Planning Authority will look to maximise provision to achieve these targets, having regard to the circumstances of individual sites and scheme viability. Developers will be expected to conduct negotiations on an 'open book' basis.

The size, type and tenure of affordable units will be expected to reflect the affordable housing needs in the locality. Affordable housing contributions should comprise both social and affordable rent tenures as well as intermediate tenure types. Off-site provision in lieu of on-site contributions will

only be supported where it is agreed that this is preferable in terms of management arrangements or where there are clear advantages or overriding reasons for contributions in lieu of provision on-site.

Proposals which involve the sub division of a site or that propose the development of a site which does not reflect an efficient use of the site or utilise its full potential as a means of avoiding the thresholds in this policy, will be resisted.

The provision of affordable housing will be secured using a condition which seeks to ensure that the units provided are maintained in perpetuity for households in affordable housing need.

### **Rural Exception Sites**

Proposals for affordable housing schemes for all settlements in the plan area (except Skipton) will be supported where:

- A scheme will help to meet but not exceed proven local need;
- The site is small and is physically and visually well related to the settlement;
- The affordable homes provided are available to households in local housing need in perpetuity.

A limited number of market homes will be allowed as part of Rural Exception Sites where it can be demonstrated that:

- 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 locality; and
- The market homes proposed are the minimum number required to achieve viability in the absence of public subsidy or reduced public subsidy.

## Gypsies, Travellers and Showpeople



## Section 5: Housing

This local plan aims to address the local housing requirements of all communities, including gypsies, travellers and showpeople 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.

Within Craven there is the following existing supply of gypsy and traveller sites. This existing supply is made up of privately owned sites in the following locations:

- **Bold Venture, Keighley Road, Skipton**  
An authorised caravan site with permanent planning permission, accommodating eight single pitches and one mobile home
- **Clay Barn, Burton-in-Lonsdale**  
An authorised caravan site for one household, with temporary planning permission until 2015, accommodating one touring caravan and one mobile home
- **The Paddock and Stables, Keighley Road, Skipton**  
An unauthorised site accommodating nine pitches

In terms of additional future provision current evidence suggests that one pitch may be needed at Clay Barn, Burton-in-Lonsdale, because the need for a pitch is likely to continue beyond 2015 when the temporary planning permission expires.

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 more formal arrangements—such as the development of

permanent transit sites—are unlikely to be necessary, there may be opportunities for travellers, the district council and parish councils to collaborate on better management. 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.

Whilst the existing housing requirements of gypsies, travellers and showpeople 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 gypsies, travellers and showpeople will be kept under review using the best and most up-to-date evidence available.

## SP14: Gypsies, Travellers and Showpeople



## Section 5: Housing

The housing requirements of gypsies, travellers and travelling showpeople will be met by maintaining an adequate supply of sites for them to occupy, in line with current evidence of existing and future need. Development of a site within that supply for any other purpose will be resisted, unless:

- Current evidence shows that the site is not needed; or
- The development proposal makes provision for an equivalent replacement site of an equal or better standard.

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

- Occupiers of the site would have access to local services and facilities, including public transport;
- The site is of sufficient size to enable good design, layout, spacing, facilities, amenity space and parking;
- The proposal and neighbouring land uses are compatible and the proposal relates well in scale and location to neighbouring settled communities;
- The proposal includes good access to the public highway and adequate space within the site for parking and turning vehicles;
- The site is or can be connected to all necessary utilities and infrastructure; and
- Occupiers of the site and their belongings are not exposed to

unacceptable flood risk.

## Business Growth



## Section 6: Economy

Plans and strategies of Craven District Council, North Yorkshire County Council and the two Local Enterprise Partnerships (LEPs) that include Craven are consistent in aiming to enable business growth to create jobs, help people move from lower paid to higher paid jobs and ensure the long term stability of the local economy.

Supporting a growing and diverse economy is a fundamental part of long-term economic resilience within the district. Positive characteristics supporting economic growth in Craven are a broad mix of businesses and a significant presence of local businesses in certain industries with strong potential for growth. These include creative and digital media, advanced manufacturing, life sciences and business services<sup>1</sup>.

There are sizeable established business and industrial areas at Ingleton, Bentham, Settle, Gargrave, the west and south of Skipton, Cononley, Cross Hills and Broughton Hall. Broughton Hall Business Park is a cluster of over 50 companies providing high quality employment opportunities in refurbished rural buildings within a 3000 acre rural estate. The protection of existing employment areas identified on the local plan maps are important to local jobs and the stability of the local economy. Occupancy rates are high and local businesses tell us that the choice of sites and premises in the district is restricting the growth and modernisation aspirations of local businesses. However, there are pressures for land use change at established employment areas.

Craven has a highly skilled and qualified resident population, highly regarded local schools and significant out migration of younger people to attend university. It has higher house prices but lower wages from local jobs than many nearby areas outside North Yorkshire. A lot of commuting for work and education takes place to and from Craven and West

Yorkshire and Lancashire. Unlike in Craven, the working age population in adjoining Bradford District is growing. The south sub-area has particular strengths in the combination of Craven's exceptional environmental quality and links with the Leeds and Manchester City Region economies.

It is important that new employment development addresses issues around low local wages and commuting by supporting people being able to live and work locally. This could include combined living and working in sustainable locations. There is potential to realise innovative new workspaces at locations along the Leeds and Liverpool canal.

There are particular strategic transport infrastructure pressures concerning commuting to work between Craven and other areas as well as HGV movements through Craven. There is potential for congestion mitigation and capacity improvements in relation to transport routes connecting Craven with West Yorkshire. This includes potential for a new railway station at Cross Hills and improvements to car parking, pedestrian and cycle links to existing railway stations. Transport connectivity improvements could enhance economic links between Craven and opportunities and skills in Lancashire, Cumbria and Greater Manchester.

<sup>1</sup>Experian / BBC Local Growth Research 2012.

<sup>2</sup>Shaping a Strategy for Employment Land in Craven, Draft Discussion Paper, May 2013

## SP15: Business Growth



## Section 6: Economy

The local economy will be supported to grow, diversify and generate new employment and productivity opportunities. The local plan supports:

- The protection of existing business, industrial, storage and distribution sites for these uses except where it is clearly demonstrated that there is no reasonable prospect of a site being retained for such purposes;
- Employment growth within the built-up areas of towns and villages where proposals are compatible with the scale and nature of the surroundings;
- Sustainable growth of the existing employment cluster at Broughton Hall Business Park;
- 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.



The growth and modernisation aspirations of local businesses is restricted by a lack of capacity at existing business parks and industrial estates to accommodate new workspace, equipment and production processes<sup>1</sup>. The re-use of existing buildings in towns and villages has delivered flexible workspaces suited to the needs of modern businesses such as at Settle Town Hall. But Craven also needs new employment land and premises to enable local businesses to grow, innovate and create jobs.

New employment land provision will be focused on the south sub-area. Studies tell us that prospects for business and job growth are greatest in the well-connected south sub-area where there are strong economic links with areas outside Craven<sup>2</sup>.

Distributing the majority of new employment land to the south sub-area aligns with the local plan strategy for housing growth to support people to live and work in the same area. However, the level of housing growth planned for Craven is not anticipated to result in growth of the working age population and unemployment is relatively low. So it is likely that job growth in the south sub-area will cause more in-commuting from nearby areas outside Craven. There is good public transport between the south sub-area and the districts of Bradford, Pendle and Burnley. Parts of these areas are characterised by growing populations of working age and higher unemployment than Craven.

The further north along the A65 in Craven, the greater the emphasis of the local economy on self-employment, very small firms employing less than 4 staff, and changing employment patterns in upland agriculture and small-scale manufacturing. A reasonable amount of new employment land is shown on the local plan maps close to the A65 at Ingleton (12 miles from junction 36 of the M6 motorway in Cumbria) and at Bentham, close to the train station and auction mart. As is the case with auction marts elsewhere,

there is potential for new business premises to realise synergies with the auction mart.

In the mid sub-area, up to 2 hectares of new employment land is identified at the south of Settle. New employment land provision at Settle is affected by local geography and further employment growth could be achieved on windfall sites. Current evidence on employment land requirements in the mid sub-area is not giving a clear or consistent picture of likely demand. It is possible that local businesses may experience growth greater than is forecast. This could demand new employment land beyond the 2 hectares allocated in Settle. It is important that the local plan strategy is sufficiently flexible to accommodate this, otherwise there is a risk of a loss of employment opportunities to other areas. It may be necessary to explore further opportunities for employment development around Settle should evidence be brought to bear that the town has additional employment growth requirements. At the current time potential employment sites are being explored by the Yorkshire Dales National Park Authority at nearby Giggleswick Quarry, Langcliffe Quarry and Horton in Ribblesdale.

Despite healthy demand from firms requiring new business premises, new employment development within the planning 'B use classes' faces particular viability pressures in Craven<sup>3</sup>. There are potential opportunities for the co-location and phasing of new housing alongside new employment areas to address infrastructure and site preparation viability challenges. Mixed use sites for new employment development alongside housing are shown on the local plan maps in Bentham, Settle, Gargrave, Skipton and Cononley.

<sup>1</sup>Shaping a Strategy for Employment Land in Craven, Draft Discussion Paper, May 2013.

<sup>2</sup>York and North Yorkshire Economic Assessment 2010

## SP16: New Land and Premises for Business



## Section 6: Economy

A strong mix of businesses throughout Craven will be enabled to grow and adapt to modern business practices by an improved choice of employment sites that positively support business, industrial, storage and distribution development in sustainable locations.

In order to positively address the needs of businesses, a portfolio of sustainably located employment sites (including some mixed use sites) will address market requirements. Provision is made on sites identified on the local plan maps for net additional employment land to accommodate development within the planning B use classes as follows.

- About 17 hectares of additional land in the south sub-area;
- About 6 hectares of additional land in the north sub-area;
- About 2 hectares of additional land in the mid sub-area.

Within the south sub-area net additional employment land will be spread as follows:

- About 9.5 hectares at a strategic business zone within a 16.4 hectare mixed use site in the south of Skipton in proximity to the A629 bypass;
- Elsewhere in Skipton, about 9.8 hectares of new provision and the change of use of some sites in inner Skipton. After taking into account the anticipated loss of existing employment land to other uses, this results in a net additional provision of 6.3 hectares;
- About 5.6 hectares of additional land for new employment uses elsewhere in the south sub-area. This includes 1 hectare on mixed use sites at Gargrave and 4.6 hectares at Skipton Rock Quarry. No loss of employment land is anticipated at Cononley Mill but Hayfield Mill,

Glusburn is identified for a loss of employment land in some of its the curtilage and longer term conversion opportunities at the mill itself. This results in a net additional provision of 1.2 hectares.

## Strategic Employment Site



## Section 6: Economy

The largest existing concentrations of business clusters and employment areas in Craven are at the south of Skipton. Land supply and viability evidence indicates that a site adjacent the A629 bypass southwest of Skipton is the only site demonstrating realistic delivery for a sizeable new business park in the south sub-area.

The attractive landscape setting and proximity to services and transport choices make the site suitable for business clusters to flourish and accommodate well paid jobs required to afford local housing.

Unemployment in Craven is generally low but parts of south and west Skipton suffer from problems of overall deprivation<sup>1</sup> and could benefit from nearby investment and new employment opportunities.

Craven's labour force is not anticipated to grow over the next 15 years. Some nearby areas outside Craven are characterised by growing populations of working age and relatively high unemployment. Skipton Railway Station is the terminus for regular commuter trains on the Airedale line from some such areas in Bradford District. There are also regular bus services from Broughton Road near the railway station to Pendle and Burnley.

A strategic employment site in the south of Skipton could realise the south sub-area's business growth potential whilst being accessible by a choice of transport modes to those areas within and outside Craven with the most capacity for employment growth. Good access to a large supply of skilled labour beyond Craven would be an advantage for businesses locating on the site.

As the main strategic location for business growth in Craven District,

about 9.5 hectares of land is identified in Skipton for the creation of a new business zone with new road access to the A629 bypass. Site infrastructure will be phased and funded alongside 160 new homes and strategic green infrastructure on the remainder of the 16.4 mixed use designation on the local plan maps. This will support access across a choice of transport modes including attractive and dedicated pedestrian and cycle routes to Skipton Railway Station.

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<sup>1</sup>ONS index of multiple deprivation

## SP17: Strategic Employment Site



## Section 6: Economy

A 9.5 hectare strategic employment site in the south of Skipton is shown on the local plan maps as part of a 16.4 hectare mixed use development site.

The strategic employment site will enhance Skipton's profile and reputation as a well-connected business location within the Leeds City Region. It will grow and flourish in a sustainable way to improve the local economy and help local people move from lower paid to higher paid jobs. This will be achieved by:

- A new business zone that capitalises on its attractive landscape setting by providing a distinct business and workplace destination for uses within the planning B use classes supporting well paid jobs.
- A new link road to the A629 bypass that would take HGV traffic away from the town and connect Carleton Road to the bypass.
- Strategic green infrastructure to include dedicated pedestrian and cycle routes between the business zone and Skipton Railway Station and open space to protect the tranquillity of the adjacent crematorium.
- Compatible ancillary commercial uses which are outside the planning B use classes being limited in scale.

## Rural Economy



## Section 6: Economy

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, 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.

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—one obvious example being the potential negative impact of development on the character of the countryside and another being the relatively poor transport links available.

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 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.

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. Local food production, 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 local plan needs to support such endeavours, in ways that achieve the overarching aim of sustainable development. Because 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.

