

From: [REDACTED]
To: [REDACTED]
Subject: RE: Craven Local Plan Publication Draft Consultation 2018
Date: 16 February 2018 14:18:12
Attachments: [image002.png](#)
[image004.png](#)
[image005.jpg](#)
[130218 - Local Plan Reqs \[FINAL\].pdf](#)
[Appendix 1.pdf](#)
[Appendix 2.pdf](#)
[Appendix 3.pdf](#)
[Appendix 4.pdf](#)
[Appendix 5.pdf](#)
[Appendix 6.pdf](#)
[Appendix 7.pdf](#)
[Appendix 8.pdf](#)
[Form EC4.pdf](#)
[Form ENV10.pdf](#)

Dear [REDACTED]

Further to our correspondence below, please find attached the following documents in a higher quality pdf:

- Representation on behalf of Ballan Ltd and Halton Homes Ltd (this document is identical to the version sent on Tuesday 13 February apart from there is no front page);
- Appendix 1 – Application 42/2016/17496 Location Plan Dwg. No. 548.02 (-) 240
- Appendix 2 – Application 42/2016/17496 Proposed Masterplan
- Appendix 3 – Application 42/2016/17496 Vision Document
- Appendix 4 – Application 42/2016/17496 Planning Supporting Statement
- Appendix 5 – Application 42/2016/17496 Sustainability Statement
- Appendix 6 – Application 42/2002/2763 Location Plan (due to the date of the document this is the highest quality we can produce)
- Appendix 7 – Application 42/2005/5082 Location Plan (due to the date of the document this is the highest quality we can produce)
- Appendix 8 – Letter dated 7 February 2008 (due to the date of the document this is the highest quality we can produce)
- Representations form

Please do not hesitate to contact me if you have any problems with the attached documents.

Kind regards

[REDACTED]

[REDACTED]

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From: [REDACTED] [mailto:[REDACTED]]
Sent: 15 February 2018 17:10
To: [REDACTED]
Subject: RE: Craven Local Plan Publication Draft Consultation 2018

Dear [REDACTED]

Thank you, that would be very helpful. I am out of the office now until Tuesday, so please send them whenever is convenient for you.

Kind regards,

[REDACTED]

[REDACTED]
Planning Officer(Policy)

t: [REDACTED]
e: [REDACTED]



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From: [REDACTED] [mailto:[REDACTED]]
Sent: 15 February 2018 16:15
To: [REDACTED]
Subject: RE: Craven Local Plan Publication Draft Consultation 2018

Dear [REDACTED]

Thank you for your email. I will arrange for the documents to be re-sent over to you.

It may be that the documents will not be with you until tomorrow – I trust this will be acceptable?

Kind regards

[Redacted]

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From: [Redacted] [[mailto:\[Redacted\]](mailto:[Redacted])]
Sent: 15 February 2018 15:20
To: [Redacted]
Subject: RE: Craven Local Plan Publication Draft Consultation 2018

Dear [Redacted],

Thank you for your representations on behalf of Ballan Ltd and Halton Homes Ltd.

I am currently entering all the representations received into our database. Unfortunately the attachments sent with your email are not of a high enough quality to enable me to copy and paste from the documents into the database. If possible, would you be able to send a higher resolution copy of the representation forms and supporting attachments? This would save me re-typing them all.

Many thanks and best regards,

[Redacted]

[Redacted]
Planning Officer(Policy)

t: [Redacted]

e: [REDACTED]



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From: [REDACTED] [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: 13 February 2018 16:48
To: Local Dev. Framework
Cc: [REDACTED]
Subject: Craven Local Plan Publication Draft Consultation 2018

Dear Sir/Madam

In response to the above consultation, please find enclosed representations on behalf of Ballan Ltd and Halton Homes Ltd. The representation is accompanied by the completed Publication Stage Representation Forms.

If you require hard copies of the attached, please do not hesitate to contact me on the details below.

Kind regards

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chambers 2014

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2. Proposed Masterplan (Dwg. No. 548.04 (-) 250 Rev J)
3. Vision Document
4. Planning Supporting Statement
5. Sustainability Statement
6. 42/2002/2763 Location Plan
7. 42/2005/5082 Location Plan
8. Letter from Craven District Council dated 7 February 2008

1. Introduction

- 1.1 This representation is submitted on behalf of Ballan Ltd and Halton Homes Ltd in relation to the land to the west of Hellifield and the soundness of the 'Publication Draft Craven Local Plan' ("Draft Local Plan").
- 1.2 Craven District Council ("the Council") published its Draft Local Plan for consultation on 2nd January 2018. The Council are consulting upon the Draft Local Plan until 13th February 2018. The consultation comprises a number of documents, including: the Draft Local Plan document and appendices, Policies Map, Statement of Consultation, Statement of Representations Procedure and a Sustainability Report. In addition, the Council have also published a number of supporting documents.
- 1.3 On 21 October 2016 Ballan Ltd submitted a planning application (ref. 42/2016/17496) for development of the land to the west of Hellifield ("the Site") (as shown edged red on the plan contained at Appendix 1). This planning application is currently being considered by the Council ("the Planning Application"). Details of the Planning Application are discussed at Section 4 of this representation and throughout.
- 1.4 This representation should be read together with the following Planning Application documents:
- Location Plan (Appendix 1)
 - Illustrative Master Plan (Appendix 2)
 - Vision Document by Halliday Clark Architects (Appendix 3)
 - Planning Supporting Statement (Appendix 4)
 - Sustainability Statement (Appendix 5)

2. Legal Context

- 2.1 Section 20(5)(b) of the Planning and Compulsory Purchase Act 2004 requires an Inspector to (at an independent examination) determine whether a Development Plan Document is "sound".

3. National Policy Framework

- 3.1 Paragraph 182 of the National Planning Policy Framework ("NPPF") explains "soundness" as follows:

"The Local Plan will be examined by an independent inspector whose role is to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it is sound. A local planning authority should submit a plan for examination which it considers is "sound" – namely that it is:

- **Positively prepared** – *the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;*

- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be delivered over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.”

3.2 Paragraph 158 of the NPPF refers to the use of a proportionate evidence base and states:

“Each local planning authority should ensure that the Local Plan is based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. Local planning authorities should ensure that their assessment of and strategies for housing, employment and other uses are integrated, and that they take full account of relevant market and economic signals.”

3.3 In addition, we note guidance published by the Planning Advisory Service entitled ‘Soundness Self-Assessment Checklist’ (March 2014). This guidance, although advisory, enables the preparation of a robust Local Plan which is positively prepared, justified, effective and consistent with national policy.

3.4 The Soundness Checklist advises that in terms of being “justified” the plan should be based on a robust and credible evidence base involving:

- Research/fact finding: the choices made in the plan are backed up by facts.
- Evidence of participation of the local community and others having a stake in the area.

3.5 In terms of the plan being the most appropriate strategy when considered against reasonable alternatives, the Soundness Checklist advises that these alternatives should be realistic and subject to sustainability appraisal. The plan should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.

3.6 With regards to the test of “effective”, the Soundness Checklist advises that this means the plan should be deliverable, requiring evidence of:

- Sound infrastructure delivery planning;
- Having no regulatory or national planning barriers to delivery;
- Delivery partners who are signed up to it;
- Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities; and
- The plan should be flexible and able to be monitored.

3.7 The Soundness Checklist advises that the plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals.

3.8 The NPPF contains a presumption in favour of sustainable development. Paragraph 14 provides:

*“At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan making and decision-taking.*

*For **plan-making** this means that:*

- *Local planning authorities should positively seek opportunities to meet the development needs of their area;*
- *Local plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:*
 - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
 - *specific policies in this Framework indicate development should be restricted...*

3.9 One of the Core Planning Principles contained in the NPPF (at paragraph 17) is to:

*“proactively drive **and support sustainable economic development to deliver homes, business and industrial units, infrastructure and thriving local places that the county needs**. Every effort should be made objectively to identify and then meet the housing, business and other development needs of the area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities.”*
(our emphasis)

3.10 Paragraph 28 of the NPPF supports a prosperous local economy and states that importance of sustainable rural tourism:

*“**support sustainable rural tourism and leisure development that benefit businesses in rural areas, communities and visitors, and which represent the character of the countryside**. This should include supporting the provisions and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in the rural service centres.”*
(our emphasis)

4. The Planning Application

4.1 Ballan Ltd have submitted an outline planning application (with all matters reserved except for means of access) for a proposed Leisure Development which is currently being considered by the Council (“the Planning Application”). The description of the proposed development is as follows:

“Outline Application for the development of a leisure centre, including swimming pool, hotel and visitor accommodation including up to 300 lodges, park and ride facility,

pedestrian access to Hellifield Station, parking areas, bus and coach drop off point, landscaping including ground modelling and water features.”

The Proposed Illustrative Masterplan submitted with the planning application is contained at Appendix 2 for information purposes. In addition, a vision document has also been produced by the Applicant (Appendix 3).

4.2 The Site covers an area of approximately 31.75ha of mainly agricultural fields, lakes, watercourse and woodland. The application site is bound by:

- Hellifield Train Station and associated railway line to the north;
- The settlement of Hellifield to the east;
- The A46 with Gallaber Park Holiday Park to the south; and
- Agricultural land and Gallaber pond with the A65 beyond to the west.

4.3 The Planning Application is supported by a number of documents including a detailed Environmental Statement.

4.4 The Planning Application is also supported by a '*Planning Supporting Statement*' which provides full details of the site and the proposal. The Planning Supporting Statement should be read in conjunction with this representation.

5. Planning History

5.1 It is important to note the planning history of the land when considering any revised allocations/designations in the emerging Draft Local Plan.

5.2 The site has an extensive and complex planning history, the full details of which can be found at Section 3 of the Planning Supporting Statement. For the purposes of this representation it is important to note the following historic permissions:

5.2.1 In 2000 outline planning permission was granted for the construction of Hellifield Rural Environmental Centre on approximately 51 hectares of land to the west of Hellifield (ref. 5/42/149/C). However, this permission lapsed.

5.2.2 Renewal of planning permission 5/42/149/C was granted in 2003 (ref. 42/2002/2763). This permission permits the construction of Hellifield Environmental Centre (comprising tourism, exhibition, training and livestock buildings) on approximately 51 hectares of land. The approved location plan illustrating the extent of the permission is contained at Appendix 6.

5.2.3 In 2005 reserved matters for planning permission 42/2002/2763 were granted (ref. 42/2005/5082) (the approved red line location plan is enclosed at Appendix 7).

5.2.4 In February 2008 the Council informed that planning permissions 42/2002/2763 and 42/2005/5082 had been implemented (see Appendix 8).

6. Assessment of the Draft Local Plan

6.1 *Introduction*

6.1.1 An assessment of the Draft Local Plan and its supporting documents has been undertaken to establish whether its policies are “sound” with particular regard to the tourism allocations and proposed development of the Site.

6.1.2 The Craven plan area is located in North Yorkshire. The Craven District is approximately 1,777 square kilometres and the remainder of the Craven District lies within the Yorkshire Dales National Park (“YDNP”). The YDNP is a separate planning authority which produces its own Local Plan. Some of the YDNP policies have been considered as part of this representation.

6.1.3 The current local plan for Craven consists of the ‘saved’ policies of the Craven District Local Plan (1999). The Site is currently part of a larger Tourism Development Opportunity Site (“TDOP”) under saved policy EMP11 of the Local Plan (1999) (see Figure 2)

6.1.4 The Draft Local Plan proposes significantly reduce the size of the TDOS allocation and to allocate a small area of the land to the west of Hellifield for ‘Tourism Development Commitment’, the remainder of the site is proposed Local Green Space including areas of biodiversity value and archaeological value.

6.2 *Draft Policy EC3: Rural Economy*

6.2.1 Draft Policy EC3 of the Draft Local Plan aims to support Craven’s rural economy to provide long term economic, environmental and social benefits for local communities. This will be achieved in the following ways:

- a) *Enabling enterprise, welcoming innovation and supporting economic development proposals that will benefit the local economy, environment and quality of life, including culture and community proposals;*
- c) *Helping existing and new rural businesses, including tourism related businesses to succeed, grow and expand, by working with them co-operatively and proactively, so that development proposals can be supported wherever possible*

6.2.2 The general concept of Draft Policy EC3 to encourage the growth of the rural economy is supported. As demonstrated in the Sustainability Statement submitted with the current Planning Application, development of the whole of the Site will help to achieve sustainable development:

- **Economic** – *The scheme will provide employment during its construction, and once complete, will support the wider growth agenda, by supporting local employment growth including a mixture of employment provision relating to tourism. The proposal will help to sustain the vitality and viability of the area.*
- **Social** – *The scheme would provide high quality holiday lodges which will promote tourism in the region and create an expected 500-550 jobs associates with the leisure village. The type of jobs created will encourage younger aged workers to stay in the area and potentially encourage migration into the area of these age groups. Further to this, as a leisure orientated facility, the proposal encompasses various sporting and leisure activities for the health and wellbeing*

of visitors. The location of this development is in close proximity to existing key local services such as public transport which provide access to numerous tourist attractions and historic towns and villages.

- **Environmental** – The scheme has incorporated various environmental considerations in order to limit adverse effects on the existing environment, improving it where possible. The proposal includes mitigation of significant impacts on the environment. The development is highly accessible by public transport.

6.2.3 In addition to the broad encouragement and support of sustainable tourism across the plan area, the Draft Local Plan also proposes two specific tourism designations: a Tourism Development Commitment and Key Locations for Tourism Development.

6.3 **Draft Policy EC4: Tourism**

6.3.1 Draft Policy EC4 aims to help tourism grow in a sustainable way by supporting, in principle, proposals for tourism in key locations. It is noted that the Hellifield Railway Station area is identified as a “key location” however, this is not illustrated on the policy map for the Hellifield area (policy map 13).

6.3.2 Furthermore, Draft Policy EC4 designates a small parcel of land in the centre of the Site as a Tourism Development Commitment (as shown below on Figure 1), provided that the following broad requirements under EC4(h) are met:

- i) Conservation of the landscape and of the setting and special qualities of the Yorkshire Dales Nation Park
- ii) Conservation of heritage assets, including archaeological remains, the Long Preston Conservation Area and the Settle-Carlisle Conservation Area
- iii) Conservation of biodiversity value
- iv) Preservation or enhancement of Local Green Space, including its open character, local significance and value to the community
- v) Preservation and enhancement of the existing public rights of way network.

Proposals that include the development of non-designated land (shown in white on Diagram EC4) for the purposes of sustainable tourism will be supported, in principle, provided that the land adjoins the designated Tourism Development Commitment and the proposals are sensible in scale and meet the requirements of i) to v) above.



Figure 1 - Diagram EC4 of the Draft Local Plan

6.3.4 The current TDOS allocation in the Craven Local Plan (1999) under saved Policy EMP11 (see Figure 2 below) includes Hellfield Railway Station and land to the south-west of the Site.

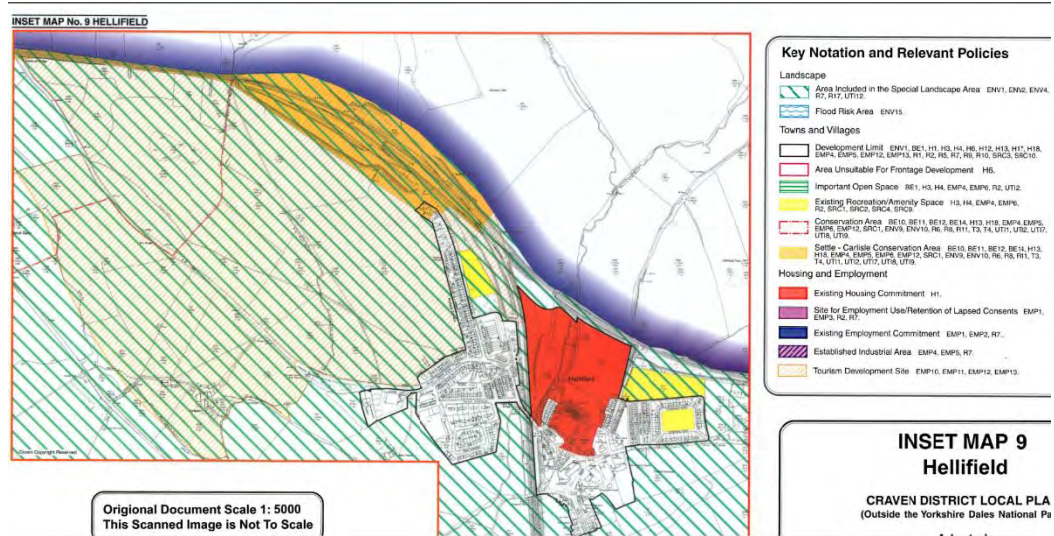


Figure 2 – Craven Local Plan 1999 Policy Map – Hellfield

6.3.5 The current allocation was considered to be a suitable location for tourism development in the adopted Local Plan, particularly as it is likely to encourage visitors to make greater use of the railway to visit attractions. The allocation therefore contributes towards objectives to promote sustainable development.

6.3.6 The Planning Application proposes development of part of the existing Local Plan (1999) allocation. As demonstrated above and within the Sustainability Statement, the proposal constitutes a sustainable development in line with Draft Policy EC3.

6.3.7 The Planning Application demonstrates how a larger tourism allocation would comply with the Council’s broad requirements set out in Draft Policy EC4 in addition to providing further benefits which the proposed smaller allocation could not. The following documents have been submitted as part of an Environmental Statement in support of the Planning Application:

6.3.7.1 *A Landscape and Visual Impact Assessment (LVIA):* Impacts upon the YDNP have been assessed within the LVIA. The LVIA concludes that effects on the YDNP are not significant and any effects could be mitigated via tree planting, bunding, reduced lighting and the use of appropriate materials.

6.3.7.2 *Archaeological and Cultural Heritage Desk Based Assessment:* The assessment concludes that there is no evidence to indicate the presence of remains which would preclude development. In addition, the use of screening along the northern boundary and western boundary would reduce visual intrusion on the setting of the Settle – Carlisle Railway Line CA and Long Preston CA. Overall, the heritage assets could be preserved through mitigation.