## SP18: Rural Economy



## Section 6: 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:

- Enabling enterprise, welcoming innovation and supporting economic development proposals that will benefit the local economy, environment and quality of life;
- 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;
- Helping rural businesses to succeed, grow and expand, by working with them co-operatively and proactively, so that development proposals can be supported wherever possible;
- 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;
- Acknowledging the potential sustainability benefits of people being able to live and work locally, and supporting proposals for combined living and working in sustainable rural locations;
- Ensuring that proposals for development—of the types described and supported in principle above—will succeed in preserving the character of the countryside and landscape, and in achieving sustainable development overall.

# Tourism



## Section 6: Economy

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. Craven succeeds in attracting visitors for a variety of reasons, but the character and appeal of its landscapes, villages and market towns is of fundamental importance.

Growth in tourism needs to be supported in a sustainable way, so that environmental and social benefits accompany economic benefits. Vibrant town-centres, active recreation, rich biodiversity, beautiful landscapes and well-preserved historic places are not only attractive to visitors, but beneficial to local communities as well. Sustainable growth in tourism can offer all of these benefits and promote a better understanding and appreciation of the natural and built environment, which in turn will help to maintain these finite resources for future generations.

Tourism naturally extends beyond the towns and villages of Craven and into the open countryside; existing tourism businesses are already located in more remote rural areas; and it is likely that new opportunities for growth in tourism will continue to arise in those areas. Therefore, whilst there may often be opportunities for sustainable growth in tourism within the area's towns and villages, opportunities may also arise in more remote locations. This plan therefore needs to support sustainable growth in tourism across the plan area and not just in the largest settlements—to do otherwise would be to unfairly restrict economic, environmental and social opportunities, and to hinder growth and diversity within the rural economy.

This plan's general support for sustainable growth in tourism does not mean support for any and all tourism-related development proposals that may come forward. Individual proposals will need to accord with

other relevant policies of the plan, promote relevant plan objectives and achieve sustainable development.

## SP19: Tourism



## Section 6: Economy

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:

- Enabling established tourist destinations to become even better through the development of new and improved facilities;
- Helping up-and-coming tourist destinations to establish themselves and become successful;
- Recognising opportunities to bring tourism into new areas that have untapped potential;
- Acknowledging the range of sporting, recreational, cultural and leisurely activities that people may wish to engage in as tourists;
- Ensuring that tourism development provides easy access to the network of public footpaths, cycle routes and public transport services in the area and, wherever possible, secures the improvement and expansion of that network;
- 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 – the “synergies of co-location”;
- Identifying key locations<sup>1</sup>, on the key diagram or local plan map, which may be particularly suitable for tourism development and may offer opportunities for co-location with other businesses;
- Ensuring that the benefits of tourism growth – to the economy, environment and quality of life – are felt as broadly as possible within

local communities;

- Encouraging local communities to promote their own sustainable tourism projects through neighbourhood planning.

<sup>1</sup>Key locations identified on the key diagram or local plan map:

Bolton Abbey – village area

Ingleton – viaduct area

Gargrave – canal area

Skipton – railway station area

## Retail and Town Centres



## Section 6: Economy

Craven's rural market towns and larger villages provide a range of shopping, leisure and local services to residents living locally and in surrounding rural communities. They are attractive places in which to live, work and play but cannot rely solely on their resident population and that of nearby communities. Craven's market towns and villages attract new and regular visitors and tourists from beyond Craven with their historical attributes, scenic backdrops, gateway locations to the Yorkshire Dales / Forest of Bowland, events calendars and transport links to larger towns and cities. Craven residents also patronise larger centres outside the district for many higher order / comparison purchases.

Skipton, Settle and Cross Hills are part of a sub regional retail network with towns and cities in West Yorkshire, East Lancashire and Harrogate district. Skipton town centre's distinct offer complements the nearby centres of Keighley, Colne, Harrogate, Bradford and Leeds. Skipton, Settle and Cross Hills have good public transport connectivity with these centres (with the exception of Harrogate) and new regional shopping centre developments close to Bradford and Leeds train stations. Bentham and Ingleton are in a retail network with cities and towns in Lancaster and South Lakeland districts although public transport from Craven to these centres is significantly less frequent.

The success, broad appeal and resilience of Craven's town centres is associated with a predominance of independent and multiple retailers accompanied by a diverse and complementary mix of other main town centre uses, including at the busiest frontages. Historic buildings are commonly occupied by independent retailers and food and drink uses, particularly in the case of small and multi-level premises, or by a range of other main town centre uses in the case of larger buildings.

Other main town centre uses apart from retail are retail warehouse clubs and factory outlet centres, leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, cafes, bars and pubs, night-clubs, casinos, health and fitness clubs, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Although not a main town centre use, further education is an existing use within Craven's primary shopping frontages and has potential for synergies with main town centre uses in the context of maintaining an appealing offer for younger age groups. Car parks, public space, public transport facilities and other community premises also play an important part in underpinning the vitality and viability of successful town centres and villages in Craven. Environmental improvements, such as improvements to surfaces and signage could do much to enhance the appeal of town and large village centres having regard to the locally ageing populations of their immediate catchment areas.

As by far the largest town centre in Craven, Skipton provides a cherished mix of independent and national multiple stores for its residents and those living within a large catchment area relative to the town's size. Skipton will continue to function as Craven's main comparison shopping centre and main destination for leisure, entertainment and cultural activity. Its primary shopping frontages line a high street that was crowned 'Great Street of the Year 2009' at the Academy of Urbanism Awards promoting inspired urban design and creative space-shaping. Its historic town centre area also includes attractive canalside recreation areas. The safe and welcoming environment provides opportunities for a broader range of family uses.

## Retail and Town Centres



## Section 6: Economy

With a square rather than a high street as its focus, smaller Settle town centre offers a distinct flavour and high quality offer in a mix of shops and services that serve an wide and sparsely populated rural hinterland including an extensive area of the Yorkshire Dales National Park.

The existing overall mix of uses in Skipton and Settle town centres would seem appropriate to maximising future vitality and viability. However, it is important to consider the evolving nature of retail and how town centres are used as well as opportunities and pressures presented by changing demographics, consumer demands and expectations. For example, the internet trading role of shops and services in Craven.

Bentham town centre has a compact local convenience and independent comparison offer. Although at the gateway to the Forest of Bowland and on the rail network, the town centre lacks the public recreation and social spaces that are integral to the destination offer in Skipton and Settle. Rather the compact town centre has more of a working feel and the central junction of Main Street with Station Road is a scene of frequent tight HGV movements. The weekly market, monthly farmers' market and nearby cattle market are important elements to its continued vitality and there are synergies between a significant number of banks, the use of other facilities and shops.

Main Street in Cross Hills caters for the everyday comparison needs of local residents of South Craven including Glusburn and Sutton-in-Craven. It does not have a range of outlets and goods to satisfy all comparison needs, particularly higher order purchases. Like Bentham, the centre could benefit from traffic management and public open space improvements. Despite anticipated household growth in nearby areas of Bradford District, given the proximity of shopping facilities available in Skipton and Keighley, the centre does not have significant potential for retail growth.

Ingleton village centre has distinct visual topographical attributes and is close to popular tourist attractions in the Yorkshire Dales National Park. The existing retail

offer is limited mainly to small independent shops offering both services and goods to the north sub area and national park communities as well as niche / tourist shopping. There is potential for enhancing the overall destination offer, vitality and viability of the centre, public spaces and traffic / parking management.

Retailing provides significant employment in Craven. Forecasting based on past trends and national assumptions on growth sectors of the economy suggests that Craven District will see 1% employment growth between 2014 – 2024 in retail / wholesale and 6% employment growth over the same period in the accommodation, food services and recreation sector. Subject to updated evidence informing the need to expand town centres, there is limited potential for specified amounts of new convenience and comparison retail sales floorspace in Skipton over the local plan period. The estimated additional floor space provision required for retail growth is X sq m in Skipton.

Natural geography affects the expansion potential of Skipton and Settle town centres. Both centres have seen recent redevelopment of previously under-used space. New development has recently been brought forward around Skipton Town Hall. The area around the Skipton Railway Station (site allocation reference X) that is well connected to the town centre has potential to accommodate new main town centre development that cannot be accommodated in the town centre area or edge of town centre locations. For centres other than Skipton, evidence is less categorical so it is beneficial to allow flexibility for creative proposals that offer something currently unavailable.

## SP20: Retail and Town Centres



## Section 6: Economy

The retail hierarchy<sup>1</sup> of Craven is:

- Skipton town centre
- Bentham and Settle town centres
- Main Street, Cross Hills
- Ingleton village centre

Retail development that enhances consumer choice, vitality, viability and the distinct character of the defined main shopping area of Skipton and the other centres in the hierarchy will be supported.

The nature, scale, display frontage, signage and lighting of any development will be in keeping with the role and function of the centre in which it is situated. The display of illuminated box fascia signs with background illumination will be resisted in centres in the retail hierarchy.

Retail development outside centres in the retail hierarchy will be small scale, sited in established villages and enable local people to meet their daily needs for shopping within walking distance of their homes, and meet demand for local produce. Where such proposals are larger than 500sq m gross floorspace, an impact assessment will be required to ensure protection of the vitality and viability of town centres and villages.

Within the centres listed in the retail hierarchy, support will be given to development other than retail including main town centre uses and further education, provided that the proposal:

- Sustains and enhances the range and quality of provision, and the vitality, adaptability and viability of the centre;
- Would not harm the function of the centre, particularly its shopping

function (including markets), cultural, evening economy and tourism functions;

- Is in keeping with the scale and character of the centre and responds to the existing historical grain, routes and permeability;
- Maximises opportunities for enhancing public space and improving accessibility for older and disabled people;
- Is readily accessible by walking and cycling and facilitates permeability and circulation on foot and by bicycle to and from the centre.

Within defined primary shopping frontages, ground floors will be retained predominantly for a retail purpose. Proposals for main town centre uses and further education at ground floor level within a primary shopping frontage will be supported provided that the proposal, including any committed planning permissions, would retain the predominant retail element within the frontage and that there is no impact on the vitality and viability of the centre as a whole. Proposals for other uses at ground floor level will not be permitted.

Proposals that improve markets, traffic management, car parking, pedestrian circulation or public / social space will be supported. The redevelopment of any car park areas will consider whether it is appropriate to make compensatory provision for the loss of spaces as part of the proposal.

<sup>1</sup>A hierarchy of retail centres according to their size, function and capacity. Centres within the hierarchy may fall within different retail networks, which extend beyond the plan area boundary.



This local plan has been produced against a background of changing regulatory, technological and social context for the provision of sustainable buildings and infrastructure. This includes changes to recognised standards, such as the abolition of the national code for sustainable homes, which is anticipated to lead to a changing role for planning policy, where the application of energy performance standards for new homes will become solely the remit of building regulations. Current government plans are for all new housing to be net zero carbon from 2016, which is to be achieved in the first instance on site and, where this is unfeasible or unviable, through off-site allowable solutions.

Climate change plans, programmes and strategies at international, national, Leeds City Region and local level set out energy hierarchies with reduced energy demand as the top priority. Sustainable design can help to achieve this—for example, heat loss and overheating can be reduced by the layout and orientation of buildings and the choice of building materials.

There are a number of small rural heat networks in the UK, normally biomass fuelled and centred around rural businesses, and it is possible that similar opportunities may arise in Craven. However, opportunities for large-scale heat networks of a strategic nature are limited and the local plan identifies no specific locations for such projects.

Planning obligations (section 106 agreements), which are entered into by developers as part of the development process, are an important way of ensuring that new development can be well integrated with existing places and communities. Contributions made through planning obligations can help to ensure that communities and places grow over

time in a sustainable way, helping to deliver the objectives, aspirations and strategy of the local plan. Contributions can be used to mitigate the impact of new development, to compensate for the loss of or damage to specific features, or to deliver prescribed forms of development.

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



Sustainable buildings, infrastructure and planning obligations will be an important part of Craven's growth, will help to achieve sustainable development overall and will be secured in the following ways:

- In general, the best possible environmental sustainability will be designed into development proposals; any provision of off-site allowable solutions will need to be justified on grounds of feasibility or viability and will need to accord with recognised definitions;
- Individual developments will help to achieve the best possible environmental sustainability by employing additional sustainability measures that are above and beyond those required as a minimum by recognised standards and building regulations—such measures will need to make a reasonably significant additional contribution and may include techniques of orientation and layout; exceptions may be made for small conversions and household extensions;
- Proposals for combined heat and power or heat networks will be encouraged and supported wherever possible, and their potential contribution towards achieving the best possible environmental sustainability will be fully acknowledged;
- Planning obligations will be entered into, as necessary, where development proposals give rise to the need for new or improved infrastructure, facilities or services or environmental improvements; contributions may be required on or off-site or via the payment of a financial contribution and their delivery may be linked to the phasing of development and co-ordinated in partnership with relevant bodies;
- Contributions secured through planning obligations may be pooled to

address needs or cumulative impacts arising from more than one development proposal;

- Development proposals will be resisted if they are likely to have any relevant and significant adverse impact that cannot be adequately addressed by a planning obligation or other acceptable means—for example, where serious concerns about the likely impact of development on the immediate or wider highway network cannot be resolved.



In parts of Craven, it's so difficult to access services that people living there are considered to be disadvantaged<sup>1</sup>. In particular, there are concerns about the ability of communities to access health services and social care—especially in the mid and north sub-areas. Services are located in settlements that are significant distances apart and public transport is limited. The provision of traditional services in sparsely populated rural areas is subjected to particularly strong viability pressures, and technological improvements, such as rural broadband, offer some opportunities for accessing services in new ways. 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 communities and make rural isolation more likely. This local plan needs to do what it can to address such problems.

Loneliness is a particular challenge faced by older people living in the nation's rural communities. It affects their health, wellbeing and quality of life and is felt most acutely in the over 80s age group. 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. Buildings and open spaces used by local communities are places of social interaction. This local plan needs to support the retention and improvement of such buildings and open spaces, and the provision of new ones, to help safeguard the social life of communities and to ensure that older people can benefit from human contact and avoid isolation and loneliness.