6.4 Need for Tourism Development in response to Draft Policy EC4 Allocation

- 6.4.1 The Government Tourism Policy (2011) outlines the UK Government's approach to visitor economy as a whole. One of its aims is to *"increase the proportion of UK residents who holiday in the UK to match those who holiday abroad."*
- 6.4.2 Visit Britain's Tourism Survey January 2018 illustrates that the Yorkshire and Humberside region saw a 9% increase in trips during 2017 compared to 2016, resulting in a 9% increase in spend.
- 6.4.3 When specifically looking at the Craven and YDNP areas, the monitoring trends in visitor numbers and the amount they spend is carried out through the Scarborough Tourism Economic Activity Monitor ("STEAM") model. The data is published on the Yorkshire Dales National Park Authority's website. The 2010 – 2016 report shows that *"in 2016, the Yorkshire Dales National Park received 3.8 million visitors, made up of 3.3 million day trippers and 0.48 million overnight visitors. Between them, day and staying visitors combined to produce 4.97 million tourist days. These visitors brought in £252 million to the region's economy and provided employment for 3,583 full time equivalent (FTE) posts"*.
- 6.4.4 Between 2015 and 2016, there was an increase of 5.2% in tourist days, 4.3% in tourist numbers and 6.3% in tourist revenue within the National Park. The Yorkshire Dales National Park Management Plan (revised 2016) sets out the vision and ambitions for the area from 2013 to 2018. Policy E4 of the Management Plan states:
- "Improve the quality, variety and marketing of the tourism 'offer' within the National Park to extend the season and get more visitors to stay overnight so as to increase the value of tourism by 20% in real terms by 2020."*
- 6.4.5 A recent news article informed that visitor numbers in Skipton are rising by around 6% on 2016 alongside increasing tourism in the YDNP.
- 6.4.6 Taking the above into consideration, there is an increasing demand for tourism facilities in Craven and the Yorkshire Dales National Park and in particular, serviced accommodation to facilitate short breaks.
- 6.4.7 The reason for allocating the whole Site for tourism in the Local Plan 1999 has not changed. On the contrary the reasons which underpinned the original allocation have been strengthened. The sustainability credentials of the Site located adjacent to the railway station remain completely unaltered. The "de-allocation" of the whole Site and replacement with Local Green Space is therefore completely unsound and without any evidence to support the conclusion that tourism has diminished.
- 6.4.8 Paragraph 014 of the PPG¹ provides that appropriate and proportionate evidence is essential for producing a sound Local Plan. The lack of evidence surrounding the tourism industry and future requirements is of considerable concern at this stage of a Draft Local Plan. The Council have failed to provide any sufficient evidence to support its "de-allocation" of the tourism Site when studies show (as discussed below) the increasing demand for accommodation.

¹ PPG paragraph 014, reference ID: 12-014-20140306

6.5 **Draft Policy ENV10: Local Green Space**

6.5.1 The Draft Local Plan proposes to allocate a substantial amount of land across the Site as 'Local Green Space' under Draft Policy ENV10. This proposed allocation is in addition to one other large Local Green Space proposal and 7 Open Space allocations in Hellifield. In addition, it is noted that the level of proposed Local Green Space on the Site has increased since the previous local plan consultation in summer 2017.

6.5.2 The purpose of Local Green Space, as defined by paragraph 76 of the NPPF, is as follows:

“Local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances.

Identifying land as Local Green Space should therefore be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Space should only be designated when a plan is prepared or renewed, and be capable of enduring beyond the end of the plan period.”

6.5.3 Furthermore, paragraph 77 of the NPPF provides a criteria for designating areas of land as Local Green Space:

“The Local Green Space designation will not be appropriate for most green areas or open space. The designation should only be used:

- *Where the green space is in reasonably close proximity to the community it serves;*
- *Where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and*
- *Where the green area concerned is local in character and is not an extensive tract of land.”*

6.5.4 The Council produced its own methodology for selecting sites to be allocated as Local Green Space. The 'Local Green Space Assessment' document was originally produced in January 2017 and later amended in December 2017 for publication. The assessment forms part of the evidence based used to produce the Draft Local Plan.

6.5.5 Section 4 of the Council's assessment sets out its methodology for allocating local green space sites. The following tests were carried out:

1. Is the site reasonably close to the community it serves?
2. Is the site local in character and not an extensive tract of land?

(In addition each site was assessed in terms of current planning permissions – Does the site already have planning permission for an incompatible alternative use or is it allocated for an incompatible alternative use in the adopted Local Plan (1999))

Where sites failed to meet the above tests, they were not taken forward in the assessment for LGS designation.

Sites that did meet the above tests were then assessed against test 3, which makes an assessment of sites to determine if the site is demonstrably special to the local community and holds particular local significance:

3a. Can the site be shown to be demonstrably special to a local community?

3b. Evidence of Local Support

6.5.6 The Site at Hellifield was assessed under reference HE-LGS1. The Site passed test 1 above as it lies adjacent to the settlement of Hellifield.

6.5.7 With regards to test 2 the Council acknowledged that the Site is a large area of land but determined that the Site passed test 2 as it had clearly defined edges. However, we consider this assessment to be flawed as the Council has introduced a criterion into its assessment methodology for which no support can be derived from either the NPPF or the Planning Practice Guidance (“PPG”).

6.5.8 As stated above, paragraph 77 of the NPPF provides that a Local Green Space designation will not be appropriate for most green areas or open space and should only be used where the site in question meets the three criteria specified. Site HE-LGS1 clearly does not meet the third criterion as it is without doubt an extensive tract of land. The proposed allocation is approximately 35.5 hectares in area. Whilst there is no size limit on sites that may be designated as Local Green Space Nigel McGurk, an Independent Examiner, found in 2014 that two proposed designations for Local Green Space in the Backwell Neighbourhood Plan were extensive tracts of land and therefore would not comply with paragraph 77 of the NPPF. The two sites were at least 19 hectares and 32 hectares. The Examiner held that *“it is essential that, when allocating Local Green Space, plan-makers can clearly demonstrate that the requirements for its allocation are met in full”*. The Examiner continued:

“In the case of Farleigh Fields, it is my view that 19 Hectares also comprises an extensive tract of land. To provide some perspective, at least twenty three full size football pitches would easily fit into an area of this size.

Given that the Framework is not ambiguous in stating that a Local Green Space designation is not appropriate for most green areas or open space, it is entirely reasonable to expect compelling evidence to demonstrate that any such allocation meets national policy requirements. Specific to demonstrating that Farleigh Fields, and Moor Lane Fields are not extensive tracts of land, no substantive or compelling evidence has been presented.”

Having regard to the Backwell decision above and the size and character of Hellifield we contend that the Site is an extensive tract of land. The Council’s assertion that the third criterion is nevertheless met as the Site has clearly defined boundaries is irrational, has no national policy support and cannot be justified. Furthermore the proposed allocation has increased since earlier consultations.

6.5.9 In addition to tests 1 and 2 the Council considered the planning and policy history of the Site. This is consistent with the additional guidance set out in the PPG relating to the designation of Local Green Space. In particular, the guidance provides that:

“Local Green Space designations will rarely be appropriate where land has planning permission for development. Exceptions could be where the development would be compatible with the reasons for designation or where the planning permission is no longer capable of being implemented.”

Extant Planning Permission – Legal Position

- 6.5.10 The Council noted the extant outline planning permission on the Site for the construction of Hellifield Rural Environmental Education Centre (reference no. 24/2005/5082) and the reserved matters approval relating to the outline permission (reference no. 42/2002/2763) but came to the conclusion that the Site could be considered to pass tests 1 and 2 provided those areas subject to the extant planning permission were excluded from the proposed designation. On that basis the Council excluded from the proposed Local Green Space designation those small areas of the Site upon which built development had been authorised by the extant outline permission and included the remaining areas of the outline application site within the designation.
- 6.5.11 This approach is entirely flawed. The Council cannot seek to carve out areas of the outline application site benefitting from a lawfully implemented permission solely on the basis that the approved plans do not propose any built development in those areas. As explained below, it is also unreasonable for the Council to conclude that all future uses of those areas will not be incompatible with a Local Green Space designation.
- 6.5.12 The application site boundary for the extant outline planning permission extends across the whole of the site that the Council is proposing to designate as Local Green Space. The approval of the outline planning permission and its lawful implementation will have created a new planning unit over the full extent of the application site. This unit not only benefits from the rights granted by the outline planning permission but ancillary/incidental uses will also be permitted without the need for any further planning consents to be obtained. Whilst it is noted that the application site for the reserved matters approval does not extend over the full area of the outline application site the Council has confirmed that both the outline permission and the reserved matters approval were implemented and remain extant. Accordingly, by issuing that confirmation, it must be assumed that the Council was satisfied that the condition of the outline permission requiring approval of all reserved matters prior to commencement was discharged.
- 6.5.13 We therefore submit that allocating those parts of the outline application site where no buildings or structures are currently proposed is entirely at odds with the extant planning permission and prejudices the ability of the landowner/developer to develop the site fully in accordance with their lawful rights.
- 6.5.14 The Council is also at fault by failing to note as part of their assessment that the whole of the Site is currently allocated in the adopted Local Plan (1999) as a Tourism Development Opportunity Site. It is therefore clear that the assessment of Site HE-LGS1 was flawed as the Council failed to apply test 2 for designation of Local Green Space properly.
- 6.5.15 Despite this failure, the Council proceeded to apply test 3 to the site and found that, with the exception of a small area, the land should be designated as local green space in accordance with the NPPF.
- 6.5.16 For a Local Plan to be found “sound” an Inspector at independent examination must find that the draft plan is **justified**. The PAS soundness checklist further advises that in order to be justified the plan should be based on a robust and credible evidence base. The Council’s allocation of land to the west of Hellifield as local green space is based upon a flawed Local Green Space Assessment and therefore the evidence base for Draft Policy ENV10 is not credible.
- 6.5.17 In addition, the Draft Local Plan must be **consistent with National Policy**. An assessment of the Council’s evidence base and Draft Policy ENV10 indicates that the Council propose to allocate an extensive tract of land which has existing planning consent for development. The Council have not demonstrated the reasoning for “carving up” the planning permission. The policy is therefore not consistent with paragraph 77, bullet point 3 of the NPPF. A local green space allocation must also be capable of enduring beyond the end of the plan period. The existing justified tourism allocation of the

whole of the Site and the existing planning permission demonstrate that development is highly likely and required in this area. The policy is therefore also not consistent with paragraph 76 of the NPPF.

- 6.5.18 Local green space allocations should be “*consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services*”. The ‘Sustainability Statement’ submitted with the Planning Application demonstrates how the proposed scheme meets both local and national objectives of achieving sustainable development. The allocation of the land as local green space would prevent sustainable development of the land, and is therefore not consistent with national policy.

7. Conclusions

- 7.1 The whole of the Site and surrounding land is currently allocated in the adopted Local Plan for a tourism development. The Council propose to significantly reduce this tourism allocation and designate the remainder of the land as Local Green Space.
- 7.2 The Site benefits from an extant outline and reserved matters permission for tourism uses. In addition the Council are currently considering an application for development of the Site which demonstrates that the existing tourism allocation should be retained.
- 7.3 There is an increasing demand for tourism both in the Craven District and in the adjacent Yorkshire Dales National Park. The whole Site was originally allocated to meet this demand. The need for tourism development in the area has increased since the original allocation; the proposed significant reduction of the allocation fails to address this need.
- 7.4 The Council propose to allocate a significant area of land as Local Green Space. These representations demonstrate that not only does the proposed allocation fail to comply with the NPPF and guidance contained in the PPG, but it is also based on a flawed assessment of Green Space allocations.
- 7.5 The Council's proposal to carve up an extant planning permission is unreasonable and as a result, the proposed allocation is not consistent with National Policy.
- 7.6 We therefore find the Publication Draft Local Plan to be **unsound** and propose the following changes at section 8 below in order for the plan to be found sound.

8. Proposed Changes to the Draft Local Plan

- 8.1 As a result of the Local Green Space Assessment December 2017, Page 154-155 of the Draft Local Plan, Policy ENV10 designates “*Land to the west of Hellifield (Hellifield Flashes)*” (site ref. HE-LGS1) as Local Green Space. Site ref. HE-LGS1 should be re-assessed properly taking into consideration the extant planning permissions and the overall size of the land and therefore this land cannot be allocated for Local Green Space.
- 8.2 This designation should be removed from Policy ENV10 and the corresponding Policy Maps. In addition, the Council should be required to re-assess their proposed Local Green Space allocations as other sites may have been the subject of the current flawed assessment.
- 8.3 Page 187, paragraph 7.19 of the Draft Local Plan addresses the Tourism Development Commitment. We propose that the following changes should be made to this paragraph (deletions = ~~strike through~~ and additions = underlined)

Tourism Development Commitment. Land to the west of Hellifield (shaded grey in Diagram EC4) already benefits from planning permission for construction of a rural environmental centre (comprising tourism, exhibition, training, equestrian and livestock buildings, a hotel and nature conservation area), but proposals for alternative sustainable tourism development may come forward in the future. The local plan will support such proposals, in principle, provided that they fully address important matters of landscape, heritage, archaeology, biodiversity, ~~local green space~~ and public rights of way, in accordance with local plan policies ENV1, ENV2, ENV4, ~~ENV10~~ and ENV12.

- 8.4 Page 191, paragraph 7.33 identifies Hellifield Railway Station as a ‘Key Location’. Key Locations are described as “*offering particularly good opportunities for sustainable tourism and for harnessing synergies of co-location*”. The identification of Hellifield Railway Station as a Key Location is supported however, this is not illustrated on the relevant Policy Map (Policy Map 13) or Diagram EC4. The Policy Maps and relevant Diagrams should be amended to illustrate the Key Location in this area.
- 8.5 Policy EC4(h) should be amended as follows to reflect the removal of the Local Green Space designation and retained tourism allocation (deletions = ~~strike through~~ and additions = underlined):

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

- I) Conservation of the landscape and of the setting and special qualities of the Yorkshire Dales National Park
- II) Conservation of heritage assets, including archaeological remains, the Long Preston Conservation Area and the Settle-Carlisle Conservation Area
- III) Conservation of biodiversity value
- ~~IV) Preservation or enhancement of Local Green Space, including its open character, local significance and value to the community~~
- IV) Preservation and enhancement of the existing public rights of way network.

Proposals that include the development of non-designated land (shown in white on Diagram EC4) for the purposes of sustainable tourism will be supported, in principle, provided that the land adjoins the designated Tourism Development Commitment and the proposals are sensible in scale and meet the requirements of I) to IV) above.

- 8.6 Page 196 contains Diagram EC4 which defines the proposed tourism allocation at Hellifield. Diagram EC4 should be amended to remove the Local Green Space designations and replace this with the Tourism Development Commitment (currently shown grey) to reflect the area of the extant outline planning permission.

NOTES

This drawing is for planning purposes only and no dimensions should be read or taken from it.
All information contained within this drawing is taken from third party information, site survey and OS maps.
Halliday Clark Architects take no responsibility for it's accuracy.

SITE BOUNDARY



FOR PLANNING

**KELLWELL POINT
LEISURE VILLAGE
HELLIFIELD**

**FOR
BALLAN LTD**

**PROPOSED SITE
APPLICATION BOUNDARY**

Date **OCTOBER 2016**
Scale **1:2500 @ A1**
Drawn **NP** Checked

**HALLIDAY CLARK
ARCHITECTS**

Halliday Clark Limited T
Salts Wharf F
Ashley Lane E
Shipley BD17 7DB W hallidayclark.co.uk

Dwg. No. **548.02 (->) 240** Rev.



**KELLWELL POINT LEISURE VILLAGE
EXISTING SITE PLAN WITH RED LINE BOUNDARY**
scale 1:2500 @ A1

NOTES



- PUBLIC RIGHT OF WAY - UNCHANGED
- APPLICATION SITE BOUNDARY
- KELL WELL BECK
- KELL WELL BECK - RESTORED ROUTE
- EXISTING TREES TO BE RETAINED

- PROPOSED NEW TREES AND LANDSCAPING
- OUTER RING 3-4m AT 10 YEARS
- INNER RING 6-8m AT 10 YEARS

FOR PLANTING LAYOUT AND SPECIES SELECTION PLEASE SEE SEPARATE SCHEDULE BY JBA CONSULTING.

SCHEDULE OF AREAS

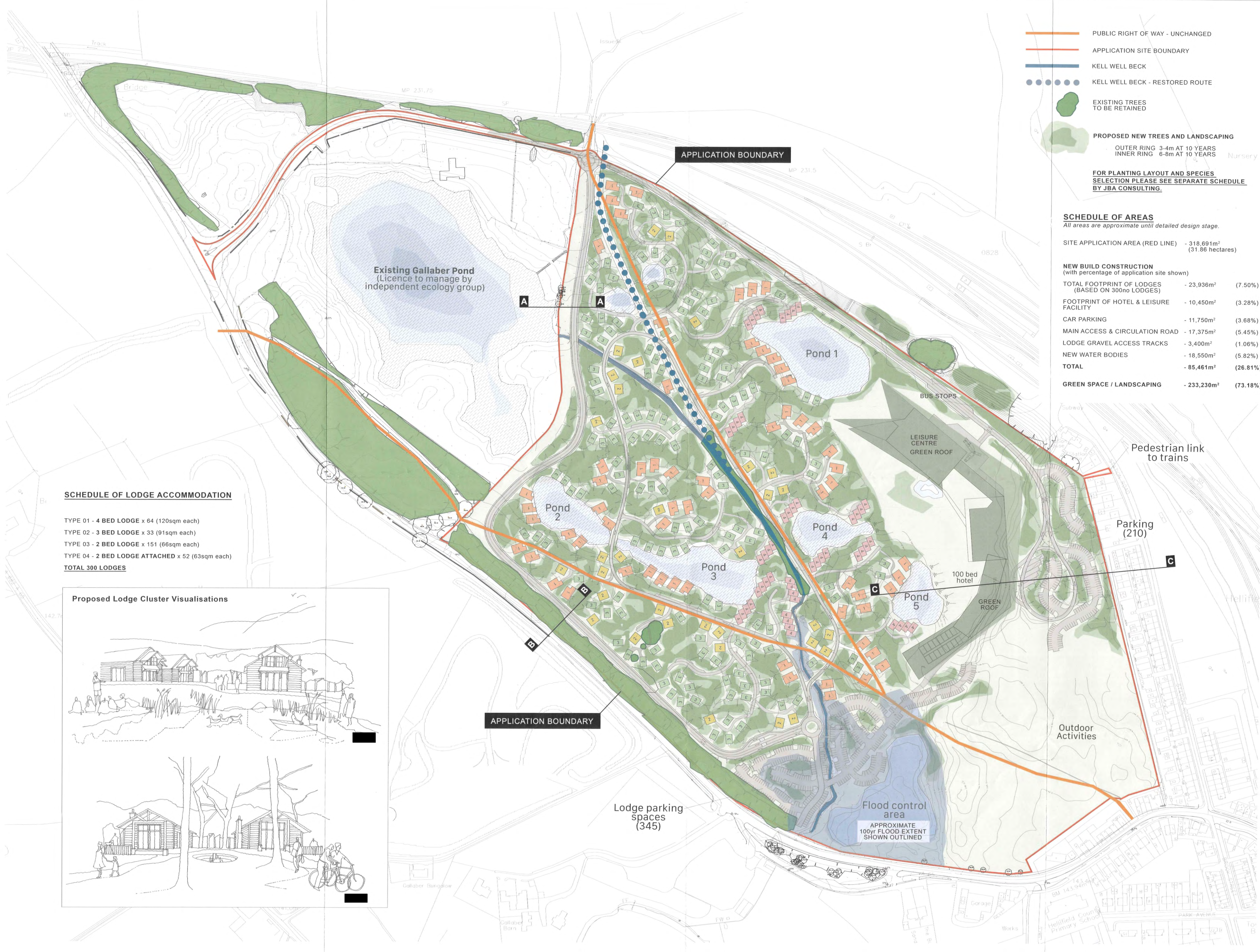
All areas are approximate until detailed design stage.