The following policy aims to promote the continuation and improvement of village services and facilities, such as shops, pubs, sports facilities, community buildings, meeting places and places of worship. This needs to be done by safeguarding existing services and facilities, securing the provision of new and better services and facilities and ensuring that services and facilities can modernise and grow in a sustainable way.

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<sup>1</sup>According to the Office for National Statistics (ONS)



Craven's community buildings and social spaces will be improved, and new ones will be created, to meet the needs of the local population as it grows and changes over time. This will be achieved in the following ways.

Existing buildings, open spaces, services and facilities that are used and valued by local communities will be safeguarded wherever possible—particularly from unnecessary and avoidable loss. Any development proposals that would result in the loss of such community assets will need to be fully justified on grounds<sup>1</sup> that:

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

Wherever possible, encouragement and support will be given to:

- Development proposals for or including new or improved community buildings or social spaces, so long as the scale of development is in

keeping with the location and the proposed assets are well-located and accessible, and serve the needs of the local community;

- Innovative schemes for sustaining or improving community buildings, open spaces, services and facilities, including opportunities to secure benefits from locating new community assets with or alongside other forms of development;
- Development proposals for or including public realm enhancements that provide or improve places of recreation and social interaction;
- The neighbourhood planning efforts of local communities wishing to bring forward their own projects for community buildings and social spaces.

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<sup>1</sup>Justification may need to be provided on grounds that cover more than one bullet point. The actual extent of justification required will depend on the circumstances of individual cases and should be discussed with the council.

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## Plan Area Map



## Section 8: Local Plan Map

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[A policies map showing the entire plan area, relevant designations and the location of inset maps is to be compiled and inserted here]

## Inset Maps



## Section 8: Local Plan Map

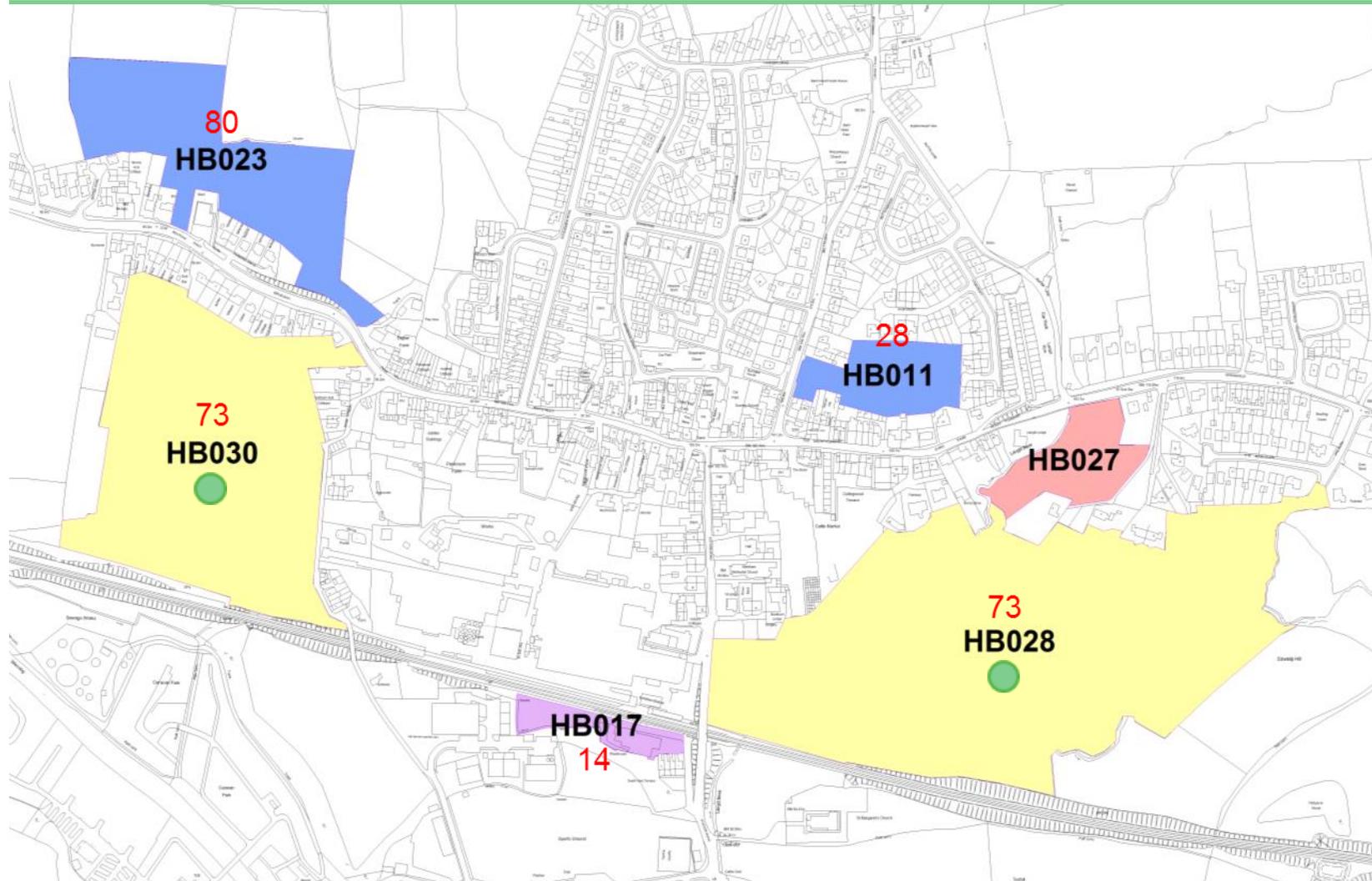
The following inset maps show local plan sites, which are earmarked to provide housing, employment or a mixture of both, and which are referred to in relevant strategic policies contained within preceding sections of the local plan:

- Sites earmarked for housing are covered by strategic policy SP12: New Homes
- Sites earmarked for employment are covered by strategic policy SP16: New Land and Premises for Business
- Sites earmarked for a mixture of housing and employment are covered by both SP12 and SP16.

# Inset Maps



# Section 8: Local Plan Map



**High Bentham Inset Map:**  
Draft Local Plan Sites

- Housing
- Housing – only part of site required
- Housing – other options
- Employment
- Mixed – housing and employment
- Potential for strategic open space

**50** Number of dwellings (figures in red are a preliminary estimate for each site)

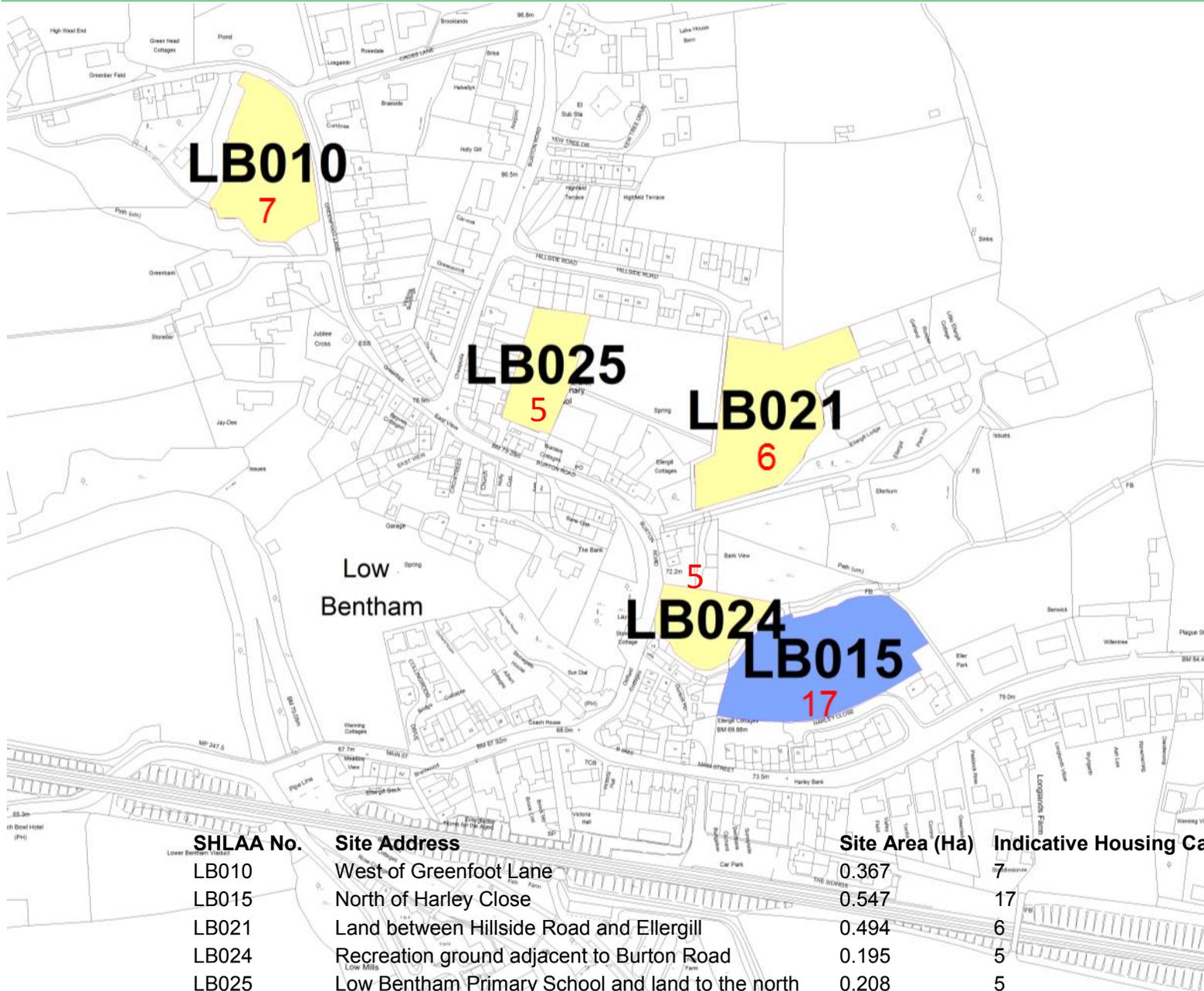
Scale 1:6,000 at A4 (approx)

SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
HB011	Primary school, east of Robin Lane, west of Lowcroft	0.962	28	29.1
HB017	West of Station Road, south of railway station	1.153	14	Mixed use
HB023	North of Low Bentham Road, rear of Furness Drive	3.143	80	25.5
HB027	Mount Pleasant	0.952	Employment	N/A
HB028	East of Station Road and south-west of Pye Busk	11.169	73	6.5
HB030	Land off Duke Street	6.287	73	11.6

# Inset Maps



# Section 8: Local Plan Map



Low Bentham Inset Map:  
Draft Local Plan Sites

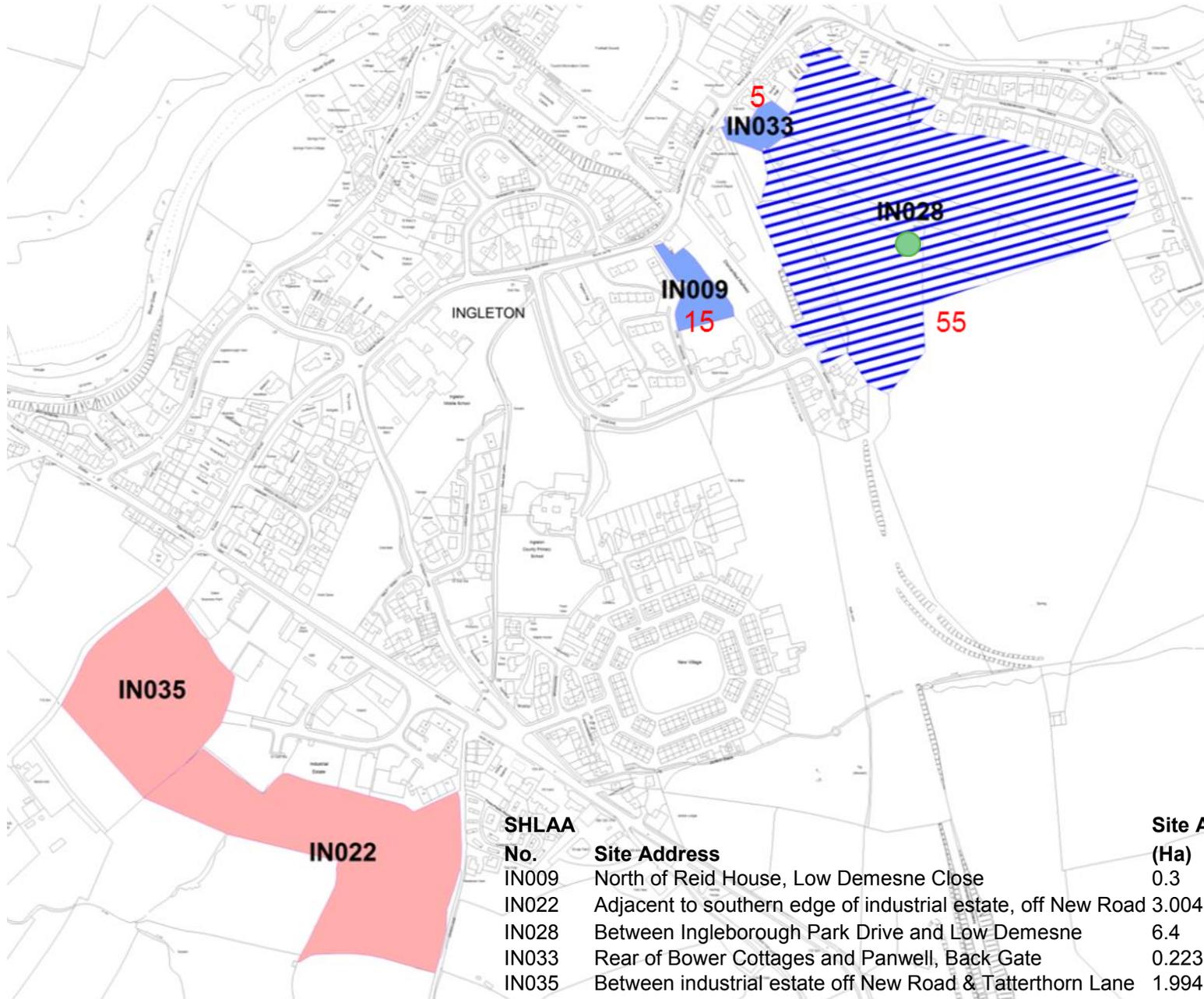
- Housing
  - Housing – only part of site required
  - Housing – other options
  - Employment
  - Mixed – housing and employment
  - Potential for strategic open space
  - 50 Number of dwellings (figures in red are a preliminary estimate for each site)
- Scale 1:3,500 at A4 (approx)

SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
LB010	West of Greenfoot Lane	0.367	7	19.1
LB015	North of Harley Close	0.547	17	31.1
LB021	Land between Hillside Road and Ellergill	0.494	6	12.1
LB024	Recreation ground adjacent to Burton Road	0.195	5	25
LB025	Low Bentham Primary School and land to the north	0.208	5	24

# Inset Maps



# Section 8: Local Plan Map



**Ingleton Inset Map:**  
Draft Local Plan Sites

- Housing
  - Housing – only part of site required
  - Housing – other options
  - Employment
  - Mixed – housing and employment
  - Potential for strategic open space
  - 50 Number of dwellings (figures in red are a preliminary estimate for each site)
- Scale 1:6,000 at A4 (approx)

**SHLAA**

SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
IN009	North of Reid House, Low Demesne Close	0.3	15	50.0
IN022	Adjacent to southern edge of industrial estate, off New Road	3.004	Employment	N/A
IN028	Between Ingleborough Park Drive and Low Demesne	6.4	55	8.6
IN033	Rear of Bower Cottages and Panwell, Back Gate	0.223	5	22.4
IN035	Between industrial estate off New Road & Tatterthorn Lane	1.994	Employment	N/A

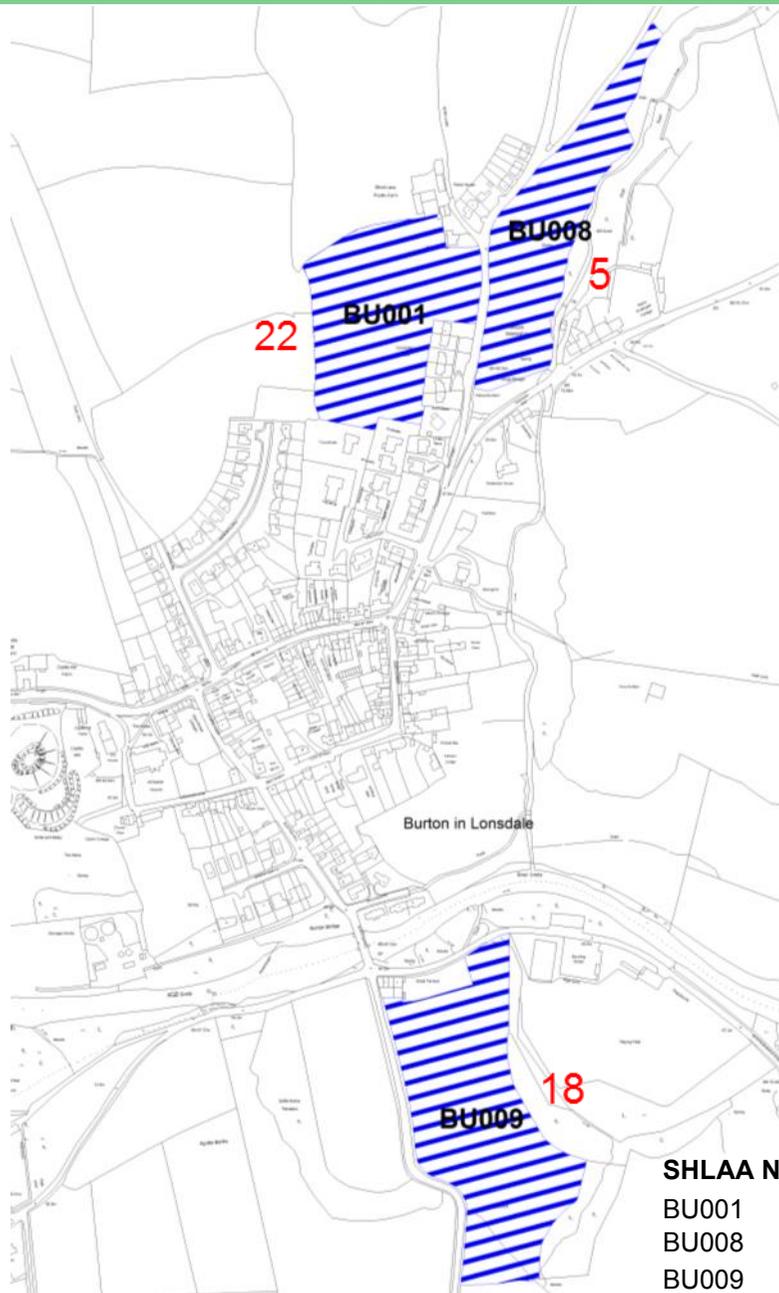
# Inset Maps



# Section 8: Local Plan Map

## Burton in Lonsdale Inset Map: Draft Local Plan Sites

-  Housing
  -  Housing – only part of site required
  -  Housing – other options
  -  Employment
  -  Mixed – housing and employment
  -  Potential for strategic open space
  - 50** Number of dwellings (figures in red are a preliminary estimate for each site)
- Scale 1:5,000 at A4 (approx)

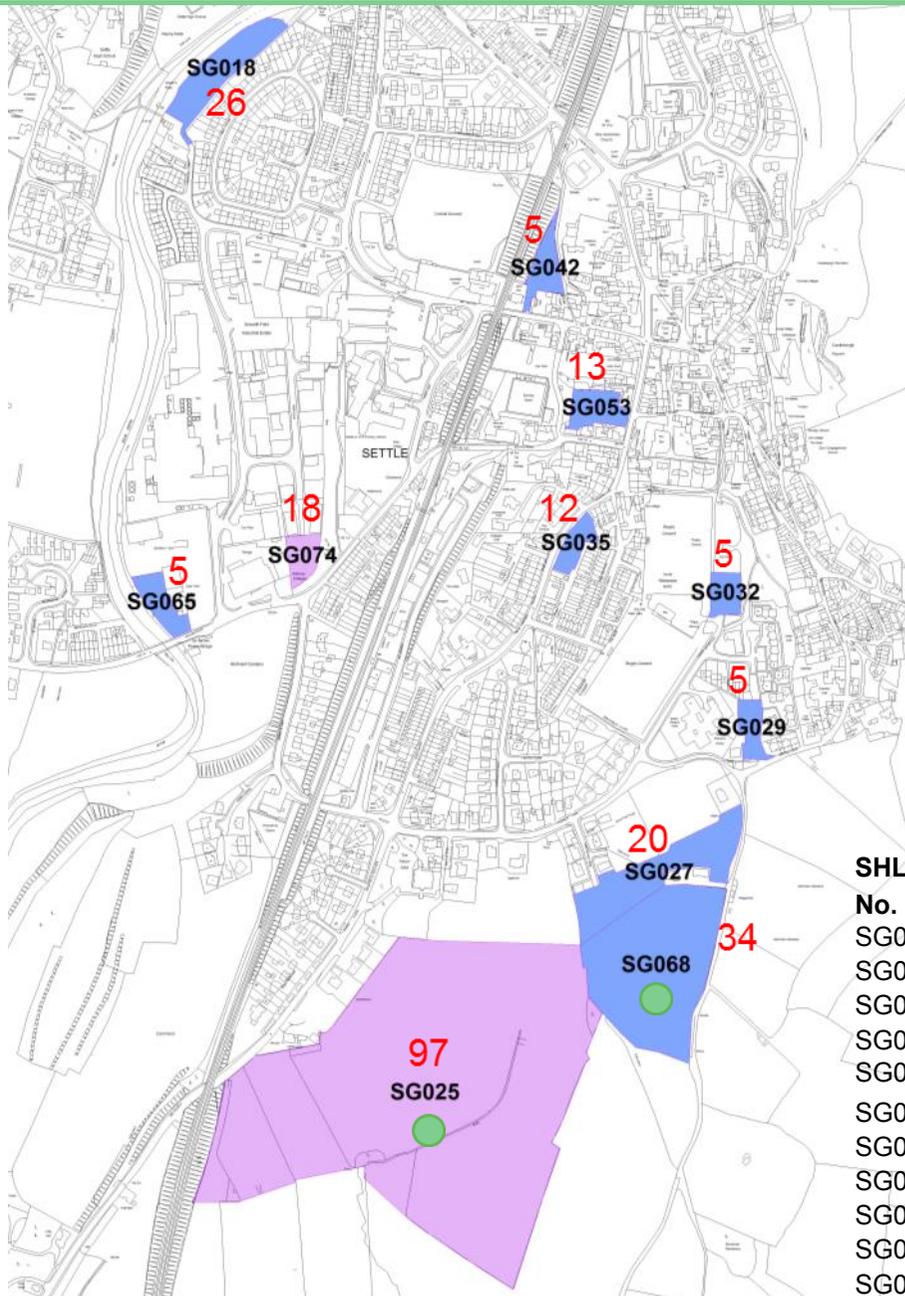


SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
BU001	West of Ireby Road	2.207	22	10.0
BU008	Land between Ireby Road & Mill Wood	1.805	5	2.8
BU009	Land to the east of Burton Hill	2.877	18	6.3

# Inset Maps



# Section 8: Local Plan Map



**Settle Inset Map:**  
Draft Local Plan Sites

- Housing
  - Housing – only part of site required
  - Housing – other options
  - Employment
  - Mixed – housing and employment
  - Potential for strategic open space
  - 50 Number of dwellings (figures in red are a preliminary estimate for each site)
- Scale 1:6,000 at A4 (approx)

**SHLAA No.**

**Site Address**

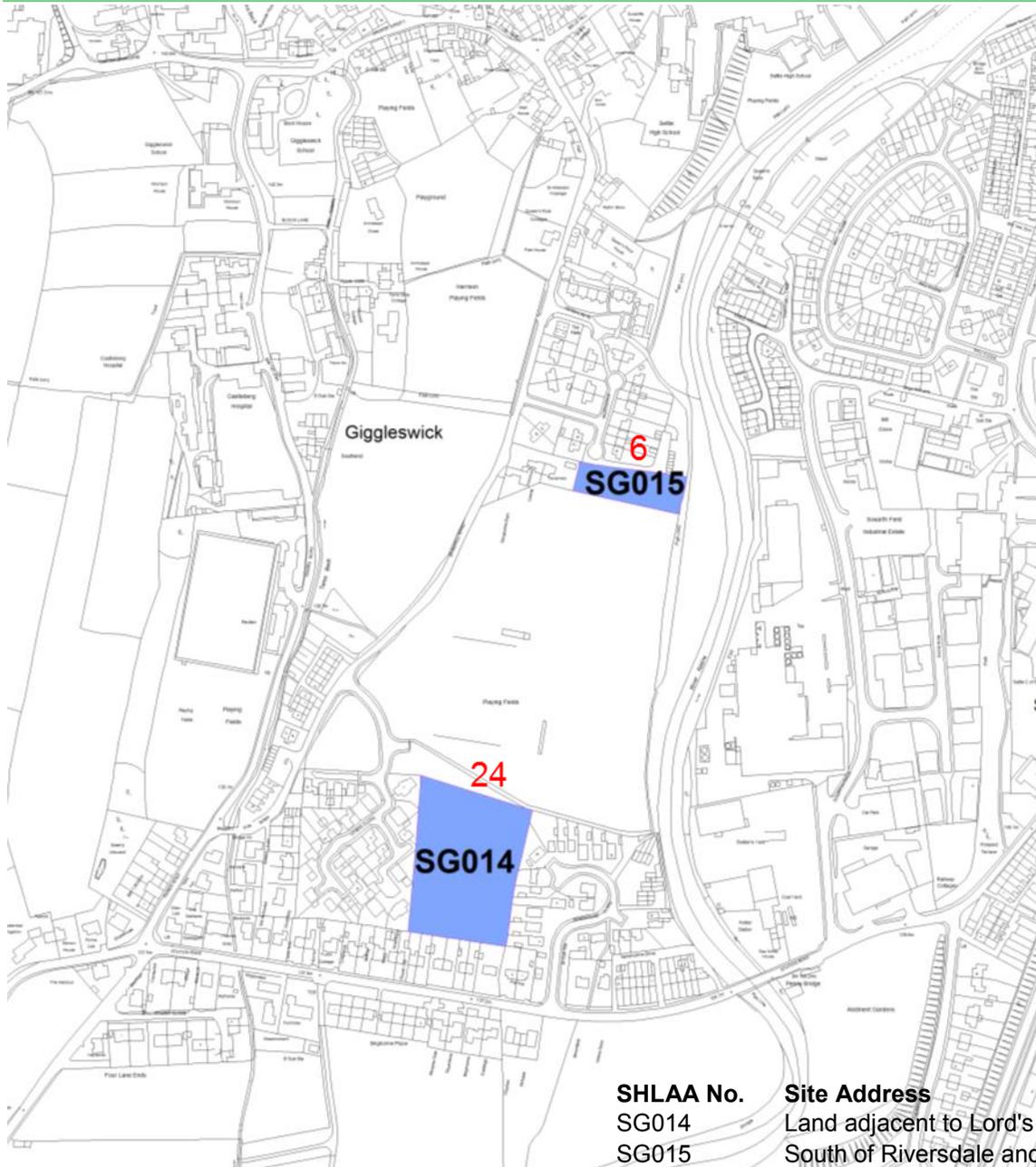
SG018	NYCC Depot, north of King's Mill
SG025	Land to the south of Ingfield Lane
SG027	South of Ingfield Lane, east of Brockhole View
SG029	CDC garaging and car parking, Ingfield Lane
SG032	Car park, off Lower Greenfoot and Commercial Street
SG035	West Yorkshire Garage, Duke Street
SG042	NYCC Depot, Kirkgate
SG053	Site of Settle Social Club, Undercliffe
SG065	Gas Works House, Station Road
SG068	Land to the west of Brockhole Lane
SG074	Land to southern end of Sowarth Field Industrial Estate