SITE APPLICATION AREA (RED LINE)	- 318,691m ²	(31.86 hectares)
NEW BUILD CONSTRUCTION (with percentage of application site shown)		
TOTAL FOOTPRINT OF LODGES (BASED ON 300no LODGES)	- 23,936m ²	(7.50%)
FOOTPRINT OF HOTEL & LEISURE FACILITY	- 10,450m ²	(3.28%)
CAR PARKING	- 11,750m ²	(3.68%)
MAIN ACCESS & CIRCULATION ROAD	- 17,375m ²	(5.45%)
LODGE GRAVEL ACCESS TRACKS	- 3,400m ²	(1.06%)
NEW WATER BODIES	- 18,550m ²	(5.82%)
TOTAL	- 85,461m²	(26.81%)
GREEN SPACE / LANDSCAPING	- 233,230m²	(73.18%)

SCHEDULE OF LODGE ACCOMMODATION

- TYPE 01 - 4 BED LODGE x 64 (120sqm each)
- TYPE 02 - 3 BED LODGE x 33 (91sqm each)
- TYPE 03 - 2 BED LODGE x 151 (66sqm each)
- TYPE 04 - 2 BED LODGE ATTACHED x 52 (63sqm each)
- TOTAL 300 LODGES**

Proposed Lodge Cluster Visualisations



- REV J 16.06.2017 NP
Lodge types amended following consultation with Local Authority.
- REV I 05.05.2017 NP
Access road amended to provide area of trees to the boundary between lodge park and Gallaber nature pond, following consultation with YDNP.
- REV H 25.04.2017 NP
Landscape amendments following consultation with Local Authority, Landscape and Ecology consultants.
- REV G 01.03.2017 NP
Hotel redesigned and relocated to back-to-earth location. Parking and road layouts amended slightly following comments received from the Local Authority.
- REV F 27.01.2017 NP
Masterplan updated with amended lodge locations and relocated hotel position. Car parking also updated.
- REV E 11.01.2017 NP
Masterplan updated to include amended layout of lodges to provide larger areas of landscape, access road updated and car parking layout amended.
- REV D 19.10.2016 NP
Additional landscaping added to part of southern boundary.
- REV C 17.10.2016 NP
Red line boundary added
- REV B 12.09.2016 NP
Additional notes added, new parking layout and attenuation pond added
- REV A 23.08.2016 NP
Layout updated following flood risk appraisal and general client comments

INITIAL ISSUE	
REVISION - DATE	(DRWN / CHDR)

PLANNING ISSUE

KELL WELL POINT
HELLIFIELD
NORTH YORKSHIRE

FOR
BALLAN LTD

PROPOSED MASTERPLAN

Scale 1:1250 @ A0

HALLIDAY CLARK ARCHITECTS



**Kell Well Point
Leisure Development,**
Hellifield
North Yorkshire

HALLIDAY CLARK
ARCHITECTS

The Lodges

300 individual lodges ranging from 2 to 4 bedrooms



Proposed Lodge Clusters

300no. individual lodges arranged in clusters of approximately 5-8 units, allowing maximum space for tree planting and general landscaping between.

It is anticipated that the percentage of available green space for tree planting and landscaping is over 73% of the application site.





SCHEDULE OF LODGE ACCOMMODATION

TYPE 01 - 4 BED LODGE x 64 (120sqm each)

TYPE 02 - 3 BED LODGE x 33 (91sqm each)

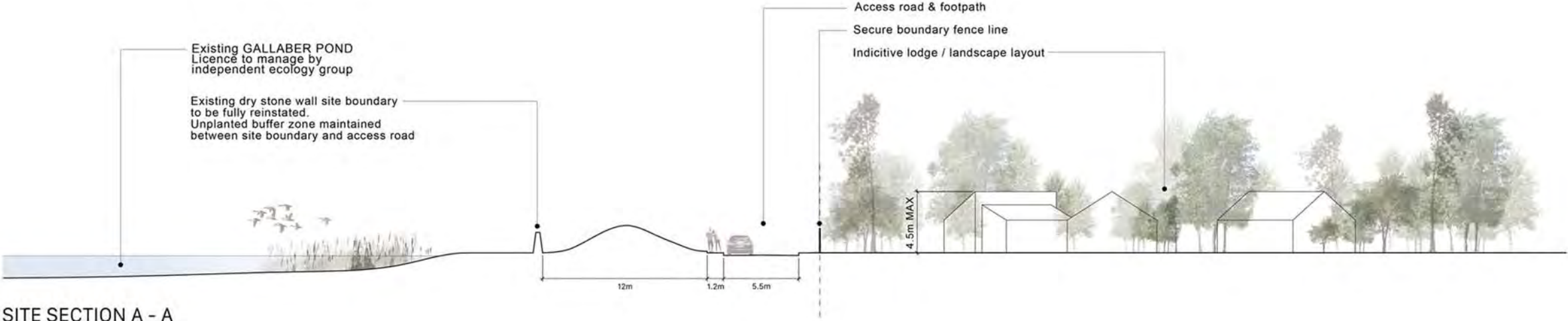
TYPE 03 - 2 BED LODGE x 151 (66sqm each)

TYPE 04 - 2 BED LODGE ATTACHED x 52 (63sqm each)

TOTAL 300 LODGES

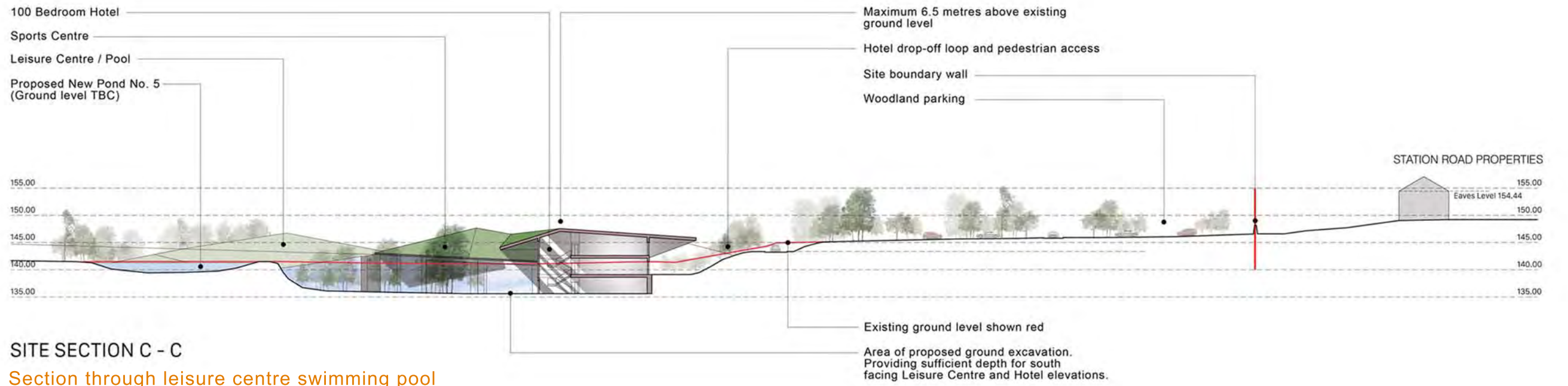
Proposed Site Sections

Lodge cluster sections with proposed earth bunding



Proposed Site Sections

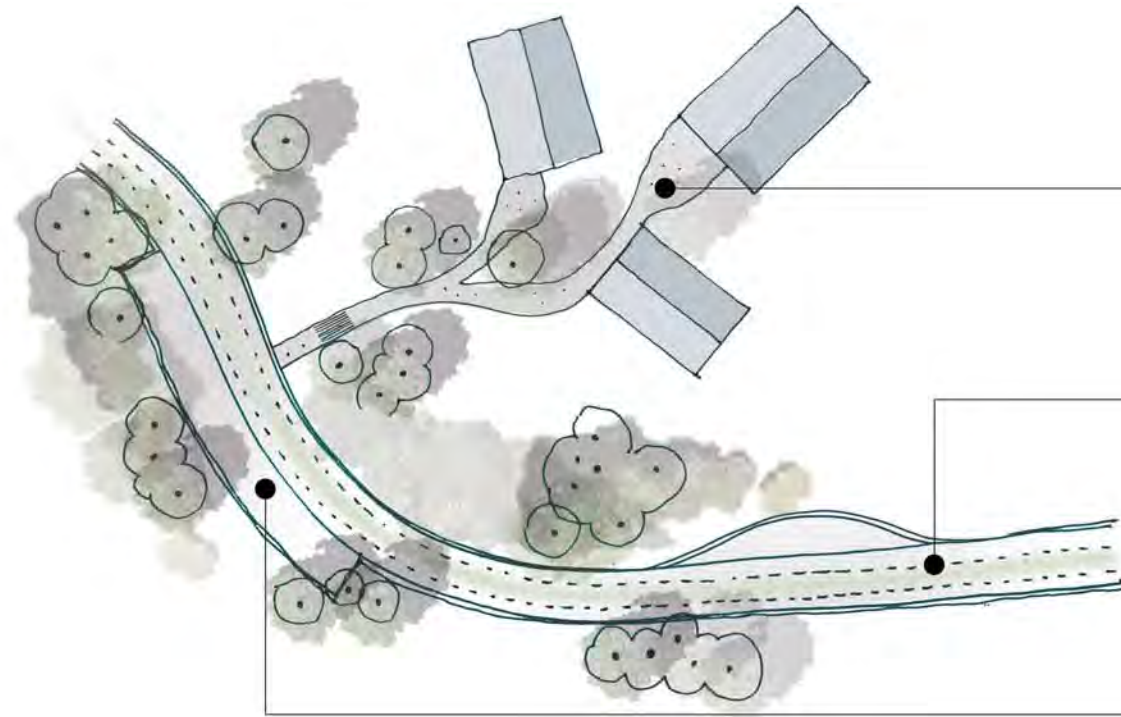
Proposed car parking and leisure centre



Material Precedents

The palette of materials takes Inspiration from both woodland and moorland settings, and includes various mixes of trees and bushes complimented with building materials of natural timber and limestone.

Proposed lodge clusters and parking

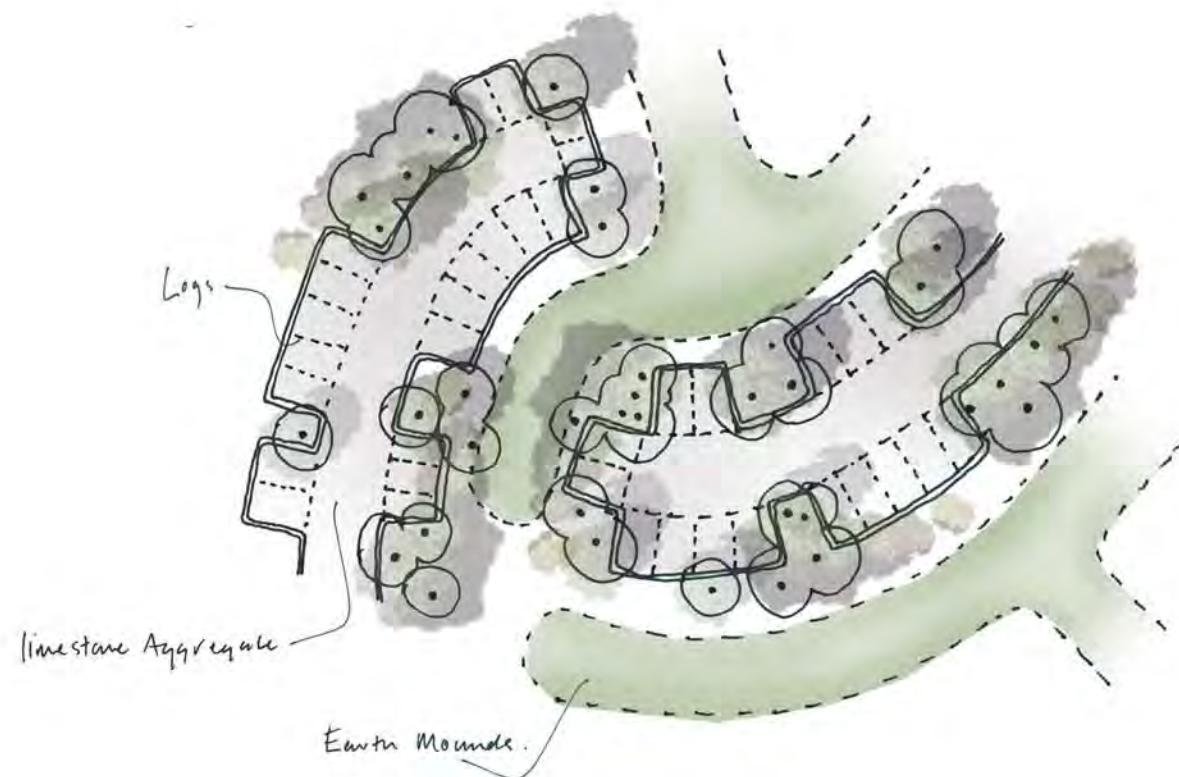


Proposed Lodge Access Tracks

Informal pathways lead from the single track access roads into each lodge cluster. Laid with loose gravel and elements of raised decking walkway to bridge small watercourses. Gravel pedestrian pathways provide desire lines between tree planting and local topography.

Single track access driveways, with passing places and topped with loose limestone aggregate. Central grass strip in parts suggest less formal routes than the two-way loop road in tarmac.

Areas of gravel lay-by, edged with logs, providing informal temporary parking bays for vehicular loading and unloading into lodges.



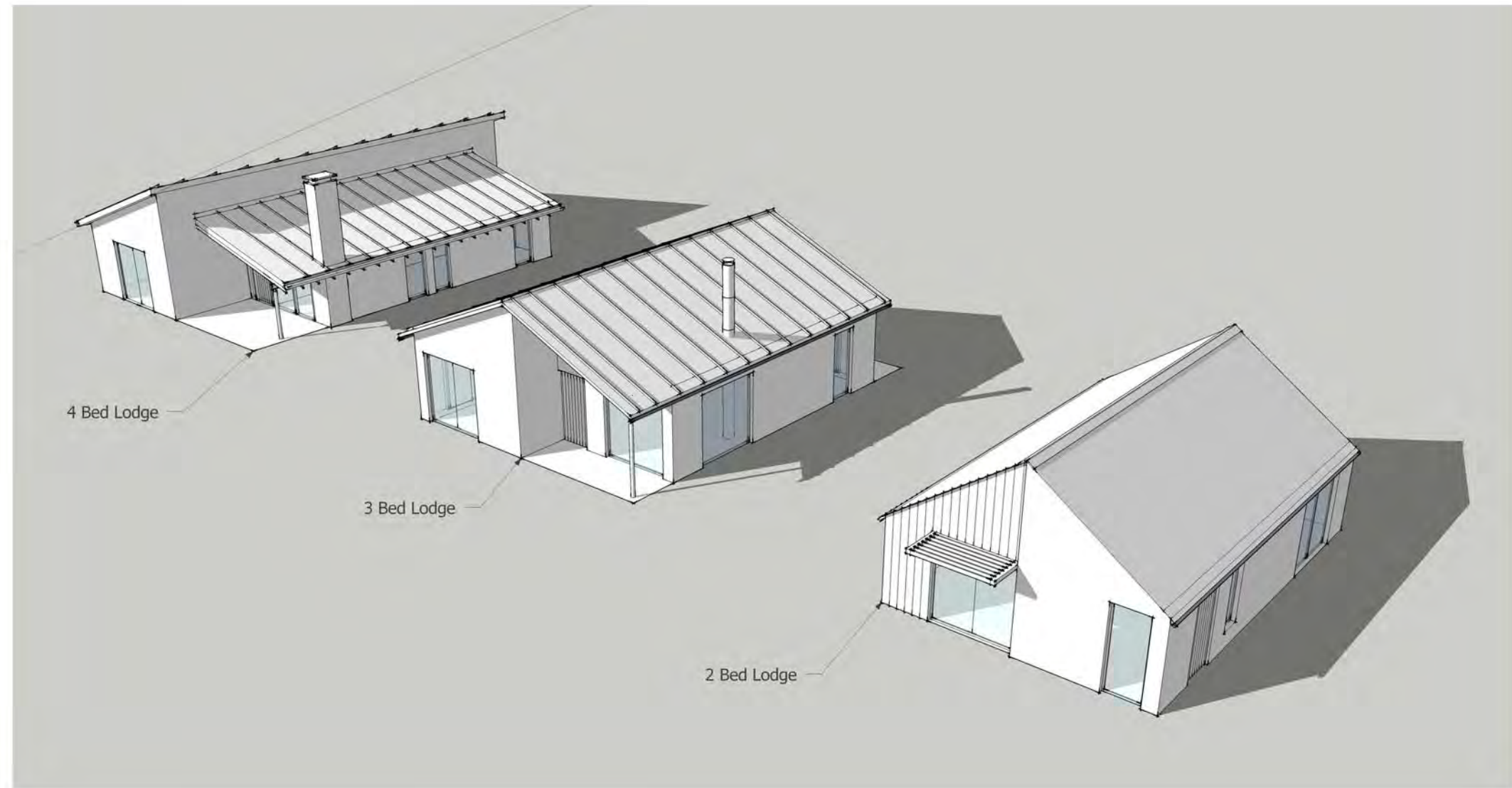
Proposed Car Parking Design.