Site Area (Ha)	Indicative	
	Housing Capacity	Indicative Housing Density (dw/ha)
0.526	26	49.4
10.273	97	Mixed use
0.89	20	22.5
0.17	5	29.4
0.165	5	30.3
0.16	12	75.0
0.22	5	22.7
0.239	13	54.4
0.212	5	23.6
2.102	34	16.2
0.173	18	Mixed use

# Inset Maps



# Section 8: Local Plan Map



## Giggleswick Inset Map: Draft Local Plan Sites

- Housing
- Housing – only part of site required
- Housing – other options
- Employment
- Mixed – housing and employment
- Potential for strategic open space
- 50 Number of dwellings (figures in red are a preliminary estimate for each site)

Scale 1:5,000 at A4 (approx)

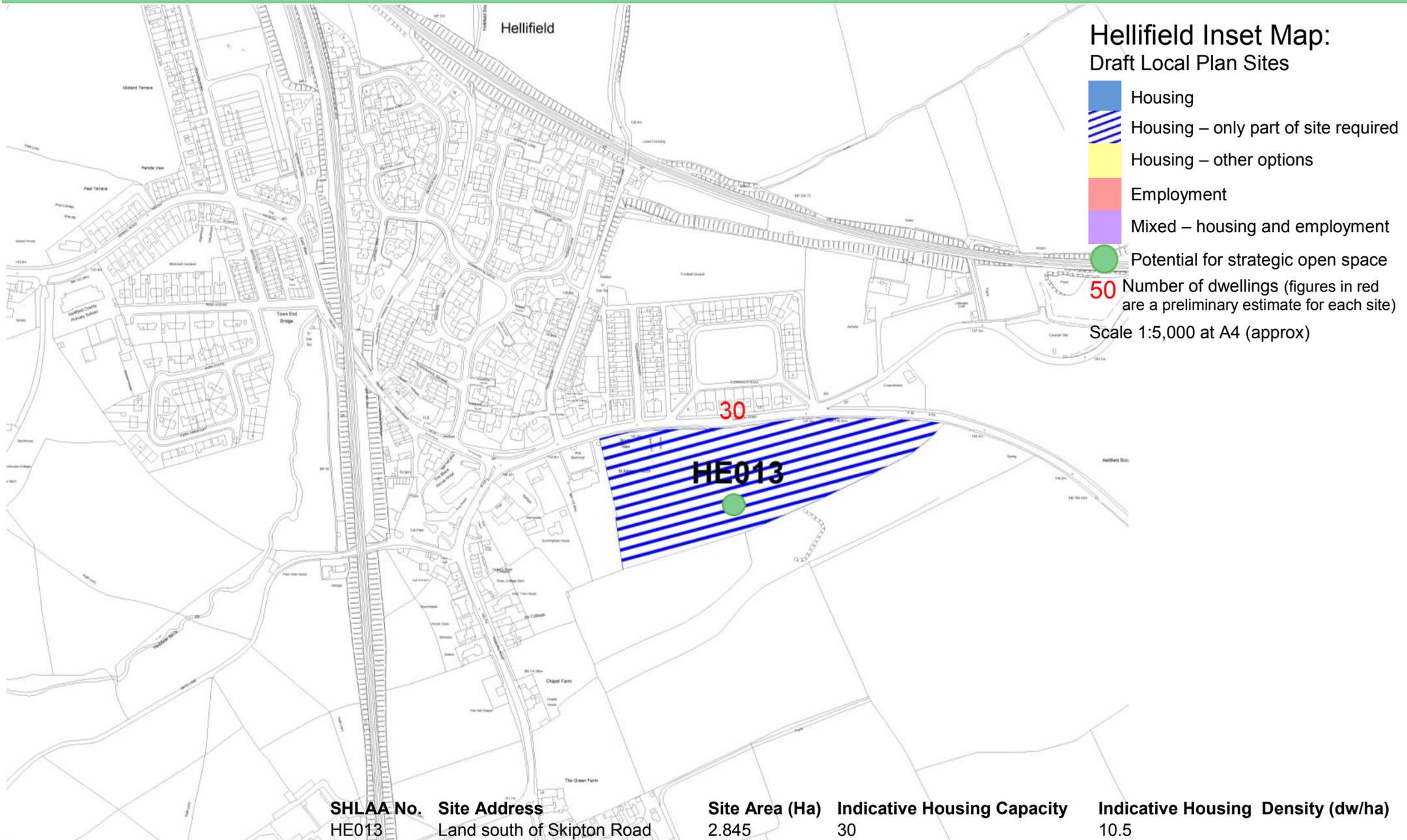
SHLAA No.	Site Address
SG014	Land adjacent to Lord's Close and Sandholme Close
SG015	South of Riversdale and north of school playing fields

Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
0.934	24	25.7
0.22	6	27.3

# Inset Maps



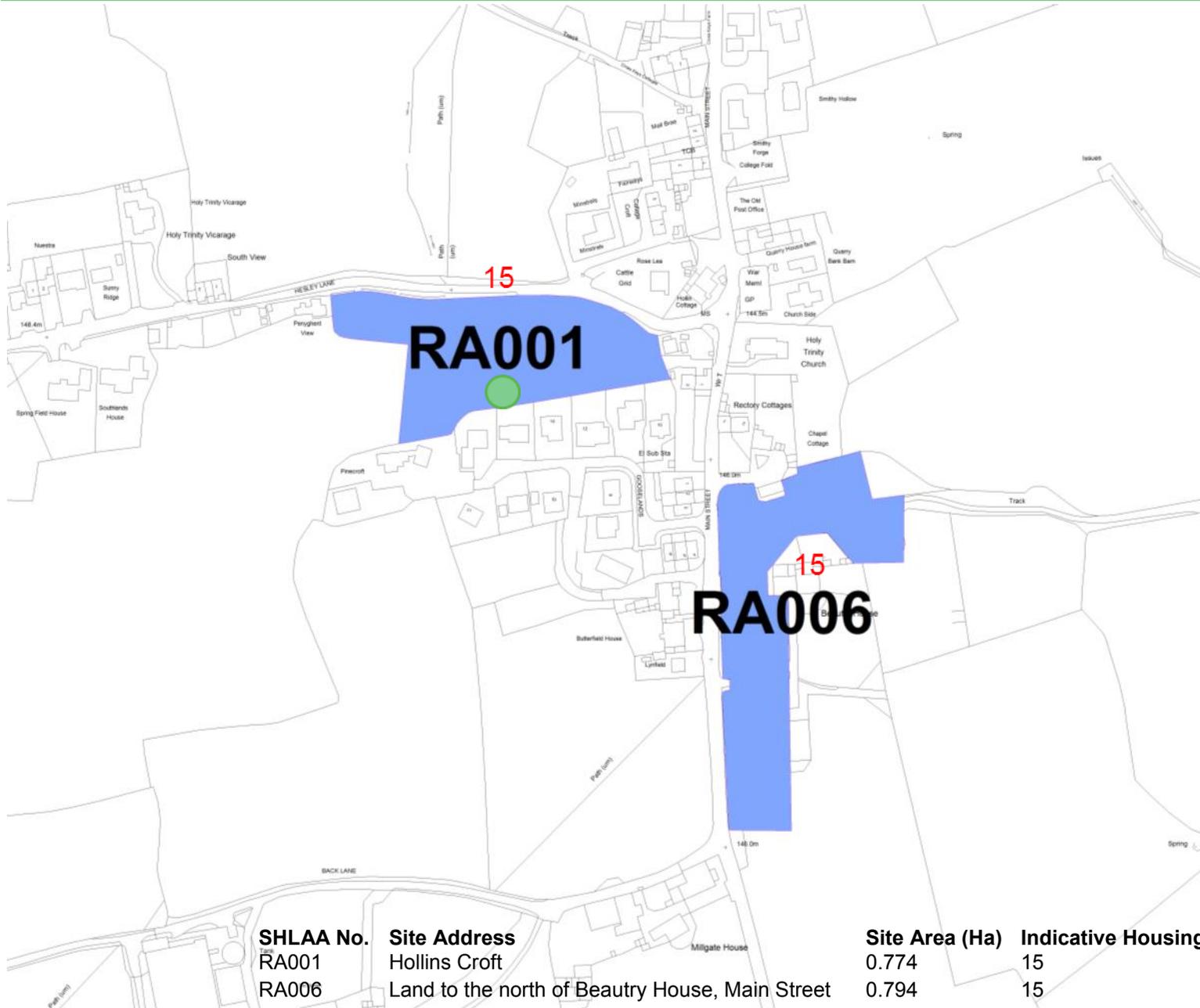
# Section 8: Local Plan Map



# Inset Maps



# Section 8: Local Plan Map



**Rathmell Inset Map:**  
Draft Local Plan Sites

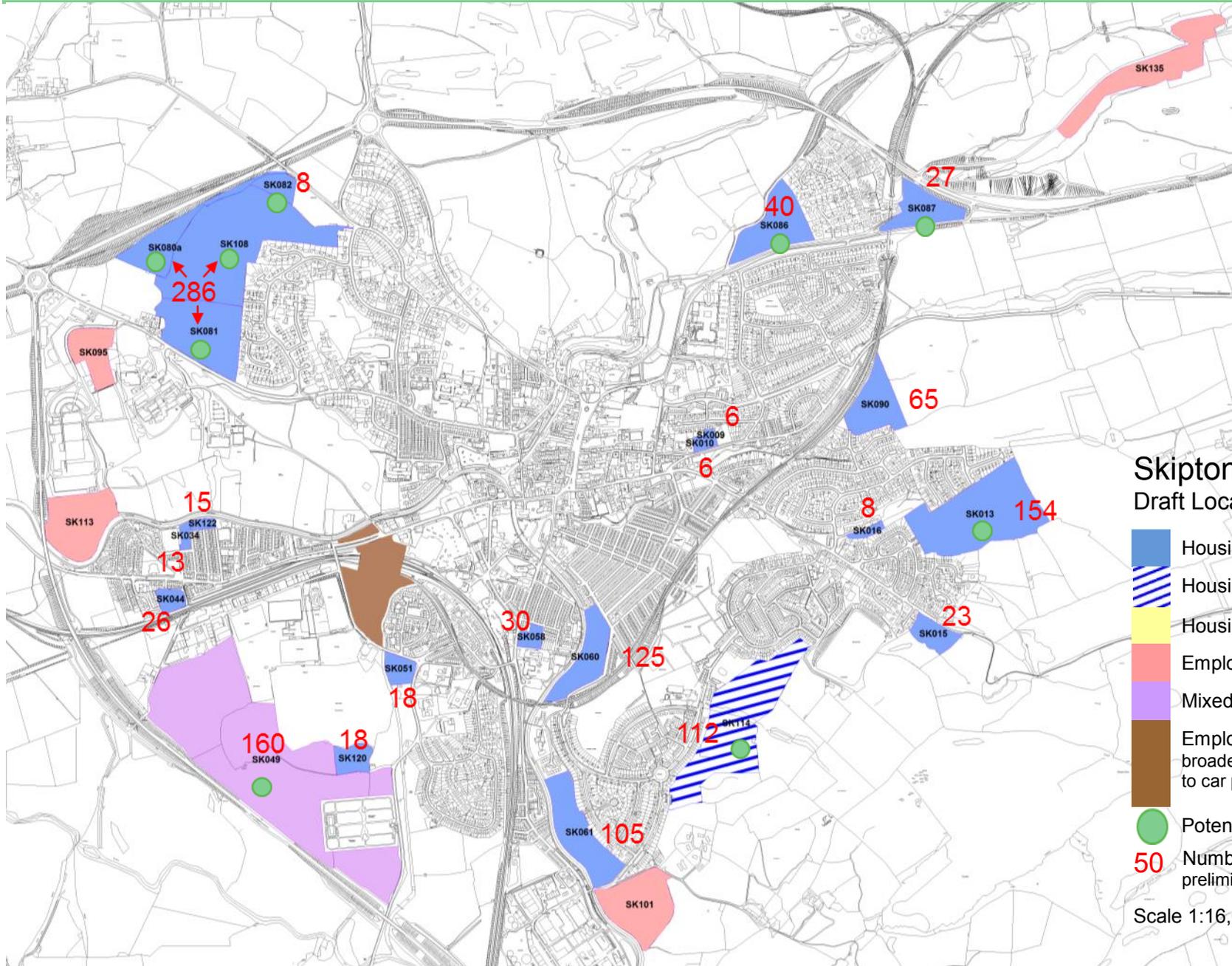
-  Housing
  -  Housing – only part of site required
  -  Housing – other options
  -  Employment
  -  Mixed – housing and employment
  -  Potential for strategic open space
  - 50** Number of dwellings (figures in red are a preliminary estimate for each site)
- Scale 1:3,000 at A4 (approx)

SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
RA001	Hollins Croft	0.774	15	19.4
RA006	Land to the north of Beauty House, Main Street	0.794	15	18.9