Woodland / National Park style car parking layout, with various, separate parking enclosures created with earth mounds and tree planting. Formed within the topography of the existing landform where possible.

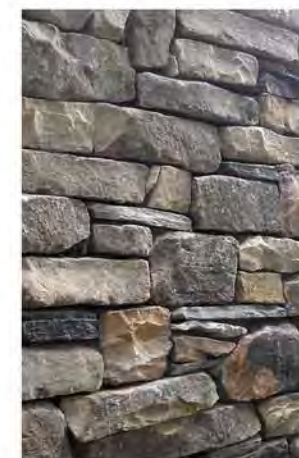
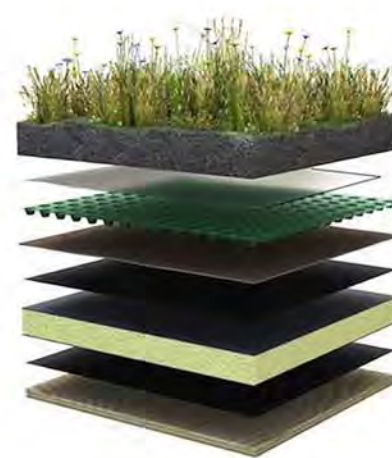
Log edging helps maintain parking space identification, even during heavy leaf drop.

Additional areas of dry stone walling help to break up the parking environment.

Parking bays and access laid with loose gravel.



Indicative lodge types
with material precedents



The Leisure Centre and Hotel

300 individual lodges ranging from 2 to 4 bedrooms

Service and delivery zone

Leisure centre
sports hall

100 bedroom
hotel & spa,
Including main facility
entrance.

Hotel restaurant
terrace

Leisure pool complex,
cinema, bar & restaurant.

Proposed Leisure and Hotel Facility

From the West and South West - Within the lodge park.

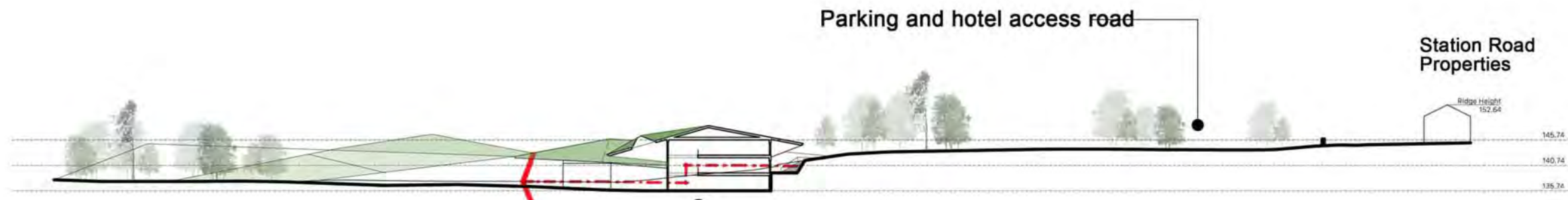
Sunken 'cove' like layout, cut into the existing topography to give an approximate building height of 12m.

Faceted green roof continues over the building mass to create solar shading and further help break the mass of building outlines.

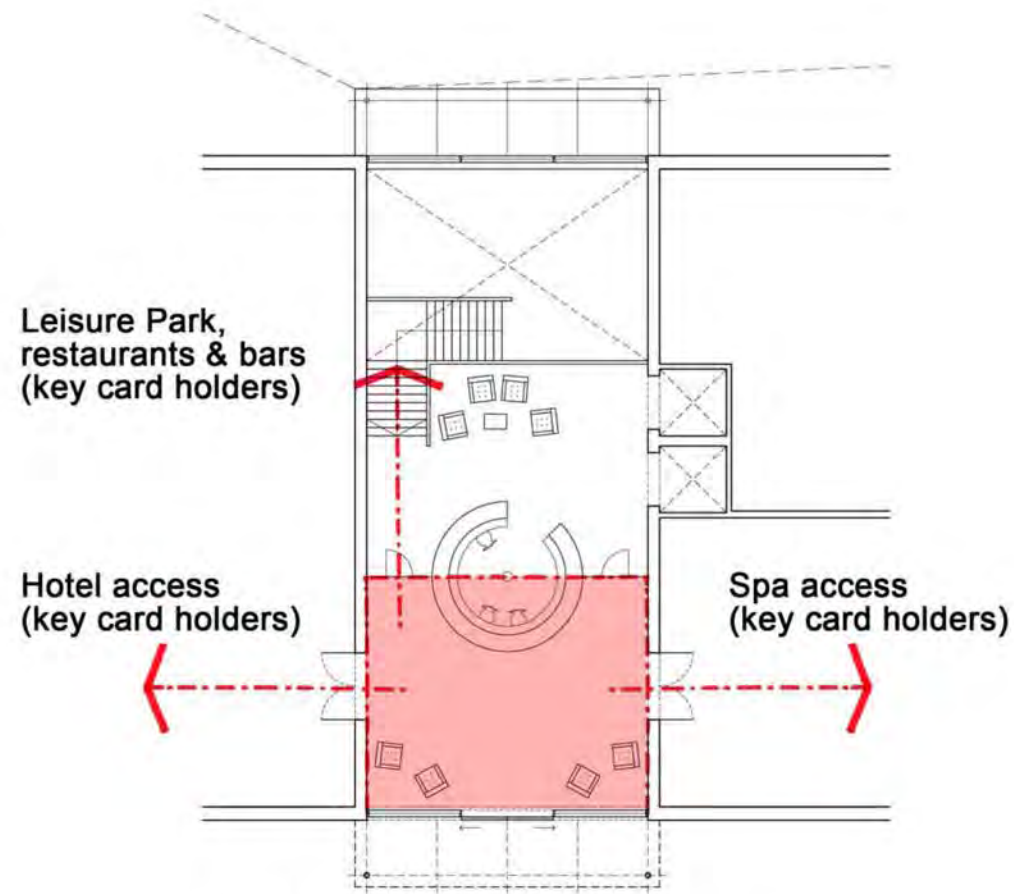
From the North East - National Park and Station Road.

Low lying faceted green roof to all leisure and hotel buildings, providing no more than 6.5m height above existing ground levels when viewed from the north east.

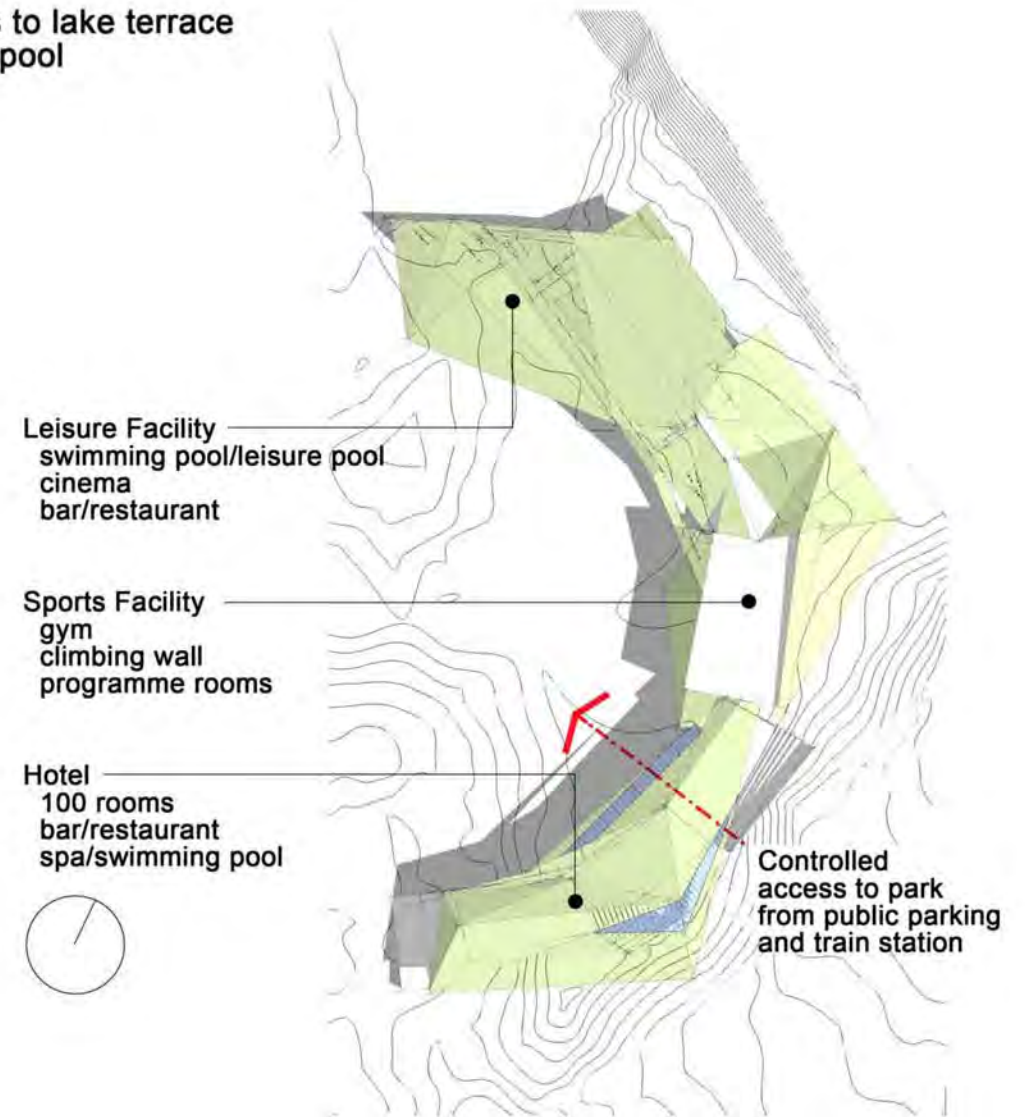
Hotel Entrance



Hotel Cross Section
Secure and controlled access level
100 bedrooms
bar/restaurants to lake terrace
spa/swimming pool



Hotel Reception Hub
Public access from station, parking and bus drop-off via secure reception hub allowing controlled access to hotel, spa and main leisure park.



Landscape Photomontage Images



Images for landscape assessment

The images contained on this page are not representative of scale and distance from the actual viewpoint and show the proposed development in its wider landscape context only for landscape assessment.

**Proposed Leisure Development,
Hellfield**
Aire Valley Park Ltd
Figure 9 (Page 1 of 3):

**Photomontage showing proposal 1 year
post completion**
Public footpath below
Nursery Hill, Hellfield

OS Grid Reference: 385150, 457410

Camera: 50mm with full frame sensor
Horizontal field of view: 39.6°
Height of Camera above ground: 1.65m

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Saltaire, Shipley
BD18 3LF
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Fax: [REDACTED]
www.jbaconsulting.com

JBA
consulting

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Proposed Leisure Development, Hellifield
Aire Valley Park Ltd
Figure 9 (Page 2 of 3):

Photomontage showing proposal 5-6 year post completion
Public footpath below
Nursery Hill, Hellifield

OS Grid Reference: 385150, 457410

Camera: 50mm with full frame sensor
Horizontal field of view: 39.6°
Height of Camera above ground: 1.65m

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**Proposed Leisure Development,
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Aire Valley Park Ltd
Figure 9 (Page 3 of 3):

**Photomontage showing proposal 10-12 year
post completion** OS Grid Reference: 385150, 457410
Public footpath below
Nursery Hill, Hellfield

Camera: 50mm with full frame sensor
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Proposed Leisure Development, Hellifield
Aire Valley Park Ltd
Figure 9 (Page 1 of 3):

Photomontage showing proposal 1 year post completion
Open access land, Newton Moor, Hellifield
OS Grid Reference: 385365, 458489

Camera: 50mm with full frame sensor
Horizontal field of view: 39.6°
Height of Camera above ground: 1.65m

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**Proposed Leisure Development,
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Figure 9 (Page 2 of 3):

**Photomontage showing proposal 5-6 year
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OS Grid Reference: 385365, 458489

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Proposed Leisure Development, Hellifield
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Figure 9 (Page 3 of 3):

Photomontage showing proposal 10-12 year post completion
Open access land, Newton Moor, Hellifield
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Camera: 50mm with full frame sensor
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ENVIRONMENT AND SUSTAINABILITY
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MINING, QUARRYING AND MINERAL ESTATES
WASTE RESOURCE MANAGEMENT



BALLAN LTD

**PROPOSED LEISURE DEVELOPMENT AT LAND ADJOINING HELLIFIELD
TRAIN STATION, HELLIFIELD, YORKSHIRE**

PLANNING SUPPORTING STATEMENT

OCTOBER 2016

your earth our world



Wardell Armstrong

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DATE ISSUED: OCTOBER 2016
JOB NUMBER: ST15726
REPORT NUMBER: 001

BALLAN LTD

**PROPOSED LEISURE DEVELOPMENT AT LAND ADJOINING HELLIFIELD TRAIN STATION,
HELLIFIELD, YORKSHIRE**

PLANNING SUPPORTING STATEMENT

OCTOBER 2016

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ENERGY AND CLIMATE CHANGE
ENVIRONMENT AND SUSTAINABILITY
INFRASTRUCTURE AND UTILITIES
LAND AND PROPERTY
MINING AND MINERAL PROCESSING
MINERAL ESTATES AND QUARRYING
WASTE RESOURCE MANAGEMENT

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DRAWINGS

Proposed Site Application Boundary	548.02 (--)	240
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APPENDICES

Appendix A	Kellwell Point Leisure Village Hellifield North Yorkshire Design Statement
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1 INTRODUCTION

1.1.1 This Planning Supporting Statement has been prepared by Wardell Armstrong LLP on behalf of Ballan Ltd in support an outline planning application (with all matters reserved except for means of access) for a proposed Leisure Development in Hellifield, Yorkshire. The site is located within the administrative boundary of Craven District Council (CDC) and is adjacent to the Yorkshire Dales National Park.

1.1.2 The site is centred on National Grid Reference (NGR) SD847471 and is located on land adjoining Hellifield Train Station, Hellifield, Yorkshire. The site is approximately 31.75ha and currently comprises a number of agricultural fields, together with a lake, watercourse and woodland.

1.1.3 This Planning Supporting Statement supports an outline planning application with all matters reserved except for access. The description of the proposed development is as follows:

“Outline Application for the development of a leisure centre, including swimming pool, hotel and visitor accommodation including up to 300 lodges, park and ride facility, pedestrian access to Hellifield Station, parking areas, bus and coach drop off point, landscaping including ground modelling and water features.”

1.1.4 The site is identified as a Tourism Development Opportunity Site (TDOS) within the adopted Craven District Local Plan (CDLP) and is consistent with CDC’s aim to deliver appropriate and sustainable tourism related development. The proposal has been prepared with reference to pre-application consultation with CDC, the Yorkshire Dales National Park Planning Authority and the local community.

2 DESCRIPTION OF THE SITE

2.1 Site Location

2.1.1 The site is centred on NGR SD847471 and is located on land adjoining Hellifield Train Station, Hellifield, Yorkshire. The site is located adjacent to the western settlement boundary of Hellifield. The site is bound by:

- Hellifield Train Station and associated railway line with agricultural land beyond to the north;
- The western settlement boundary of Hellifield to the east;
- The A46 with Gallaber Park Holiday Park beyond to the south; and
- Agricultural land and Gallaber Pond with the A65 beyond to the west.

2.1.2 The location of the site together with its boundaries are shown in Drawing 548.02 (--) 240.

2.2 Description of the Site

2.2.1 The site covers an area of approximately 31.75ha. It currently comprises a number of large agricultural fields, divided by stone walls, low fencing and isolated trees. There is a belt of plantation woodland on the south-western site boundary, adjacent to the A65.

2.2.2 Kell Well Beck extends through the site, from the north-western corner of the site to the A65 on the southern boundary. There are also two seasonal waterbodies, known as flashes, within the north-east of the site.

2.2.3 Two Public Rights of Way (PRoW) are located within the site. A single PRoW extends north-west from the edge of Hellifield before dividing into two. One PRoW continues to the A65, north-west of the site. The other PRoW extends to the railway line on the northern site boundary.

2.2.4 The topography of the site is generally flat and gently sloping. The western boundary of the site is approximately 150mAOD, whilst the eastern boundary of the site is approximately 144mAOD.

2.3 Description of the Surrounding Area

2.3.1 Adjacent development comprises the village of Hellifield to the south-east of the site, and Gallaber Park Holiday Park to the south-west of the site on the opposite side of

the A65. The village of Long Preston is located approximately 1.2km north-west of the site. Remaining land surrounding the site is generally agricultural.

2.3.2 The majority of the site is immediately enclosed by built development, however the north-western site boundary is open to agricultural land beyond. A large flash, known as Gallaber Pond, is located within this land. There is a single isolated property (Waters View House) to the north of the pond, connected to the A65 by Waterside Lane.

2.3.3 The topography of the wider area is undulating; gently to the south-west, and steeply to the north-east where there are a number of high points.

2.4 Existing Designations

2.4.1 The CDLP identifies the site as a TDOS. The rationale for this allocation, as set out within Policy EMP11 of the CDLP, is to facilitate tourism related development in order to ensure the renovation and regeneration of Hellifield Train Station and as a basis for stimulation of economic regeneration of the village itself. The allocation sets out to encourage visitors to make greater use of rail travel to visit attractions in the area.

2.4.2 The CDLP indicates that the site is located within an area included in the Special Landscape Area. Many of the policies associated with this designation have been deleted. However, policies ENV1 and ENV2 seek to control development and ensure that it does not adversely impact the character and appearance of the open countryside.

2.4.3 The Settle-Carlisle Conservation Area is located adjacent to the northern boundary of the site. The western boundary of the site is adjacent to the Long Preston Conservation Area. The Yorkshire Dales National Park boundary is located approximately 20m north of the site.

2.5 Proposed Designations

2.5.1 CDC published the Second Informal (Pre-Publication) Draft of the Craven Local Plan (CLP) in April 2016. The emerging CLP identifies the site as a TDOS. The rationale for the allocation, as set out in Draft Policy EC4 is to support *“sustainable tourism development of the committed tourism development opportunity site on land to the west of Hellifield, in accordance with broad requirements set out on the policies inset map”*.

2.5.2 It is proposed to allocate large sections of the site as Local Green Space. The rationale for the allocation, as set out within Draft Policy ENV10 of the emerging CLP, is to protect the areas *“from development that would adversely impact on their open character and the particular local significance placed on such green areas which make them valued by their local community.”* Development proposals will be refused other than *“where the community would gain equivalent benefit from the provision of a suitable replacement”*. However, it is considered that the proposed allocation of Local Green Space at the site is inappropriate and fundamentally unsound as will be demonstrated within this Planning Supporting Statement.

3 PLANNING HISTORY

3.1 Overview

3.1.1 There is an extensive and complex planning history associated with the site and the wider TDOS which is briefly set out below. Large parts of the strategy to promote tourism related development within the TDOS have been implemented. This is through the redevelopment of Gallaber Farm into a Holiday Park, together with the renovation of the Hellifield Train Station buildings and the construction of Waterside Lane which is colloquially known as the 'Road to Nowhere'. However, the land located to the north of the A65, which forms a significant proportion of the TDOS, has not been developed and subsequently the wider regeneration of Hellifield Train Station remains incomplete.

3.1.2 Outline planning permission (ref: 5/42/149) was granted in 1991 for the comprehensive development of this area to form Railway Heritage Centre for the Settle – Carlisle Railway; including Country Club Hotel, golf course, new access road and park and ride facilities at Hellifield Station and adjoining land. However, a reserved matters planning application was not submitted and the planning permission subsequently lapsed. In 2005 planning permission was granted for a Rural Environmental Centre (ref: 42/2005/5082).

3.1.3 In 2009, a scheme was developed to include all of the land within the TDOS to the north of the A65 (the development that was granted planning permission in 2005 excluded land within the east of the TDOS, adjacent to Hellifield Train Station). This scheme, which outlined plans for a Holiday Village, was presented to CDC in 2009 and a request for a Scoping Opinion was also submitted in this year. However, the scheme has not progressed until now as time was required to assemble all of the land required for the proposal and importantly secure a convenient pedestrian access to Hellifield Train Station.

3.1.4 During this time, the scheme design has evolved in line with pre-application consultation with CDC, the Yorkshire Dales National Park Planning Authority and the local community. In addition, an iterative design approach has been taken through the EIA process. The principle of the development remains the same as in 2009 and it is considered that this pre-application consultation and the EIA process has refined the scheme to ensure that benefits are maximised and adverse impacts are mitigated.

3.1.5 For clarity, a summary of the planning history of the site is provided in Table 1.1.

Table 1.1: Planning history of the site			
Reference	Description	Decision	Date
5/42/149	Outline planning application for the comprehensive development to form Railway Heritage Centre for the Settle –Carlisle Railway; including Country Club Hotel, golf course, new access road and park and ride facilities at Hellifield Station and adjoining land	Granted subject to conditions	02/09/1991
5/52/124	Outline planning permission for the erection of a pubic house/restaurant at OS field 4923	Granted subject to conditions	18/03/1996
5/52/125	Construction of a Site Manager’s House a New Access Road on OS field 4923	Granted subject to conditions	18/03/1996
5/42/149/A	Use of Station Buildings as Offices and Heritage Centre, Hellifield Station, Hellifield.	Granted subject to conditions	30/05/1996
5/42/149/B	Erection of Engine Shed and adjacent Railway Heritage and Visitor Centre, and use of land for associated uses and car parking, Land adjacent and to south of Hellifield Station	Granted subject to conditions	10/09/1996
5/42/149/C	Outline planning application for the construction of Hellifield Rural Environmental Centre (comprising tourism, exhibition, training, equestrian and livestock buildings) on approximately 51 hectares of land to the west of Hellifield	Granted subject to conditions	11/01/2000
42/2002/2763	Construction of Hellifield Rural Environmental Centre (comprising tourism, exhibition, training, equestrian and livestock buildings) on approximately 51 hectares of land to west of Hellifield (renewal of planning permission ref no. 5/42/149/C)	Granted subject to conditions	10/02/2003
42/2005/5082	Construction of Hellifield Rural Environmental Centre (comprising tourism, exhibition, training, equestrian and livestock buildings) on approximately 51 hectares of land to west of Hellifield. (Reserved Matters following Outline Planning Permission no. 42/2002/2763 granted on 10th February 2003).	Granted subject to conditions	20/09/2005
Hellifield	Scoping Opinion for the development of land for a hotel and conference centre, 30 holiday apartments, 60 bed care home, 9 hole golf course and club house, garden centre, holiday village comprising 185 cottages and business park at land adjoining Hellifield Station, Hellifield.	EIA required	16/09/2016

4 DESCRIPTION OF THE PROPOSED DEVELOPMENT

4.1 Introduction

4.1.1 This is an outline planning application with all matters reserved except for means of access. The proposal seeks to provide a leisure development, in accordance with the site's allocation within the CDLP, capitalising on the site's sustainable location in close proximity to Hellifield Train Station and the Yorkshire Dales National Park. The proposal will seek to provide a variety of benefits to the local economy through the promotion of tourism.

4.1.2 The description of the proposed development is as follows:

“Outline Application for the development of a leisure centre, including swimming pool, hotel and visitor accommodation including up to 300 lodges, park and ride facility, pedestrian access to Hellifield Station, parking areas, bus and coach drop off point, landscaping including ground modelling and water features.”

4.2 The Development Proposals

4.2.1 The principle elements of the proposed development are outlined in Table 1.2.

Table 1.2: Proposed Development		
Land Use	Units/Area	Comments
Lodges	300	Indicative mix: 57 (4 bed 8 person) 132 (3 bed 6 person) 111 (2 bed 4 person)
Sports/Leisure and Retail Facilities	Indicative area shown	
Bus/coach drop off area together with Park and Ride and Hotel Parking	251	160 Park and Ride Spaces (provided for Hellifield Train Station) 91 Hotel Parking Spaces
Car Parking Spaces	370	370 Lodge parking spaces
Retention of Green Areas and Creation of Lakes and Attenuation Features	21,400 sqm	Lake 1 (7,500 sqm) Lake 2 (2,600 sqm) Lake 3 (4,200 sqm) Lake 4 (7,100sqm) Green Areas (10,000 sqm)

- 4.2.2 The proposed masterplan details the indicative layout of the proposal (see Drawing 548.04 (--) 250). The indicative layout illustrates the intention to create a pedestrian access to Hellifield Train Station and to retain the existing Public Rights of Way within the site. For reference purposes, indicative elevations, the indicative layout of the proposed leisure centre and indicative sketches of the proposed lodges are provided in Drawings 548.04(SK)220, 548.04 (SK) 230, 548.04 (SK) 260 and 548.04 (SK) 270.
- 4.2.3 Detailed access arrangements are submitted for approval as part of this outline planning application. Vehicular access to the site will be gained via the existing Waterside Lane. The Transport Assessment considers that this highway can accommodate the proposed development in its current form, as it is a high grade access already designed for a substantial level of traffic. As such, it is considered unnecessary to undertake any alterations to the access.
- 4.2.4 The lodges proposed within this development will be under single commercial ownership and management. The proposed development represents a capital investment of circa £100 million and will create around 500 permanent employment opportunities. Importantly, the proposal will provide greater connectivity to Hellifield Train Station, the Yorkshire Dales National Park and ensure that the publicly funded Waterside Lane can be utilised.

5 CONSULTATION

5.1.1 The proposed development has been informed and guided by a programme of consultation with CDC, Yorkshire Dales National Park, members of the public and other stakeholders. This programme has included the process of scoping, and a number of meetings and consultation events. The consultation process in relation to the current proposals is outlined below.

5.2 Craven District Council

5.2.1 Informal discussions with CDC were originally held in 2009 in relation to a previous iteration of the scheme. Following this a schematic for the scheme was produced, and a request for a Scoping Opinion was submitted to CDC on 1st June 2009. The Scoping Opinion was received on 16th July 2009. This provided CDC and statutory consultees with an opportunity to comment on the proposed scope of the ES.

5.2.2 Subsequent to this, further pre-application consultation has been undertaken with CDC. On 20th June 2011 a meeting was held with [REDACTED] and [REDACTED] of CDC Planning Department regarding the proposal and the requirement to submit a further request for a Scoping Opinion. CDC did not indicate that the scope of the EIA should be updated. CDC did however recognise the economic benefits of the proposed development. A further pre-application advice request was lodged on 22 September 2016, at the time of writing a response has not been received.

5.3 Yorkshire Dales National Park

5.3.1 Pre-application consultation has also been undertaken with the Yorkshire Dales National Park Planning Authority. A pre-application advice request was submitted on 22nd August 2016 and a formal written response was received on 20th September 2016.

5.3.2 The response recognised the economic benefits associated with the proposal. The response outlined the scope and requirement for Heritage, Ecological and Landscape and Visual Impact Assessments within the associated ES. The response also highlighted the potential impact of the lighting associated with the proposed development on the dark night skies of the Yorkshire Dales National Park which are a special quality of the area. It should be noted that details of lighting will be provided within the reserved matters application, in any case it is considered that any adverse impacts can be appropriately mitigated.

5.4 Public Consultation

- 5.4.1 Two Public Consultation Events were held in relation to the previous iteration of the scheme in 2009. One was held in Long Preston, and one in Hellifield, both in March 2009.
- 5.4.2 A Public Consultation Event in relation to the proposed development was held on 13th October 2016. A notification of this event was placed within the local newspaper on 29th September 2016. This event provided local residents with the opportunity to comment on and influence the proposals.
- 5.4.3 A total of 115 attendees signed in to the event, and 64 feedback forms were received. A number of issues were raised during the event, however the main issues were associated with the potential effect on ecology and the scale of the proposed development. An assessment of the potential effects on ecology and nature conservation has been undertaken and a number of potential mitigation measures have been recommended. Further ecological surveys will be undertaken to inform these mitigation measures and how they will be implemented within the detailed design, ensuring the effect on ecology is minimised. In addition, the scheme will provide ecological enhancements, such as restoring streams within the site to their original course and implementing a drainage strategy that will minimise effects on Gallaber Pond.
- 5.4.4 In relation to the scale, the proposal has been designed to satisfy the demonstrable need for the tourism related development which allows it to meet the aims of the TDOS designation. A Design and Access Statement (see Appendix A) includes information on proposed mitigation measures recommended in the Landscape and Visual Assessment, which will limit the scale of the development and reduce adverse effects on the amenity of local residents. Further assessments will be undertaken within the detailed design ensuring adverse effects are mitigated.

5.5 Other Consultees

- 5.5.1 The scoping process undertaken in 2009 provided statutory consultees with an opportunity to comment on the proposed scope of the ES. Consultees who responded to the request for a Scoping Opinion included Natural England, Environment Agency, and North Yorkshire County Council Heritage and Environment.
- 5.5.2 Further discussions between the Applicant and Environment Agency were undertaken following receipt of the Scoping Opinion to refine the design of the scheme.

6 ENVIRONMENTAL IMPACTS

- 6.1.1 To accompany this planning application, an ES which provides an Environmental Impact Assessment (EIA) of the proposals has been prepared in accordance with the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 ('2011 Regulations') which translate the EIA Directive into UK planning legislation.
- 6.1.2 The ES is the main communication tool for presenting the key findings of the EIA. It is intended to inform decision-making in the determination of the planning application.
- 6.1.3 An EIA is statutorily required prior to 'development consent' being granted for any project which is likely to have significant effects on the environment. 'Development consent' is a term which includes the grant of planning permission.
- 6.1.4 Schedule 1 of the 2011 Regulations lists projects for which EIA are mandatory. The proposed development does not fit to any of these categories. The proposed development falls under Schedule 2, Part 12(c) 'Tourism and leisure: Holiday villages and hotel complexes outside urban areas and associated developments' of the EIA Regulations. Under Schedule 2 Part 12(c), the current threshold criteria for which an EIA is required is a development that exceeds an overall development footprint of 0.5ha.
- 6.1.5 Whilst no formal screening request was submitted to CDC in relation to the proposed development, it has been considered that in order to demonstrate the thoroughness of the approach to the application, the Applicant has committed to undertake this EIA on a voluntary basis.
- 6.1.6 The production of a full ES was therefore carried out to present the findings of the EIAs in respect of the current application.
- 6.1.7 In the context of the development proposal and its potential environmental impacts, the following technical areas have been given consideration:
- Socio-economic (*Wardell Armstrong LLP*)
 - Transportation (*Sanderson Associates*)
 - Noise (*Wardell Armstrong LLP*)
 - Archaeology and Cultural Heritage (*Wardell Armstrong LLP*)
 - Landscape and Visual Impact Assessment (*JBA Consulting*)

- Ecology (*JBA Consulting*)
- Geology and Hydrology (*JBA Consulting*)

6.1.8 The format of the ES conforms to the legislative requirement for EIA. This includes non-technical information such as a brief description of the local and surrounding area; a detailed discussion of the project development; the scheme alternatives; and details of consultation.

6.1.9 The ES is accompanied by a Non-Technical Summary (NTS) which provides a summary of the information contained in the ES. It details the significant effects of the proposed development, using non-technical language and appropriate illustrations. Although contained within the main body of the ES, in addition it has been produced as a separate document.

6.2 **Summary of Environmental Assessments**

6.2.1 Potential impacts have been identified and assessed and where required, measures to avoid or reduce any negative effects have been included within the site design and development proposals.

6.2.2 An overview of each of the environmental assessments is provided below.

Socio-Economic

6.2.3 Although the economy within Craven District has traditionally been based upon agriculture, it has diversified in recent years and shifted towards the tourism industry. The Economic Development Strategy for Craven District notes that more jobs are required within the area together with appropriate levels of growth within sustainable tourism.

6.2.4 The development will create additional employment opportunities through its construction and operation. These jobs will improve the local economy, and encourage young people to stay in the area. Visitors to the development could also contribute to the local economy by using shops and services within the area.

6.2.5 A Construction Management Plan will be created for the site to minimise impacts on local residents.

Transportation

6.2.6 An assessment was undertaken of the potential environmental effects resulting from the change in traffic associated with the development.

6.2.7 There would be a minimal material increase in traffic during the construction phase of the development, and a Construction Management Plan would be produced to cover routes to and from the site and arrival/departure times to limit potential negative effects.

6.2.8 Once the development is constructed, the increase in traffic falls well below the key thresholds identified by the guidance (produced by the Institute of Environmental Management and Assessment) and would not therefore result in any significant negative effects on the environment.

Noise

6.2.9 A Noise Assessment is currently being undertaken and will be provided to CDC following the submission of this planning application.

Archaeology and Cultural Heritage

6.2.10 The Long Preston Conservation Area is located to the west of the site, and the Settle-Carlisle Railway Line Conservation Area is located to the north of the site. Three listed buildings are also located around the site.

6.2.11 The development could affect these heritage assets; however, any effects are not considered to be significant. Planting or fencing to the north of the scheme could screen view to the north, and limit potential impacts on heritage assets.

6.2.12 Following a survey of the site and desk study, it is considered that there is no potential buried archaeological remains that would prevent development.

Landscape and Visual Impact Assessment

6.2.13 The site is relatively rural in character, but nearby modern development and roads reduce the feeling of remoteness and tranquillity.

6.2.14 The landscape will be affected directly by the development, and indirectly by the associated traffic and presence within views.

6.2.15 The development will not directly impact on the landscape of the Yorkshire Dales National Park; however, it will be locally visible in views towards the National Park. Views from within the National Park will be very limited.

6.2.16 The visibility of the development will be reduced by woodland adjacent to the A65, the railway embankment, houses in Hellifield and other nearby development. However, visual effects will be experienced on the footpaths within the site, and on

footpaths to the north of the site. Visual effects will also be experienced by some houses, mainly to the western edge of Hellifield.

- 6.2.17 A number of measures will be included within the development to reduce effects, including new woodland planting around the edge of the site, and dense planting within the site. No development will take place in the south-east of the site, to create an open buffer between the scheme and residential areas.

Ecology

- 6.2.18 Ecological surveys were carried out across the site to establish the baseline and identify habitats and species that could potentially be affected by the proposals, which included the two flashes within the site; woodland; hedgerows; Kell Well Beck; birds; great crested newts; badgers; and bats.
- 6.2.19 The potential effects on these receptors was assessed, which included consideration of both direct (such as habitat loss and injury to wildlife) and indirect (such as disturbance, changes in water run-off and dust deposition) impacts.
- 6.2.20 Mitigation measures will be implemented to ensure there are no significant negative effects on ecological receptors, primarily through the implementation of a Construction Environmental Management Plan which will detail how the wildlife of the site is to be protected.
- 6.2.21 Further surveys on protected species will be undertaken once the detailed design of the site is completed, to better inform mitigation strategies.

Geology and Hydrology

- 6.2.22 An assessment of contaminated land and flood risk was undertaken for the scheme, to support an assessment of potential impacts to the water environment.
- 6.2.23 The historical course of Kell Well Beck will be re-instated, as requested by the Environment Agency, as part of the development which should improve the ecology of the water course and offer a positive impact.
- 6.2.24 Part of the development includes a sunken hotel, creating a flood risk. Options to alleviate this risk will be further investigated and confirmed during the detailed design of the scheme.
- 6.2.25 A number of potential negative impacts were identified as a result of the construction and operation of the scheme. However, mitigation measures will be used to reduce or

prevent these and ensure there are no significant effects on geology or the water environment. Measures will include the following:

- Use of a Pollution Prevention Plan to prevent spillage and potential contamination;
- A Waste Management Plan will be implemented;
- The original course of streams within the site will be restored, improving drainage and providing benefits for wildlife;
- A detailed drainage design will be produced to minimise flood risk and potential effects on water;
- Further data for private water supplies will be obtained from the local authority, and a risk assessment undertaken if required;
- Ground investigations will be undertaken to inform the detailed development design; and
- A Construction and Environmental Management Plan (CEMP) will be developed and put in place for the whole period of construction.