# Inset Maps



# Section 8: Local Plan Map



Skipton Inset Map:  
Draft Local Plan Sites

- Housing
- Housing – only part of site required
- Housing – other options
- Employment
- Mixed – housing and employment
- Employment— opportunity for enhancement (a broader range of commercial uses; improvements to car parking and pedestrian/cycling permeability)
- Potential for strategic open space
- 50 Number of dwellings (figures in red are a preliminary estimate for each site)

Scale 1:16,000 at A4 (approx)

# Inset Maps



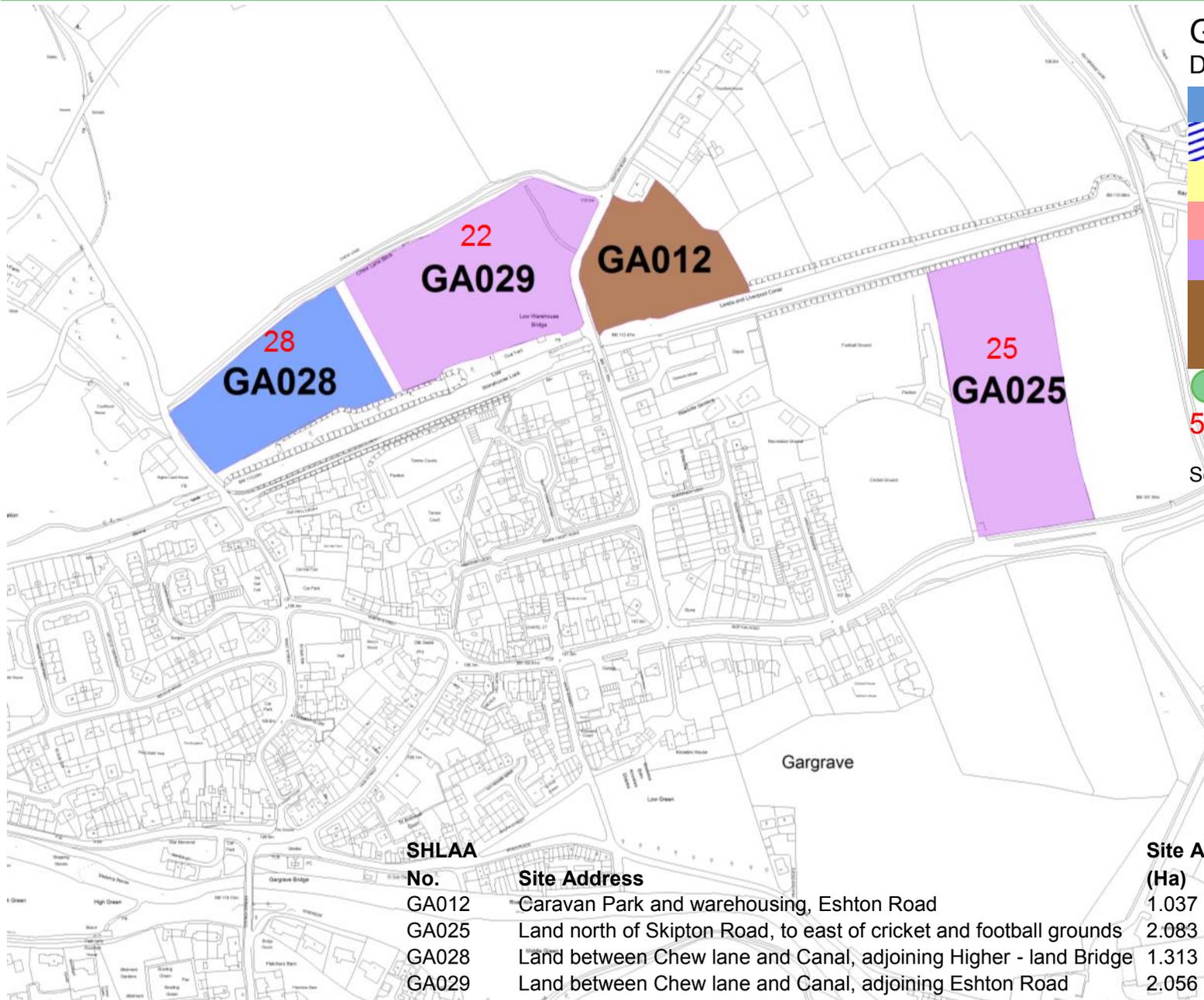
# Section 8: Local Plan Map

SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
SK009	Chinthurst Guest House	0.193	6	31.1
SK010	Peter Watson garage site, Otley Road	0.197	6	30.5
SK013	East of Aldersley Avenue and south of Moorview Way	7.777	154	19.8
SK015	Cefn Glas and land to south-east, Shortbank Road	1.132	23	20.3
SK016	Land south of Shortbank Close	0.299	8	26.8
SK034	Mill and builders yard north of Marton Street	0.27	13	48.1
SK044	Former allotments and garages, Broughton Road,	0.591	26	44.0
SK049	East of A629, south of Sandylands, west of Carleton Road	23.484	160	Mixed use
SK051	West of the junction of Carleton New Road and Carleton Road	0.81	18	22.2
SK058	Whitakers Factory Site, Keighley Road	0.492	30	61.0
SK060	Business premises and land, west of Firth Street	2.49	125	50.2
SK061	East of Canal, west of Sharphaw Avenue	3.66	105	28.7
SK80a, SK081, SK108	Land west of Park Wood Drive and Stirtonber	18.504	286	15.5
SK082	Land bounded by White Hills Lane and A65	0.843	8	9.5
SK086	East of junction of Skipton Road and Embsay Road	3.26	40	12.3
SK087	East of Overdale Caravan Park, south of A65	2.11	27	12.8
SK090	Land north of Airedale Avenue east of railway line	2.616	65	24.8
SK095	Auction Mart and access land to north	2	Employment	N/A
SK101	East of Keighley Road and south of Cawder Lane	3.999	Employment	N/A
SK113	Land between Skipton Auction Mart and canal	3.84	Employment	N/A
SK114	Cawder Gill / Horse Close	8.284	112	13.5
SK120	Former ATS Site, Carleton Road	1.012	18	17.8
SK122	Mill and builders yard north east of Sawley Street	0.271	15	55.4
SK135	Skipton Rock Quarry, Harrogate Road	4.61	Employment	N/A

# Inset Maps



# Section 8: Local Plan Map



**Gargrave Inset Map:**  
Draft Local Plan Sites

- Housing
  - Housing – only part of site required
  - Housing – other options
  - Employment
  - Mixed – housing and employment
  - Employment— opportunity for enhancement (new light employment and commercial opportunities related to tourism)
  - Potential for strategic open space
  - 50 Number of dwellings (figures in red are a preliminary estimate for each site)
- Scale 1:7,500 at A4 (approx)

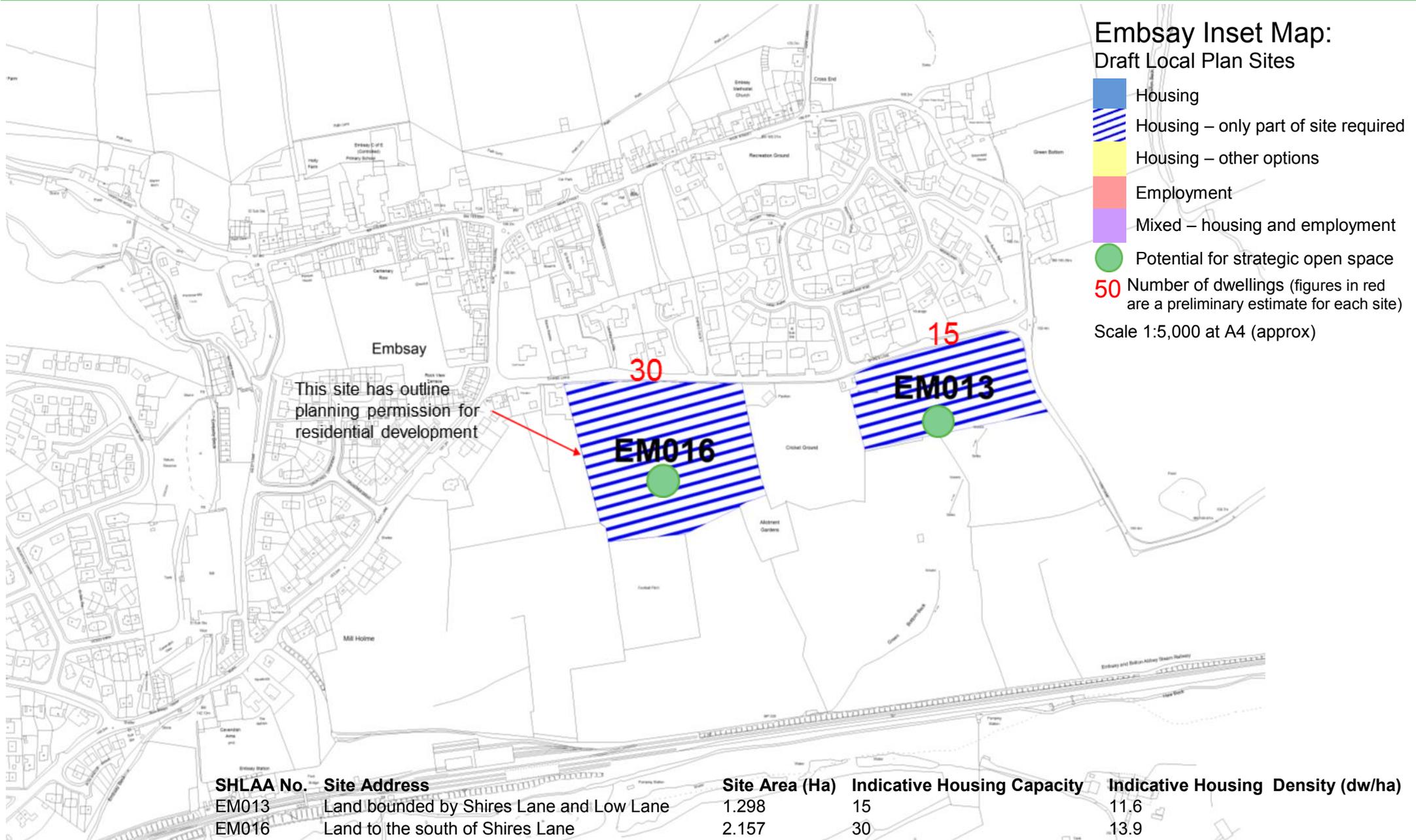
**SHLAA**

No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
GA012	Caravan Park and warehousing, Eshton Road	1.037	Employment	N/A
GA025	Land north of Skipton Road, to east of cricket and football grounds	2.083	25	Mixed use
GA028	Land between Chew lane and Canal, adjoining Higher - land Bridge	1.313	28	21.3
GA029	Land between Chew lane and Canal, adjoining Eshton Road	2.056	22	Mixed use

# Inset Maps



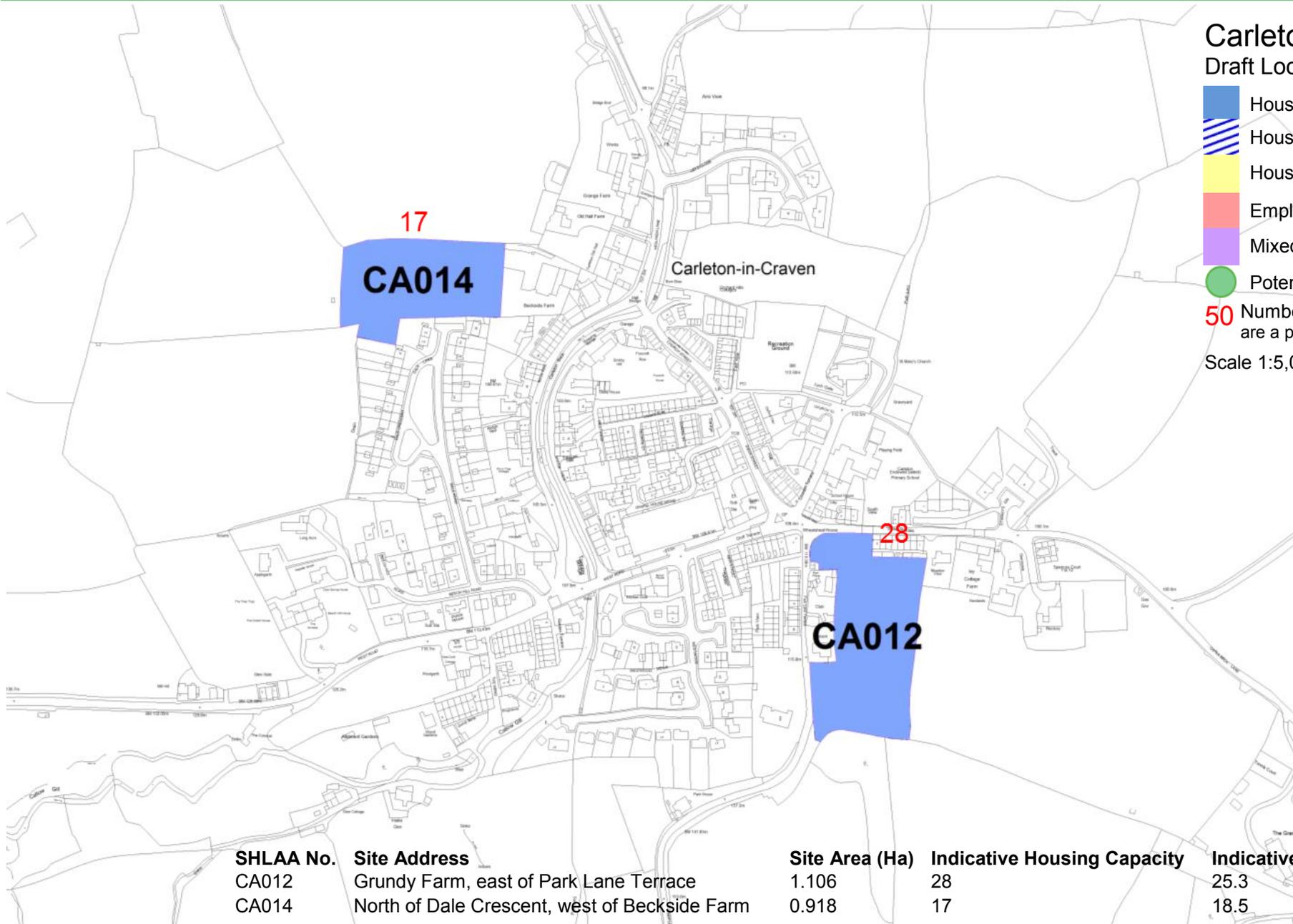
# Section 8: Local Plan Map



# Inset Maps



# Section 8: Local Plan Map



**Carleton Inset Map:  
Draft Local Plan Sites**

-  Housing
-  Housing – only part of site required
-  Housing – other options
-  Employment
-  Mixed – housing and employment
-  Potential for strategic open space