6.3 Residual and Cumulative Effects

6.3.1 Each assessment has identified the potential environmental effects of the scheme, and recommended mitigation measures that could reduce or avoid these effects. Once these measures are in place, the majority of remaining (residual) effects will not be significant, as detailed within Table 1.3 below.

Table 1.3: Summary of Residual Effects	
Technical Chapter	Significant Residual Effects?
<i>Socio-Economics</i>	Yes
<i>Transportation</i>	No
<i>Noise</i>	[tbc]
<i>Archaeology and Cultural Heritage</i>	No
<i>Landscape and Visual Impact</i>	Yes
<i>Ecology and Nature Conservation</i>	No
<i>Geology and Hydrology</i>	No

6.3.2 The only significant residual effects will relate to socio-economics, and landscape and visual impacts. However:

- Significant residual socio-economic effects will be beneficial; and

- Significant residual landscape and visual effects would occur for any development of this type, and will reduce over time as the planting within the site grows and the development blends into the wider landscape.

6.3.3 In addition, there are no similar developments nearby. Therefore, it is not considered where would be any significant cumulative effects as a result of the proposals.

7 PLANNING POLICY CONTEXT

7.1 National Planning Policies and Guidance

National Planning Policy Framework (NPPF)

7.2 The NPPF was published in March 2012 and sets out the Government's planning policies for England and how these are expected to be applied, re-iterating the fact that planning law requires that all applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The NPPF has superseded previously published planning policy statements and planning policy guidance notes. Paragraph 14 states that:

"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development...for decision-taking this means approving development proposals that accord with the development plan without delay".

7.2.1 Paragraph 19 goes on to indicate that *"planning should operate to encourage and not act as an impediment to sustainable growth...therefore significant weight should be placed on the need to support economic growth through the planning system"*.

7.2.2 Paragraph 28 states:

"Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should:...

- ...support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres; and..."*

7.2.3 Paragraph 56 of the NPPF states: *"Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."*

7.2.4 Paragraph 77 of the NPPF states:

“The Local Green Space designation will not be appropriate for most green areas or open space. The designation should only be used:

- *where the green area concerned is local in character and is not an extensive tract of land.”*

7.2.5 Paragraph 131 of the NPPF states:

“In determining planning applications, local planning authorities should take account of:

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- *the desirability of new development making a positive contribution to local character and distinctiveness.”*

7.2.6 Paragraph 115 of the NPPF states:

“Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty. The conservation of wildlife and cultural heritage are important considerations in all these areas, and should be given great weight in National Parks and the Broads.”

7.2.7 Paragraph 134 and 135 states:

“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use...in weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale and harm or loss and the significance of the heritage asset.”

7.2.8 Paragraph 137 of the NPPF states:

“Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that

preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.”

7.3 Development Plan

7.3.1 Section 38 of the Planning and Compulsory Purchase Act 2004 replicates the provisions of Section 54A of the Town and Country Planning Act 1990 (as amended) and requires that where in making any determination regard is to be held to the Development Plan, and that determination shall be made in accordance with the Plan unless material considerations indicate otherwise.

7.3.2 The Development Plan for Craven District currently comprises the following documents:

- Craven District (outside the Yorkshire Dales National Park) Local Plan (1999).

7.3.3 As confirmed by the National Planning Policy Framework (NPPF), in reaching a decision on any application, the first consideration is whether the proposals accord with the Development Plan. It is then necessary to have regard to all other material considerations, which include all relevant policy considerations contained in the emerging Development Plan as well as National Planning Guidance and relevant appeal decisions.

7.3.4 Material considerations include the following:

- Second Informal (Pre-Publication) Draft of the Craven Local Plan (2016);
- The Yorkshire Dales Local Plan (Saved Policies June 2012) (2006);
- Conservation Area Appraisals in the Yorkshire Dales National Park Long Preston Adopted Document (2010);
- Settle–Carlisle Conservation Area Appraisal (2016);
- Planning Gain Guidance;
- Tourism and Economic Need; and
- Recent Independent Examination of Proposed Local Green Space Designation.

Craven District Local Plan (1999)

7.3.5 The CDLP was adopted on the 2nd July 2009. The CDLP sets out a development strategy for the plan area and contains all the land use policies and proposals needed for the

future development of the plan area for the period up to 2006. A number of policies have been saved within this Local Plan. The following policies are considered relevant:

7.3.6 Paragraph 2.1 states:

“All development must take full account of the need to protect the environment so that present day demands do not compromise the ability of future generations to meet their own needs or enjoy a high quality environment. All development must therefore reflect the need to safeguard the quality of life of residents, conserve resources and protect the plan area's essential character and main environmental assets...”

7.3.7 **Policy ENV1. Development in the Open Countryside** states:

“...Large scale development in the open countryside will only be permitted where it is demonstrated that there is an overriding need for the proposal due to the requirements of the utility services, transport, minerals supply or national security.”

7.3.8 **Policy ENV2. Requirements for Development in Open Countryside** states:

“Development acceptable in principle under policy ENV1. will only be permitted where:

- 1. It is compatible with the character of the surrounding area, does not have an unacceptable impact on the landscape and safeguards landscape features, including stone walls and hedgerows, worthy of protection;*
- 2. The design of buildings and structures and the materials proposed relate to the setting, taking account of the immediate impact and public views of the development;*
- 3. Rural access roads can accommodate the traffic likely to be generated by the proposal;*
- 4. Services and infrastructure can be provided without causing a serious harmful change to the rural character and appearance of the locality.”*

7.3.9 **Policy ENV10. Protection of Trees and Woodlands** states:

“In considering proposals for development, the Council will seek to safeguard the following from harm or unjustifiable loss:

- 1. A tree or hedgerow protected by a preservation order; or*

2. *A tree within a Conservation Area; or*
3. *An area of recognised Ancient Woodland;*
4. *Any trees or tree belts which do or will, when mature, contribute significantly to any of the following:*
 - a. *The landscape diversity*
 - b. *The setting of nearby existing or proposed buildings*
 - c. *A wildlife habitat*
 - d. *Visual amenity.”*

7.3.10 Policy ENV18. Light Generating Development states:

“The Council will seek to minimise light pollution. Applications for development requiring or likely to require external lighting shall be required to include details of lighting schemes.”

7.3.11 Policy EMP11. Tourist Development Opportunity Sites states:

“The following development opportunity sites are acceptable in principle, for tourist related development (Class D1 uses)

- *Hellifield Station site.*
- *Bolton Abbey Station site.*
- *Embsay Station site.*

Applications for planning permission will be assessed against other relevant policies in the plan and against the Development Briefs, to be provided for these sites.”

7.3.12 Paragraph 11.1 states:

“The above sites are felt to be suitable in principle for tourist related development, particularly as they are likely to encourage visitors to make greater use of rail travel to visit attractions in the area. The identification of these sites therefore contributes towards the Plan's objectives to promote sustainable development.”

7.3.13 Policy EMP16. Static Caravans and Chalets states:

“New static caravan and chalet development or the extension of existing sites will not be permitted within the AONB, and SSSI’s. Elsewhere static caravan and chalet development will be permitted provided:

- 1. The site is well screened by landforms and/or existing landscaping from roads, elevated viewpoints and other public places and development will not have an adverse effect on the character and appearance of the countryside.*
- 2. The scale of development is in context with its surroundings.*
- 3. The site is of a high standard of layout, design and landscaping and the caravans and chalets satisfactorily blend into the landscape in terms of their siting, colour and materials.*
- 4. An adequate tree planting scheme is submitted with the application. This should indicate species type, number, size, location and planting densities, sufficient for their long term contribution to the landscape and screening to be assessed.*
- 5. The site is located in an area with local opportunities for informal countryside recreation, but should not itself be detrimental to those attractions.*
- 6. The site will not have an unacceptable impact on the character or setting of settlements or the amenity of local residents. Any ancillary permanent development must be of a good standard and comply with the provisions of Policy EMP18.*
- 7. The traffic generated can be satisfactorily accommodated on the local highway network.*
- 8. The proposal is well related to the highway and public transport networks.*
- 9. The proposal will not have an adverse impact on sites of nature conservation value or archaeological or historic importance.”*

7.3.14 Policy EMP18. Permanent Buildings on Camping, Caravanning and Chalet Developments states:

“Proposals for permanent buildings, including clubhouses and dining or leisure facilities, provided in association with camping, caravanning or chalet development will only be permitted where they:

- 1. Are necessary for the operation of the site, with the size and nature of the buildings relating to the needs of site residents.*
- 2. Do not have an adverse effect on the character and appearance of the countryside.*
- 3. Are of a good standard of design and satisfactorily blend into the landscape in terms of their siting, design and materials.*
- 4. Are compatible with the landscape policies, nature conservation policies, and policies for the AONB, and SSSI's."*

7.3.15 Policy EMP19. Occupancy Conditions states:

"Permission for static caravans and chalets will only be granted if occupancy by any one person or groups of persons is limited to not more than 60 days in any 3 month period."

7.3.16 Policy SRC12. Protection of Public Rights of Way states:

"Where existing public rights of way cross a proposed development site they will be incorporated into the scheme in a sensitive manner which ensures their attractiveness to users.

In cases where disruption to existing rights of way is unavoidable, the Council will require alternative public access routes to be provided as an integral element of the development."

7.3.17 Policy T2. Road Hierarchy states:

"Development proposals will be permitted provided they:

- 1. Are appropriately related to the highway network and in particular;*
- 2. Do not generate volumes of traffic in excess of the capacity of the highway network;*
- 3. Do not lead to the formation of a new access or greater use of an existing access onto a primary, district or local distributor road unless the access is such that it is acceptable to the Council and its design achieves a high standard of safety; and*
- 4. Have full regard to the highway impact on, and potential for improvement to the surrounding landscape."*

7.3.18 Policy T6. Encourage Provision of Effective Public Transport Services states:

“The Council will encourage the provision of effective bus and rail services and support proposals for improved public transport facilities in the Plan area.”

7.4 Material Considerations

Second Informal (Pre-Publication) Draft of the Craven Local Plan (2016)

7.4.1 The second informal (pre-publication) draft of the CLP sets out how land should be used in the future to achieve economic, environmental and social goals. Once adopted, the new Local Plan will control development within the district. Whilst the new Local Plan has not been formally adopted and has little weight; the following policies are considered relevant.

7.4.2 Draft Policy SD1: The Presumption in Favour of Sustainable Development states:

“The Craven Local Plan provides a positive planning framework for guiding development and change in Craven in line with national planning policy. At the heart of the local plan is the aim to deliver sustainable growth. The Council will take a positive and proactive approach to the consideration of development proposals that reflects the presumption in favour of sustainable development that is contained in the National Planning Policy Framework (NPPF).”

7.4.3 Draft Policy ENV2: Heritage states:

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

- a) Paying particular attention to the conservation of those elements which contribute most to the District’s distinctive character and sense of place. These include:-...*
- ii)...The buildings and structures associated with Settle-Carlisle Railway...*
- c) Supporting proposals that would preserve or enhance the character or appearance of a Conservation Area...*
- d) ...Ensuring that proposals affecting an archaeological site of less than national importance conserve those elements which contribute to its significance in line with the importance of the remains. In those cases where development*

affecting such sites is acceptable in principle, mitigation of damage will be ensured through preservation of the remains in situ as a preferred solution...

- e) ...Supporting proposals which conserve Craven's non- designated heritage assets...*
- f) ...Supporting proposals which will help to secure a sustainable future for Craven's heritage assets, especially those identified as being at greatest risk of loss or decay."*

7.4.4 Draft Policy EC4: Tourism states:

"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:...

- g) Supporting, in principle, proposals for tourism development and for achieving synergies of co-location, in the following key locations for tourism development identified on the policies map;*

Bolton Abbey/Bolton Abbey Railway Station

Broughton Hall Estate

Ingleton – viaduct area

Gargrave – canal area

Skipton – canal and railway station area

Bentham – railway station area

Hellifield – railway station area

Embsay – railway station area

- h) Supporting sustainable tourism development of the committed tourism development opportunity site on land to the west of Hellifield, in accordance with broad requirements set out on the policies inset map;...*

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

7.4.5 Draft Policy ENV10: Designation and Protection of Local Green Space states:

“Sites will be designated as Local Green Space where the following criteria within the Council’s Local Green Space Designation Assessment Methodology have been satisfied:

- a) The site does not already have planning permission for an incompatible alternative use;*
- b) The site is not already allocated for an incompatible alternative use in the local plan or neighbourhood plan;*
- c) The site is local in character and does not form an extensive tract of land;...*
- ...f) The site is capable of enduring beyond the end of the plan period (2032)”*

7.4.6 Draft Policy INF1: Planning Obligations states:

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

- a) Planning obligations will be required where the form of development needs to be prescribed or where proposed development needs to be accompanied by new or improved infrastructure, facilities or services or by environmental improvements...”*

The Yorkshire Dales Local Plan (Saved Policies June 2012) (2006)

7.4.7 The Yorkshire Dales Local Plan (YDLP) was formally adopted on the 29th April 2006. It forms part of the Yorkshire Dales National Park Development Plan, for the purpose of determining planning applications, planning appeals and other proposals for development. A number of policies have been saved within this Local Plan. Whilst the site is not located within the Yorkshire Dales National Park the following policies have been considered relevant given its close proximity to the area.

7.4.8 Policy GP1 National park purposes states:

“The two statutory purposes of the Yorkshire Dales National Park are to conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park and promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.

Development will not be permitted that prejudices those purposes unless it can be demonstrated that there is an overriding need for the development and that any harm can be mitigated.”

7.4.9 Policy GP4 Landscape enhancement schemes states:

“Development proposals that would have an affect on the landscape characteristics of the National Park will require the inclusion of a landscape enhancement scheme.

Development will only be permitted where the landscape enhancement scheme meets the following criteria.

- i. It forms an integral part of the proposal.*
- ii. It incorporates measures for the protection, enhancement and creation of habitats using indigenous species appropriate to the locality.*
- iii. It respects the ecological, geological/geomorphological, archaeological and historic character and the amenity of the surrounding area.*
- iv. It provides, where possible, links between sites of nature conservation importance to help contribute to the development of habitat networks.*
- v. It retains and incorporates the important natural, built and historic features of the site.”*

Conservation Area Appraisals in the Yorkshire Dales National Park Long Preston Adopted Document (2010)

7.4.10 The Conservation Area Appraisals in the Yorkshire Dales National Park Long Preston Adopted Document (2010) provides a comprehensive appraisal of the Long Preston Conservation Area. The appraisal notes that the proposed development is located adjacent to Character Zone 3 of the Long Preston Conservation Area. It is noted that this Character Zone comprises features that detract from the character and appearance of the wider conservation area and Long Preston’s built historic environment. It is of note that it was proposed to remove this area from the wider conservation area. On this basis, it is considered that the section of the conservation area adjacent to the site does not contribute to the character of the wider conservation area.

Settle–Carlisle Conservation Area Appraisal (2016)

7.4.11 The Settle–Carlisle Conservation Area Appraisal (2016) focuses on the sections of the Conservation Area in and around Hellifield and Settle, where development pressures are greatest. It notes that

“The immediate context of the station is open space that makes a limited contribution to character and appearance...To the south and east the fringes of the railway and its backdrop contain elements of Hellifield which are of no interest and make no contribution to the character and appearance of the Conservation Area.”

Planning Gain Guide

7.4.12 The Planning Gain Guide set out CDC’s approach to securing developer contributions. It states that planning gain is required when *“a single development can threaten to damage a local area”*. CDC acknowledges that not all new development creates the need for significant new or improved infrastructure, services or facilities and wherever possible the Council will seek provisions by the imposition of planning conditions. In some cases however, Planning Obligations will be required as a means of ensuring that developers contribute towards the infrastructure facilities and services necessary to mitigate the impact caused by their proposed developments.

Tourism and Economic Need

7.4.13 This Government Tourism Policy (2011) outlines the UK Government’s approach to the visitor economy as a whole. The following sections are considered relevant to the proposed development.

7.4.14 Paragraph 2.1 states:

“Tourism is an often underestimated but tremendously important sector of the UK’s economy. It’s already one of our six biggest industries and our third-largest export earner. It accounts for almost £90bn direct spend each year, contains over 200,000 businesses and provides 4.4% of our nation’s jobs. Equally importantly, it creates wealth and employment in all parts of the country, not just the south-east, and it’s a cost-effective way to regenerate run-down communities. A thriving tourism industry creates beautiful places to visit all round the country, which also improves the quality of life for everyone who lives near them as well.”

7.4.15 Paragraph 2.2 states:

“The Government will work to ensure that we harness the full potential of this industry, building on the strengths we have while also addressing the weaknesses in the sector.

Our aims are to:...

- *...Increase the proportion of UK residents who holiday in the UK to match those who holiday abroad each year. For longer stays (4 nights or more) this would mean 29% of travellers holidaying in Britain rather than just 20% today (creating 4.5m extra domestic trips each year, £1.3bn more spend and 26,000 new jobs). And if we can replicate this scale of improvement for shorter stays as well, we will create a further £750m of spend and 11,000 new jobs.”*

7.4.16 The Yorkshire Dales Park Management Plan sets out the vision and ambitions for the area from 2013 to 2018. Policy E4 of the Management Plan states:

“Improve the quality, variety and marketing of the tourism ‘offer’ within the National Park to extend the season and get more visitors to stay overnight so as to increase the value of tourism by 20% in real terms by 2020.”

7.4.17 The Economic Delivery Strategy for Craven District 2010-2016 (2010) outlines the key themes and objectives to support local economic growth, as well as the intended actions to deliver social and economic well-being for Craven District. The Strategy will assist Craven District Council in setting its plans, as well as providing a framework for partnership working; supporting and influencing the strategies, priorities and resource allocation of other organisations/agencies operating in the field of economic development.

7.4.18 The vision for Craven District is as follows:

“To create a more vibrant and prosperous local economy which provides for the social and economic needs of the people of Craven whilst sustaining its unique heritage, beauty and character.”

7.4.19 A key opportunity outlined within the Strategy is to *“grow the value of the tourism sector, particularly overnight stays”*. The Strategy also suggest that a weakness to the local economy is the *“low inward investment profile”*.

7.4.20 In order to achieve the vision for Craven the Strategy a number of objective of which the following is particularly relevant: *“Encouraging appropriate levels of sustainable*

tourism". A key priority for action is to: "Investigate options for the future management and operation of Hellifield Railway Station."

7.4.21 It is important to note that the York, North Yorkshire and East Riding Economic Partnership, state that more jobs are required within the area together with appropriate levels of growth within sustainable tourism. The Leeds City Region Local Economic Partnership (which Craven also forms part of) also notes that growth in the visitor economy is an important aim of the region. While the Hellifield Parish Profile notes that there is a need for employment in the locality with most residents having to travel to work.

Recent Independent Examination of Proposed Local Green Space Designation

7.4.22 In 2014 Independent Examiner, Nigel McGurk found that two proposed designations for Local Green Space in the Backwell Neighbourhood Plan were extensive tracts of land and therefore would not comply with Paragraph 77 of the NPPF. The two sites were at least 19 hectares and 32 hectares. The Examiner held that *"it is essential that, when allocating Local Green Space, plan-makers can clearly demonstrate that the requirements for its allocation are met in full"*. The Examiner continued:

"In the case of Farleigh Fields, it is my view that 19 Hectares also comprises an extensive tract of land. To provide some perspective, at least twenty three full size football pitches would easily fit into an area of this size.

Given that the Framework is not ambiguous in stating that a Local Green Space designation is not appropriate for most green areas or open space, it is entirely reasonable to expect compelling evidence to demonstrate that any such allocation meets national policy requirements. Specific to demonstrating that Farleigh Fields, and Moor Lane Fields are not extensive tracts of land, no substantive or compelling evidence has been presented."

8 PLANNING POLICY APPRAISAL

8.1 Introduction

8.1.1 The following section outline a planning assessment of the proposed development. This section will highlight key considerations of the application and set them within the context of national and local planning policy.

8.1.2 It is considered that the main issues associated with this planning application are as follows:

- The principle of development;
- The impact on cultural heritage and archaeology;
- The impact on amenity;
- The environmental impact of the development; and
- The impact on the surrounding access network.

8.1.3 The following appraisal highlights the support in national and local planning policy for the development of the site. Each of these issues are discussed in more detail below.

8.2 Principle of the development

Policy Designations

8.2.1 The proposed development site is designated as a TDOS. Policy EMP11 states that the site is acceptable in principle for tourist related development. In particular, the site is considered to be appropriate for this type of development as they are likely to encourage visitors to make greater use of rail travel to visit attractions within the area. The proposal is not within the D1 Class Use, however the precedent of development outside of this use class within the TDOS has been set with the grant of planning permission for the Gallaber Holiday Park to the south of the A65, together with the planning history of the site. It is of note that within the emerging CLP the site is allocated as a committed tourism development opportunity site. Draft Policy EC4 notes that the principle of tourism related development is acceptable in this location. This policy notes that, in particular, the development of land to the west of Hellifield will be supported.

8.2.2 Large sections of the site are proposed to be allocated as a Local Green Space within the emerging CLP. Draft Policy ENV10 aims *“to protect the areas from development that would adversely impact on their open character and the particular local*

significance placed on such green areas which make them valued by their local community.”

8.2.3 However, it is considered that the proposed allocation of land within this site is inappropriate and fundamentally unsound as the criteria a, b, c and f, as set out by CDC within Draft Policy ENV10 of the emerging CLP, have not be satisfied. The site has extant planning permission for an incompatible use and is designated for an incompatible alternative use within the adopted CDLP and emerging CLP. In view of this it is considered that the site is not capable of remaining undeveloped beyond the plan period. Furthermore, the proposed designation constitutes an extensive tract of land which is contrary to Paragraph 77 of the NPPF and, in accordance with Examiner’s findings of the Backwell Neighbourhood Plan, it is not appropriate to designate such large areas of land.

8.2.4 The proposed development corresponds to the aims of Policy EMP11 of the CDLP and Draft Policy EC4 of the emerging CLP to meet the demonstrable need for tourism related development. It is considered that, in view of Policy ENV1, large scale development within the Open Countryside is acceptable.

Planning History

8.2.5 The planning history associated with the site clearly shows that the principle of the development is acceptable. In particular, there is extant planning permission for a Rural Environmental Centre at the site. The overall principle to provide tourist-related development remains within the proposed development. It is considered that that iterative design process that has been informed by extensive pre-application consultation and the EIA process has helped to refine the scheme to maximise benefits and mitigate adverse impacts. In particular, the proposed development provides pedestrian access to Hellifield Train Station together with improved car parking facilities in accordance with the aim of Policy EMP11 of the CDLP, which was not provided as part of the Rural Environmental Centre.

8.2.6 It is also considered that the scale of the proposed development is acceptable given that the scale of the previous developments that have been granted planning permission at the site and the extensive amount of land which remains to be development within the TDOS. There is also demonstrable need for the proposed development as outlined in the section below, which again justifies the scale of the proposal.

Tourism Need and Economic Growth

- 8.2.7 The importance of tourism is widely recognised as it forms one of the sixth largest industries within the UK. The Government Tourism Policy sets out the aim to increase the proportion of UK residents holidaying in the UK. The Economic Delivery Strategy for Craven District 2010-2016 states that there is an opportunity to grow the value of tourism particularly through overnight stays, while the Yorkshire Dales Park Management Plan 2013-2018 outlines the aim to get visitors to stay overnight in order to increase the value of tourism by 20%.
- 8.2.8 Within the Craven District tourism is one of the most important factors within the local economy. Growth in tourism together with the provision of more employment opportunities is highlighted as specific requirements in the Economic Delivery Strategy for Craven District 2010-2016, the York, North Yorkshire and East Riding Economic Partnership, the Leeds City Region Local Economic Partnership and the Hellifield Parish Profile. The need and requirement for further tourism related development is also highlighted within the CDLP and the emerging CLP. In view of this it is considered that there is an overriding need for the proposed development in view of Policy ENV1 of the CDLP.
- 8.2.9 The NPPF places great emphasis on supporting economic growth within rural areas. In particular, the NPPF promotes sustainable rural tourism that benefits the local community while respecting the character of the area. The proposed development represents an investment of circa £100 million into the local area and is estimated to generate approximately 500 permanent employment opportunities. The proposal will result in significant economic growth, through tourism, in accordance with Paragraph 28 of the NPPF.

Sustainability

- 8.2.10 The NPPF states that there are three roles of sustainable development: economic, social and environmental. The proposal fulfils each role in the following ways:
- Economic: The proposal conforms to Paragraph 28 of the NPPF by providing economic growth within a rural area. The proposed development represents an investment of circa £100 million into the local area and is estimated to generate approximately 500 permanent employment opportunities.
 - Social: The proposed development will provide a wide range of recreational opportunities for visitors and aid in the regeneration of Hellifield Train Station. The

proposed development has been supported by a comprehensive EIA which has ensured that the amenity of local residents will be protected. However, as this appraisal will demonstrate the proposal will not harm the amenity of local residents.

- Environmental: The proposed development has been supported by a comprehensive EIA which has ensured that the environment will be protected. However, as this appraisal will demonstrate the proposal will not harm the environmental (or historic environment) of the local area.

8.2.11 Notwithstanding the analysis above, the site is considered to be a sustainable location for this type of development by CDC by virtue of its designation as a TDOS. The proposed development is also supported by a Sustainability Assessment which will be provided to CDC following the submission of this planning application. In view of this, it is considered that the proposal is compliant with the sustainable development principles of the NPPF, Paragraph 2.1 of the CDLP and Draft Policy SD1 of the emerging CLP.

Conclusion

8.2.12 It is clear from the above appraisal that the principles of the proposed development are acceptable at the site.

8.3 The Impact on Cultural Heritage and Archaeology

8.3.1 An Archaeology and Cultural Heritage Assessment has been undertaken as part of the EIA process and forms part of the accompanying ES. This assessment demonstrates that the proposed development will not result in any significant impacts in terms of cultural heritage and archaeology.

8.3.2 In view of Paragraph 131 of the NPPF, it is considered that the proposed development will put Hellifield Train Station to viable use, improving its economic vitality. It is considered that the proposed development will make a positive contribution to this asset, completing a policy strategy that will aid in its regeneration.

8.3.3 The Archaeology and Cultural Heritage Assessment confirms the proposal will result in less than substantial harm on designated heritage assets. In these instances, the NPPF states that harm should be weighed against public benefit. The supporting Socio-Economic Assessment illustrates that, for the purposes of EIA, there will be significant

benefits to the local economy. The public benefit associated with the proposed development is clearly evident.

- 8.3.4 It is clear from the fact that the site is designated as a TDOS, CDC consider the site represents an opportunity for new development within/in close proximity to a Conservation Area. In particular, the policy designation is associated with the aim to enhance the significance and utilisation of the adjacent Hellifield Train Station. In view of this, it is considered that the proposal should be treated favourably.
- 8.3.5 The Long Preston Conservation Area is adjacent to the western boundary of the site, however there are no outward views from the site towards the Conservation Area due to screening vegetation. In any case, this section of the Conservation Area does not contribute to the overall significance of the asset. The primary significance of the designation of the Settle – Carlisle Railway Conservation Area is associated with industrial buildings. However, in view of the size of the Conservation Area, impacts will only be experienced locally. In any case, impacts on Conservation Areas will not exceed neutral adverse and it is considered that their character and appearance will be preserved. The loss of any archaeological remains within the site will be fully mitigated through the implementation of a programme of archaeological fieldwork.
- 8.3.6 The proposed development is in accordance with Paragraphs 131, 134, 135 and 137 of the NPPF and Draft Policy ENV2 of the emerging CLP.

8.4 **The Impact on Amenity**

- 8.4.1 The EIA process has ensured that any adverse impacts have been appropriately mitigated. It should be noted that a Noise Assessment will be provided to CDC following the submission of this planning application.
- 8.4.2 The Landscape and Visual Impact Assessment demonstrates that significant impacts on the landscape character of the area are restricted to within approximately 200m of the site. The accompanying Design and Access Statement (see Appendix A) illustrates that the design of the proposed development has emerged with full consideration of the surrounding area. Significant visual impacts have been identified, however it is considered that these impacts can be mitigated through a range of measures that have been proposed. The proposed development is therefore in accordance with Policies ENV2 and EMP16 of the CDLP.
- 8.4.3 Details associated with lighting will be provided within the reserved matters application, at which stage a detailed lighting assessment will be provided within the

Landscape and Visual Impact Assessment. This is of particular importance given that the 'dark skies' of the Yorkshire Dales National Park are one of its special characteristics. The Applicants are aware of the potential for the proposed development adversely impacting this special characteristic and it is considered that this can be appropriately dealt with and mitigated at the reserved matters stage¹. Notwithstanding this, an appropriate landscape enhancement scheme will be prepared at the reserved matters stage. As a result, the proposed development is considered to be in accordance with Policy ENV16, ENV18 of the CDLP and Policies GP1 and GP4 of the Yorkshire Dales Local Plan.

8.4.4 It is considered that the scale of the proposed development appropriately conforms with the aims of Policy EMP11 of the CDLP and the broad requirements set out in Draft Policy EC4 of the emerging CLP. The Design and Access Statement specifically deals with the design of the proposal (see Appendix A); however, it is considered that it has been appropriately designed in accordance with the surrounding area. The occupancy of the proposed lodges will be appropriately controlled in line with the CDLP and lodges will be occupied for a maximum of 3 to 4 days. The permanent buildings that are proposed within the development form a central aspect of the proposal and are necessary for the needs of the residents that will occupy the site. The proposed development will incorporate the Public Rights of Way that are located within the site boundary in a sensitive manner in accordance with Policy SRC12 of the CDLP.

8.4.5 It is considered that with the implementation of appropriate mitigation measures the proposed development is in accordance with the good design principles of the NPPF and Policies ENV2, EMP16, EMP18 and EMP19 of the CDLP.

8.5 The Environmental Impact of the Development

8.5.1 The supporting ES demonstrates that the majority of significant impacts associated with the proposed development have been appropriately mitigated. Several assessments have been undertaken which should be read in conjunction with this Planning Supporting Statement. In terms of Ecology, it is noted that there are potential significant impacts associated with overwintering birds and flashes. However, it is considered that these impacts can be appropriately mitigated at the reserved matters stage when further details assessments will be undertaken. In any case, beneficial

¹ It should be noted that the Applicants are committed to ensure that the Yorkshire Dales National Park is not adversely affected by the proposed development and will meet with representatives of the Yorkshire Dales National Park to discuss this aspect of the proposal.

impacts have been identified in relation to the re-alignment of Kell Well Beck. As such, it is considered that the proposed development accords with the principles of conserving and enhancing the natural environment outlined within Paragraph 115 of the NPPF and protects wildlife in accordance with Policy GP1 of the Yorkshire Dales Local Plan.

8.5.2 The proposal will not adversely impact any nationally designated sites and as such is in accordance with Policy EMP16 of the CDLP. Trees within the site boundary will be retained in accordance with Policy ENV10 of the CDLP.

8.6 **The Impact on the Surrounding Access Network**

8.6.1 The Transport Assessment concludes that the proposed development, during construction or operation, will have no material adverse impacts on the peak hour or daily operation of the surrounding highways network. The proposal is sustainably located adjacent to Hellifield Train Station and the village of Hellifield. The proposed development will utilise the existing Waterside Lane as a means of access, which, by virtue of its high grade design, can accommodate the traffic that will result from the construction and operation of the proposed development.

8.6.2 As such, it is considered that the proposal is in accordance with Policies EMP16, T2 and T6 of the CDLP. It is also considered that the proposed development can be implemented utilising existing services and infrastructure in accordance with Policy ENV2.

8.7 **Planning Obligations**

8.7.1 Measures to reduce the speed limit of the A65, as recommended within the Transport Assessment, will be funded by the Applicants to ensure safe accessibility to the site. Given that the proposed development conforms to the requirements set out within Policy EMP11 of the CDLP and Draft Policy EC4 of the emerging CLP, it is considered that no further contributions are required.

9 CONCLUSIONS

9.1.1 This Planning Supporting Statement supports an outline planning application with all matters reserved except for means of access. The description of the proposed development is as follows:

“Outline Application for the development of a leisure centre, including swimming pool, hotel and visitor accommodation including up to 300 lodges, park and ride facility, pedestrian access to Hellifield Station, parking areas, bus and coach drop off point, landscaping including ground modelling and water features.”

9.1.2 The proposal fulfils the aims of the TDOS as set out within the adopted CDLP and Draft CLP and will ensure that tourism related development will take place at the site ensuring the increased utilisation of Hellifield Train Station. Notwithstanding this, the proposal responds to the demonstrable need for further tourism related benefits and the associated economic benefits that it will provide for the local economy.

9.1.3 This Planning Supporting Statement has demonstrated that the proposed development aligns with the sustainable development, sustainable economic development together with the promotion of sustainable rural growth as set out in the NPPF and accords with Development Plan. It is considered, therefore, that subject to the imposition of suitable conditions and obligations there are no material reasons why planning permission should not be granted for the proposal.

DRAWINGS

NOTES

This drawing is for planning purposes only and no dimensions should be read or taken from it.
 All information contained within this drawing is taken from third party information, site survey and OS maps.
 Halliday Clark Architects take no responsibility for its accuracy.

SITE BOUNDARY



FOR PLANNING

KELLWELL POINT
 LEISURE VILLAGE
 HELLIFIELD

FOR
 BALLAN LTD

PROPOSED SITE
 APPLICATION BOUNDARY
 Date OCTOBER 2016
 Scale 1:2500 @ A1
 Drawn NP | Checked



The design shown on this drawing is preliminary and the client is to be advised of any changes to the design. It is not to be used for construction purposes and it is to be approved by the relevant authorities.

NOTES

This drawing is for planning purposes only and no dimensions should be read or taken from it. Grid lines and levels are indicative only and are not based on survey datum.

300 no. TOTAL LODGES

AREAS OF LAKES WITHIN THE PROPOSED SITE

- Lake 1 - 7500 sqm
- Lake 2 - 2600 sqm
- Lake 3 - 4200 sqm
- Lake 4 - 7100 sqm
- Total = 21,400 sqm

POTENTIAL AREA FOR SURFACE WATER ATTENUATION
 = 10,000 sqm
 (min. 15% of developable area)

Existing and proposed Public Rights of Way

Proposed site boundary

LAYOUT OF UNITS AND LEISURE BUILDINGS ARE DRAWN FOR ILLUSTRATIVE PURPOSES ONLY

- REV D 19.10.2016 NP
Additional landscaping added to part of southern boundary.
- REV C 17.10.2016 NP
Red line boundary added.
- REV B 12.09.2016 NP
Additional notes added, new parking layout and alternative points added.
- REV A 23.06.2016 NP
Layout updated following flood risk appraisal and general client comments.

PLANNING ISSUE

KELL WELL POINT
 HELLFIELD
 NORTH YORKSHIRE
 FOR
 BALLAN LTD

PROPOSED MASTERPLAN

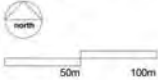
Date JULY 2016
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 Drawn NP | Checked

HALLIDAY CLARK ARCHITECTS

Halliday Clark Limited
 1st Floor
 100-102
 2011 108

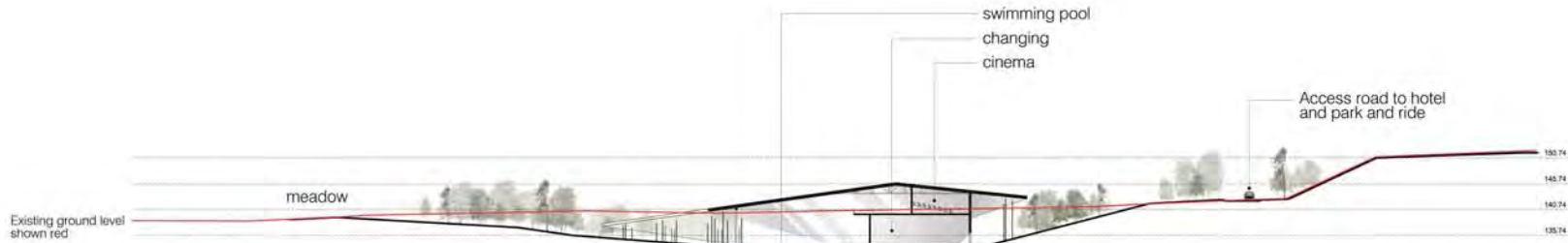


PROPOSED SITE PLAN
 1:1250 @ A0



NOTES

THIS DRAWING IS FOR ILLUSTRATIVE PURPOSES ONLY
NO DIMENSIONS SHOULD BE ASSUMED FROM THIS DRAWING
GRID LINES AND LEVELS ARE INDICATIVE ONLY AND ARE NOT BASED ON SURVEY DATUM.