**50** Number of dwellings (figures in red are a preliminary estimate for each site)

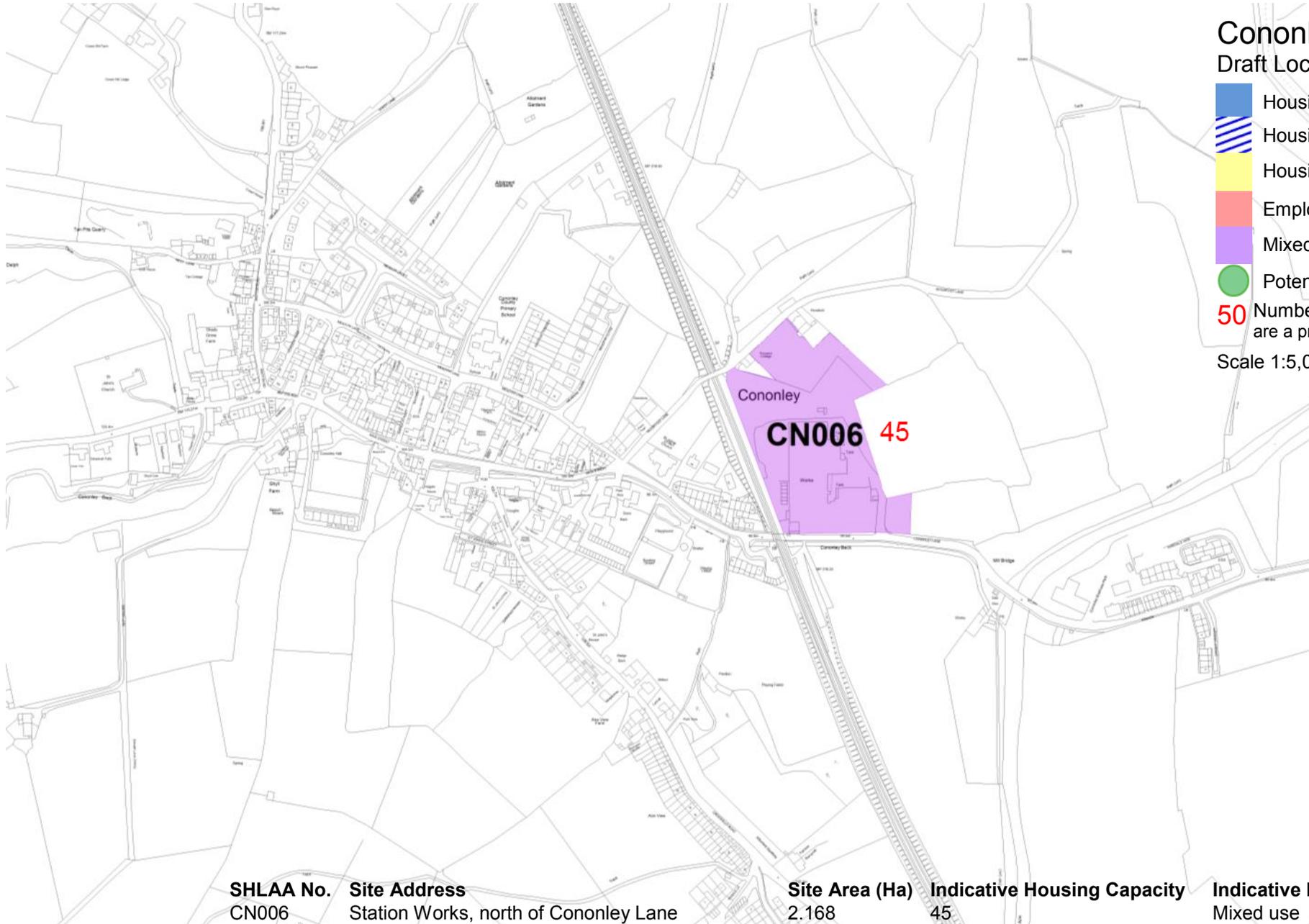
Scale 1:5,000 at A4 (approx)

SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
CA012	Grundy Farm, east of Park Lane Terrace	1.106	28	25.3
CA014	North of Dale Crescent, west of Beckside Farm	0.918	17	18.5

# Inset Maps



# Section 8: Local Plan Map



**Cononley Inset Map:**  
Draft Local Plan Sites

- Housing
- Housing – only part of site required
- Housing – other options
- Employment
- Mixed – housing and employment
- Potential for strategic open space

**50** Number of dwellings (figures in red are a preliminary estimate for each site)

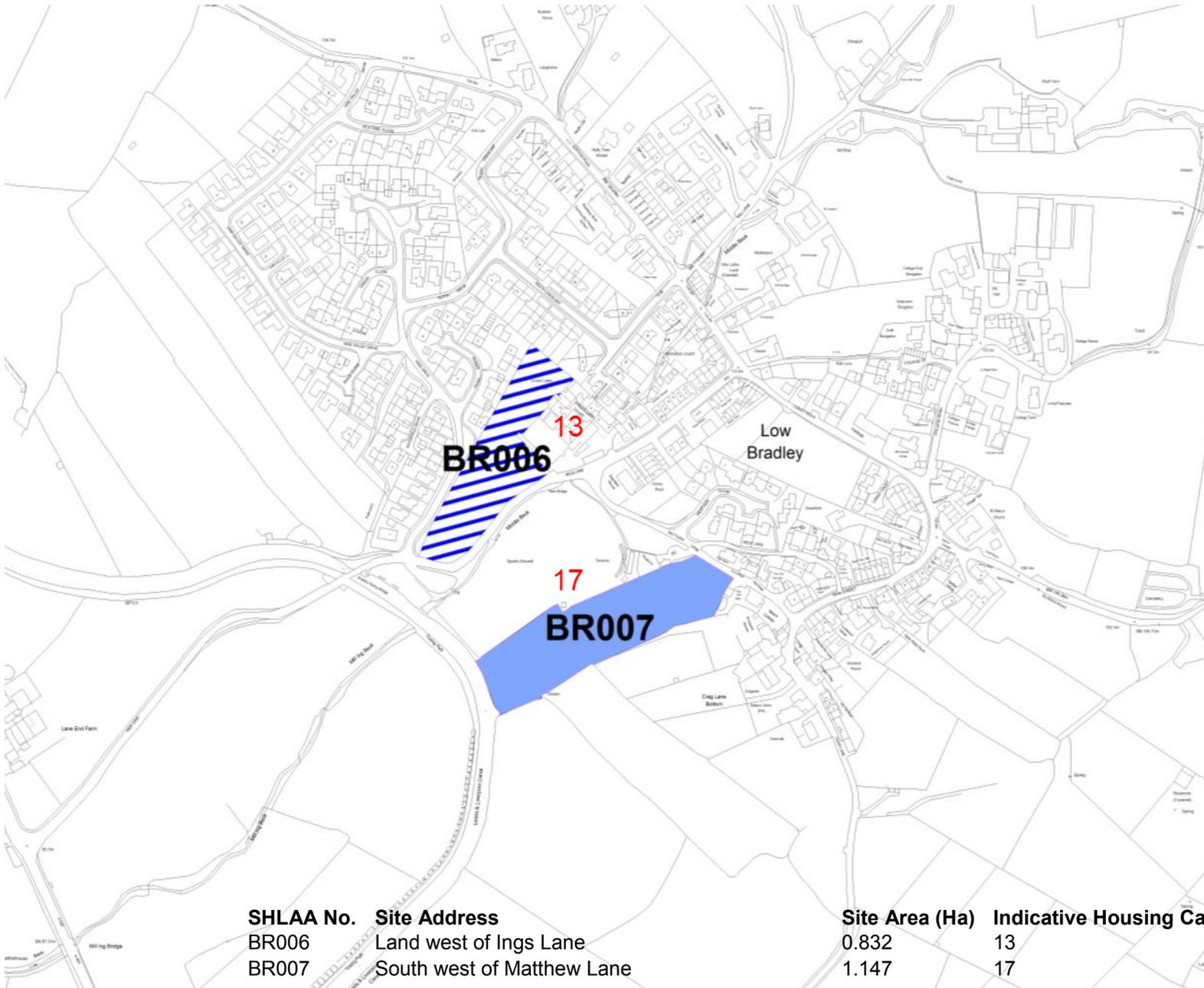
Scale 1:5,000 at A4 (approx)

SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
CN006	Station Works, north of Cononley Lane	2.168	45	Mixed use

# Inset Maps



# Section 8: Local Plan Map



**Bradley Inset Map:  
Draft Local Plan Sites**

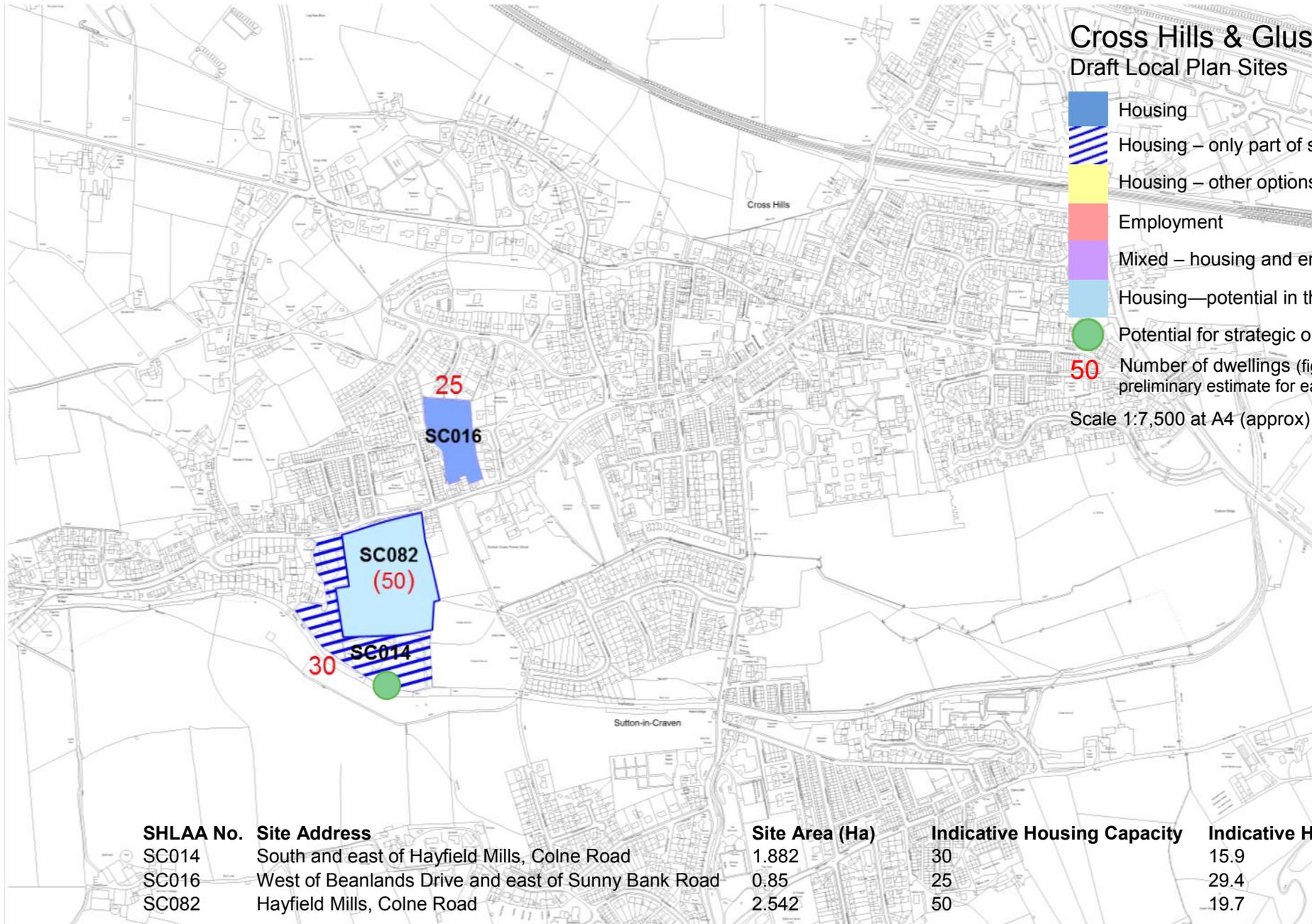
-  Housing
  -  Housing – only part of site required
  -  Housing – other options
  -  Employment
  -  Mixed – housing and employment
  -  Potential for strategic open space
  - 50** Number of dwellings (figures in red are a preliminary estimate for each site)
- Scale 1:5,000 at A4 (approx)

SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
BR006	Land west of Ings Lane	0.832	13	15.6
BR007	South west of Matthew Lane	1.147	17	14.8

# Inset Maps



# Section 8: Local Plan Map

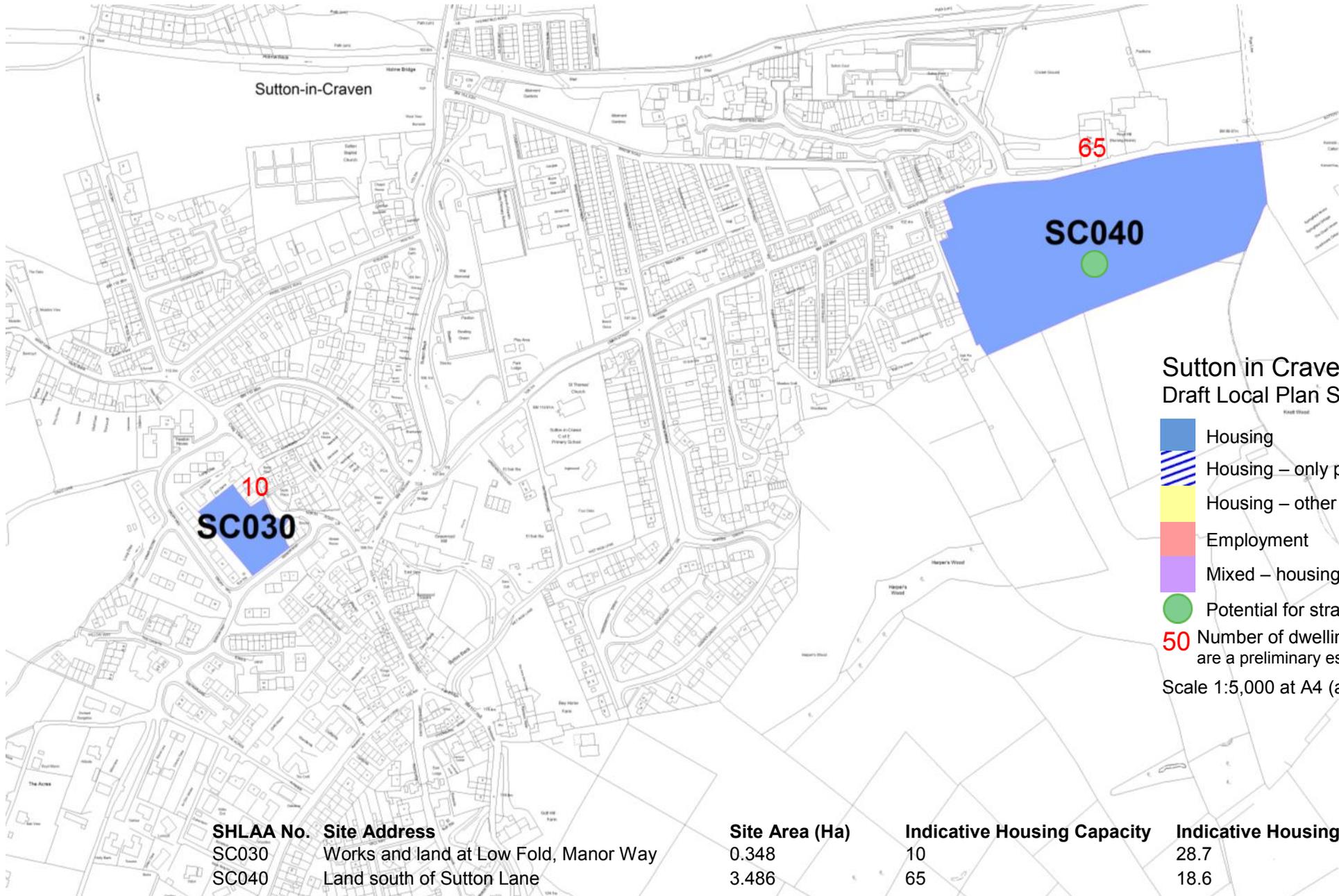


SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
SC014	South and east of Hayfield Mills, Colne Road	1.882	30	15.9
SC016	West of Beanlands Drive and east of Sunny Bank Road	0.85	25	29.4
SC082	Hayfield Mills, Colne Road	2.542	50	19.7

# Inset Maps



# Section 8: Local Plan Map



Sutton in Craven Inset Map:  
Draft Local Plan Sites

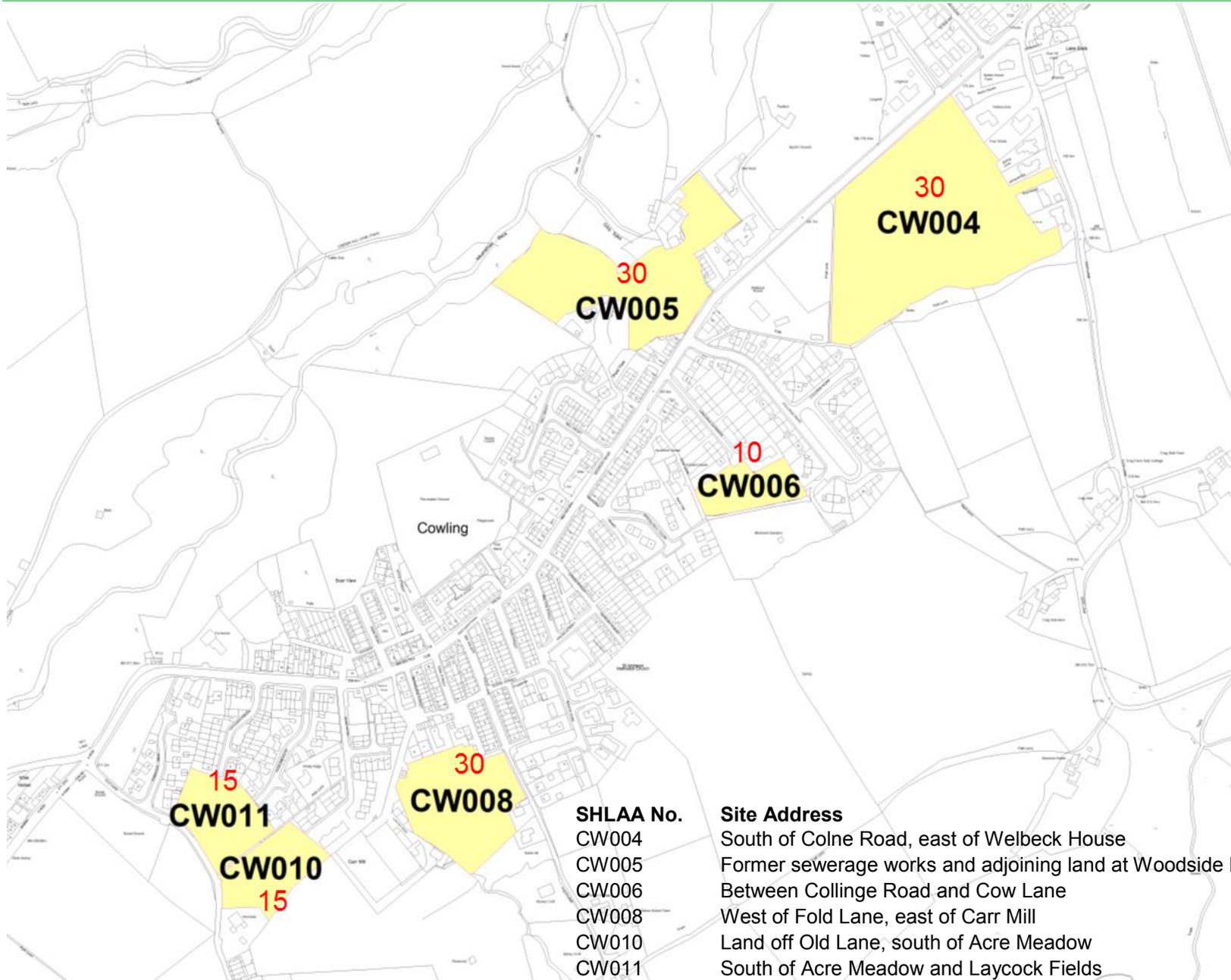
- Housing
  - Housing – only part of site required
  - Housing – other options
  - Employment
  - Mixed – housing and employment
  - Potential for strategic open space
  - 50 Number of dwellings (figures in red are a preliminary estimate for each site)
- Scale 1:5,000 at A4 (approx)

SHLAA No.	Site Address	Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density (dw/ha)
SC030	Works and land at Low Fold, Manor Way	0.348	10	28.7
SC040	Land south of Sutton Lane	3.486	65	18.6

# Inset Maps



# Section 8: Local Plan Map

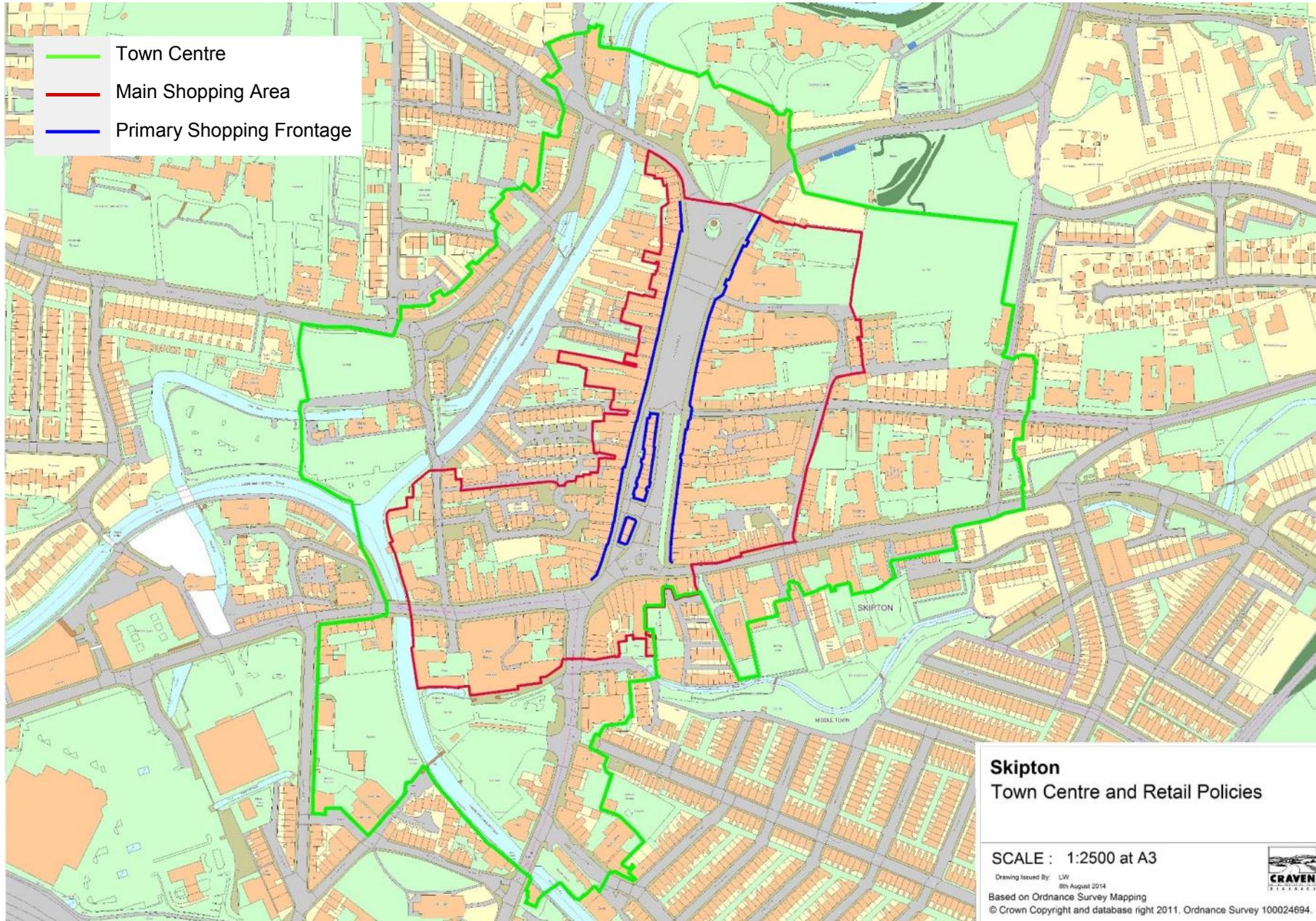


**Cowling Inset Map:  
Draft Local Plan Sites**

- Housing
  - Housing – only part of site required
  - Housing – other options
  - Employment
  - Mixed – housing and employment
  - Potential for strategic open space
  - 50 Number of dwellings (figures in red are a preliminary estimate for each site)
- Scale 1:5,000 at A4 (approx)

SHLAA No.	Site Address
CW004	South of Colne Road, east of Welbeck House
CW005	Former sewerage works and adjoining land at Woodside Farm
CW006	Between Collinge Road and Cow Lane
CW008	West of Fold Lane, east of Carr Mill
CW010	Land off Old Lane, south of Acre Meadow
CW011	South of Acre Meadow and Laycock Fields

Site Area (Ha)	Indicative Housing Capacity	Indicative Housing Density
2.934	30	10.2
1.535	30	19.5
0.375	10	26.7
1.01	30	29.7
0.518	15	29.0
0.544	15	27.6



# Retail and Town Centre Maps



# Section 8: Local Plan Map



**Settle**  
Town Centre Area  
SCALE : 1:1250 at A3

Based on Ordnance Survey Mapping  
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**Planning Policy Team** | 01756 706472 | [localplan@cravenc.gov.uk](mailto:localplan@cravenc.gov.uk)



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