Section 1
NTS



Section 2
NTS



Section key
NTS

FOR INFORMATION

KELL WELL POINT
HELLIFIELD
NORTH YORKSHIRE

FOR
BALLAN LTD

PROPOSED SKETCH SECTIONS

Date **AUGUST 2016**
Scale NTS
Drawn NP Checked

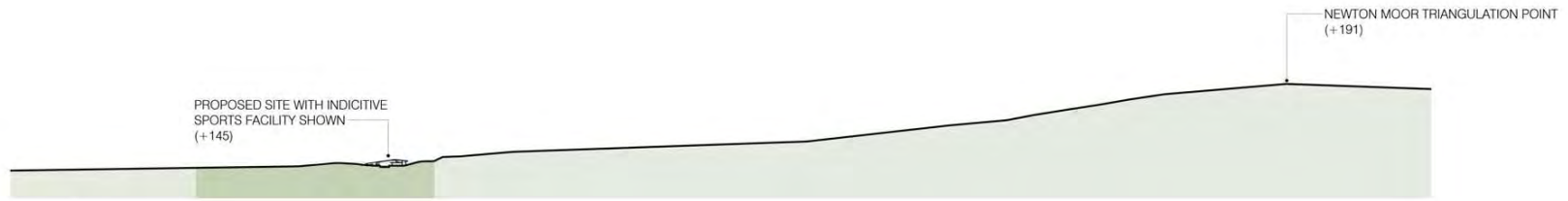
HALLIDAY CLARK
ARCHITECTS

Halliday Clark Limited T
Salts Wharf F
Ashby Lane E
Shipley BD17 7DB W

NOTES

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THIS DRAWING IS FOR INFORMATION ONLY AND IS NOT BASED ON ACCURATE TOPOGRAPHICAL SURVEY INFORMATION. LEVELS AND DISTANCES ARE TAKEN FROM OS MAP RECORDS ONLY.



Section 1
Scale 1:5000 @ A1



Section Key
Not to scale



FOR INFORMATION

KELL WELL POINT
HELLIFIELD
NORTH YORKSHIRE

FOR
BALLAN LTD

PROPOSED LONG SITE SECTION

Date SEPTEMBER 2016

Scale VARIES

Drawn NP Checked

HALLIDAY CLARK ARCHITECTS	
Halliday Clark Limited	T
Salts Wharf	F
Ashley Lane	E
Shipley BD17 7DB	W

Dwg. No. 548.04 (SK) 230

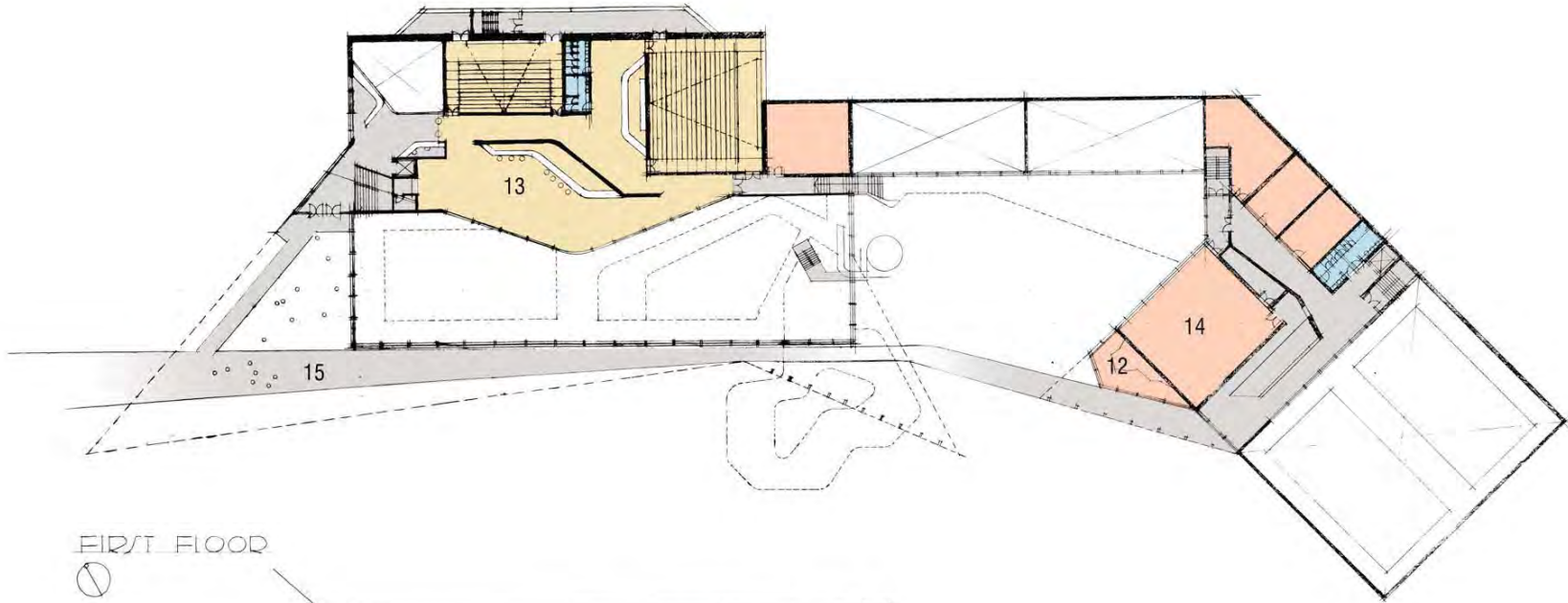
Rev.

Kellwell Point Leisure Village
Hellifield
North Yorkshire

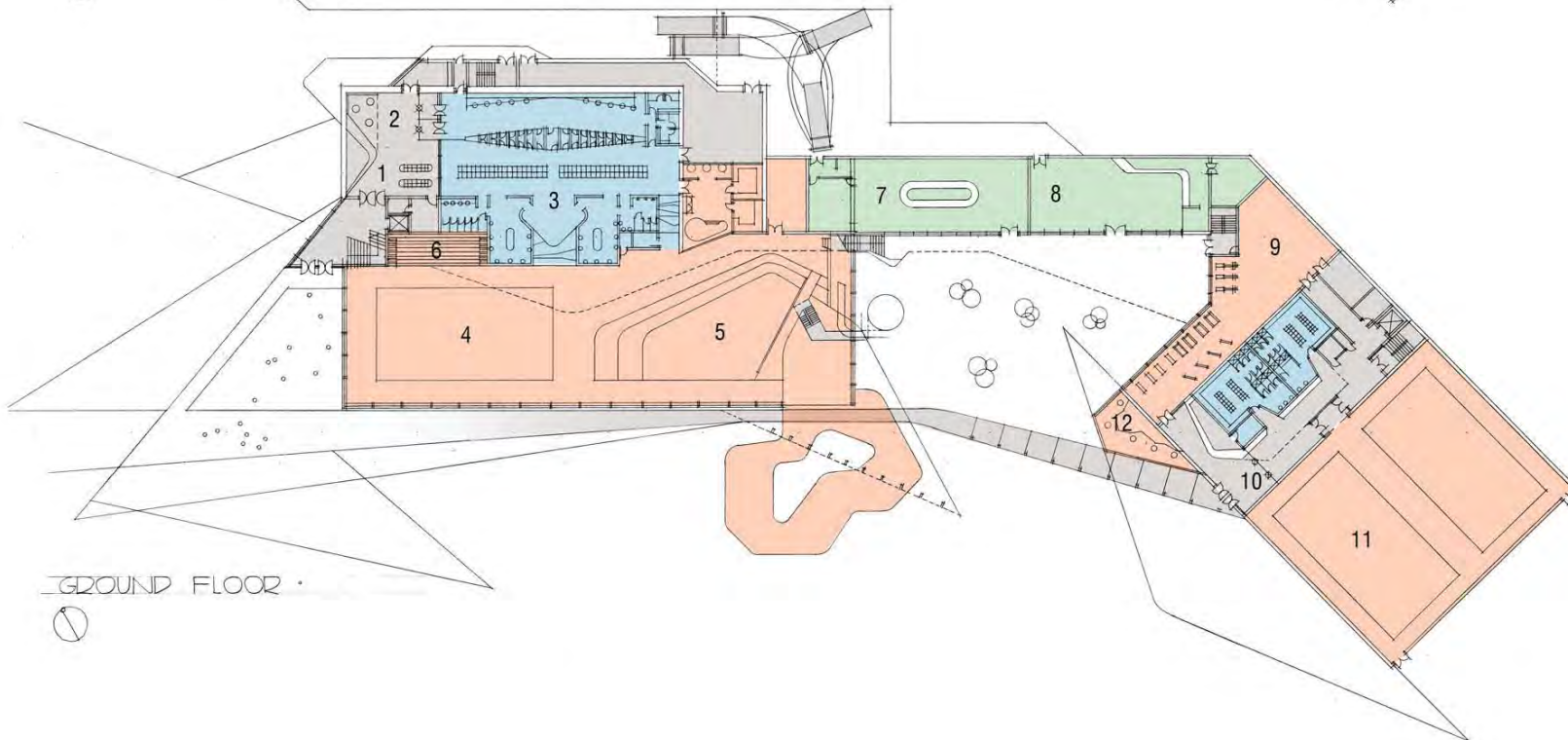
For BALLAN LTD

Leisure Centre and Cinema
Floor Plans

548.04(SK)260
October 2016
(not to scale)



FIRST FLOOR



GROUND FLOOR



- 1 Entrance / Reception
- 2 Shop
- 3 Changing
- 4 Lap Pool
- 5 Leisure Pool
- 6 Viewing Gallery
- 7 Bar
- 8 Restaurant
- 9 Gym
- 10 Entrance / Reception
- 11 Sports Hall
- 12 Climbing Wall
- 13 Cinema Complex
- 14 Programme Rooms
- 15 External Bridge Link

- Sports / Swimming & Programme spaces
- Changing and toilet facilities
- Cinema complex
- Bar and Restaurant
- Circulation and ancillary accommodation

Kellwell Point Leisure Village
Hellifield
North Yorkshire

For BALLAN LTD

Lodge Sketches

548.04(SK)270
October 2016
(not to scale)



Appendix A
Kellwell Point Leisure Village Hellifield North Yorkshire Design Statement

Kellwell Point Leisure Village
Hellifield
North Yorkshire

Design Statement

Outline planning application for the development of a leisure centre, including swimming pool, hotel and visitor accommodation, including up to 300 lodges. Parking facility with pedestrian access to the Hellifield Railway Station, bus and coach drop off, landscaping including ground modelling and water features.

Site Description

The application site is located between the Settle to Carlisle railway line and the A65 trunk road, to the west of Hellifield village. Hellifield lies approximately halfway between Skipton and Settle on the A65.

The site is predominantly used as agricultural grazing land and access is gained directly off the A65 by means of an existing junction and road network implemented as part of previous planning approvals for the site.

See existing site plan (548.04(--))240)

The area of land included in this application extends to 31.75 hectares, which includes the main body of land for the proposed development, but also includes the existing access road leading directly to the A65. This area is identified as a red line within the attached site plans.

The site proposed for development sits outside the Long Preston Conservation Area but is adjacent to the Settle-Carlisle Railway Conservation Area, Hellifield Station (which is a Grade II listed building), and the Yorkshire Dales National Park. To the west of the application site is the Hellifield flash, which is a locally important site for wildlife.

A number of site constraints exist across the site, including public rights of way, existing water courses and drainage. Full details of these are described in reports by others accompanying this application.

The adopted local plan identifies the site as a local tourism development site (TDOS).



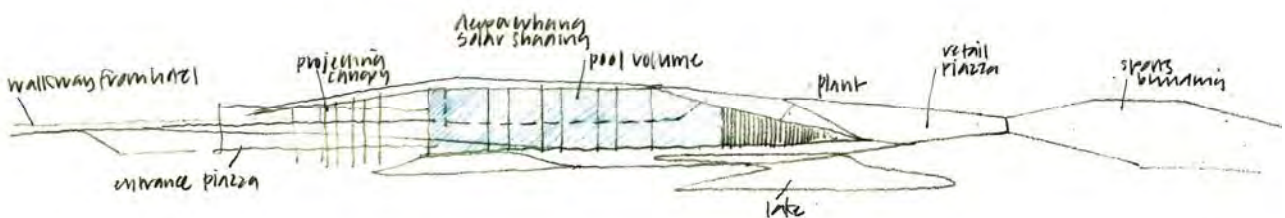
Design and layout

The proposals include for up to 300 individual lodges, a leisure centre and a 90 bedroom hotel.

Access is by means of new extensions to the existing access road, one travelling across the north of the site to the hotel, leisure and station parking area, and the other to the south provides access, reception and parking facilities for the lodges.

The lodges will be individual styled units, ranging between two and four bedrooms, set in small clusters within a carefully designed landscape of trees and water features, both existing and new.

The leisure centre takes the form of a low lying faceted structure set within the landscape to minimise its impact on surrounding viewpoints, both adjacent to the site within parts of the village of Hellifield, and further away from the Yorkshire Dales National Park.



The building is to be set lower than the existing ground levels, following the topography of the site with the use of green roofs to provide forms and masses which work with the landscape.

Main aspects and access points to the leisure centre are located to the south overlooking a small area of open meadow and lake which leads into the more dense area of trees and lodges.

Floor plans of the proposed leisure centre are attached to the application for illustrative purposes only.

The centre does however contain the following facilities; Lap pool and leisure pool, gym, sports hall, climbing wall, cinema, bar/restaurant, all with associated circulation, changing and administration facilities.

Service access to the leisure centre is situated to the rear of the building, directly linked to the new access road and is part hidden adjacent the retaining wall required to lower the facility into the landscape.

To the east of this building and linked by means of landscaped walkways, is the proposed hotel building. The design for the hotel follows the faceted and angled concept of the leisure building, is linked by similarly carefully landscaped walkways and access ramps, and fronts part of the newly landscaped lake to the east of the site.

The hotel proposes 100 bedrooms split over four floors with ground floor reception, bar and restaurant facilities. Vehicular access and parking is located to the east of the hotel and directly links areas of proposed new parking which follows the principle of less formal 'National Park' car parking layouts which utilise smaller areas of parking with permeable surfaces, screened with landscape planting or dry stone walls.

This parking provision to the east of the site will not only alleviate parking issues currently experienced outside the station, but will also provide for a park and ride facility serving outlying communities, the local rail network and also the Settle to Carlisle line. This will not only benefit the local community but also enhance wider access to the National Park.

Although the site does not sit within the National Park, it does adjoin the park separated only by the railway line, and significant emphasis is placed upon the impact of the proposals from within the National Park. Landscaping and building form are not the only factors addressed when considering the impact from a variety of local vantage points. Lighting needs to be carefully designed to provide the necessary requirements of the developments, whilst minimising the effect on the dark skies appropriate to the area.

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BALLAN LTD

**PROPOSED LEISURE DEVELOPMENT AT LAND ADJOINING HELLIFIELD TRAIN
STATION, HELLIFIELD, YORKSHIRE**

SUSTAINABILITY STATEMENT

NOVEMBER 2016

your earth our world

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your earth our world

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REPORT NUMBER REP-004

BALLAN LTD

**PROPOSED LEISURE DEVELOPMENT AT LAND ADJOINING HELLIFIELD TRAIN STATION,
HELLIFIELD, YOURSKHIRE**

SUSTAINABILITY STATEMENT

NOVEMBER 2016

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ENERGY AND CLIMATE CHANGE
ENVIRONMENT AND SUSTAINABILITY
INFRASTRUCTURE AND UTILITIES
LAND AND PROPERTY
MINING AND MINERAL PROCESSING
MINERAL ESTATES AND QUARRYING
WASTE RESOURCE MANAGEMENT

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1 INTRODUCTION

- 1.1 This Sustainability Statement has been prepared by Wardell Armstrong LLP on behalf of Ballan Ltd. This statement accompanies an outline planning application for a leisure development in Hellifield, Yorkshire. The proposed development is to be assessed against the sustainable development objectives contained within both national and local planning policy alongside supporting technical planning documents.
- 1.2 The aim of this statement is to tie together the individual elements of sustainability into a coherent whole, assessing the development proposal from a sustainability perspective.

2 BACKGROUND INFORMATION

2.1 The site is centred on NGR SD847471 and is located on land adjoining Hellifield Train Station, Hellifield, Yorkshire. The site is located adjacent to the western settlement boundary of Hellifield. The site is bound by:

- Hellifield Train Station and associated railway line with agricultural land beyond to the north;
- The western settlement boundary of Hellifield to the east;
- The A65 with Gallaber Park Holiday Park beyond to the south west; and
- Agricultural land with the A65 beyond to the west.

1.1.5 The location of the site together with its boundaries are shown in Drawing 548.02 (--) 240.

2.2 The site covers an area of approximately 31.75ha. It currently comprises a number of large agricultural fields, divided by stone walls, low fencing and isolated trees. There is a belt of plantation woodland on the south-western site boundary, adjacent to the A65.

2.3 Kell Well Beck extends through the site, from the centre of the north-west boundary to the A65 on the southern boundary. There are also two seasonal waterbodies, known as flashes, within the north-east of the site. Two Public Rights of Way (PRoW) are located within the site. A single PRoW extends north-west from the edge of Hellifield before dividing into two. One PRoW continues to the A65, north-west of the site. The other PRoW extends to the railway line on the northern site boundary,

2.4 The topography of the site is generally flat and gently sloping. The western boundary of the site is approximately 150mAOD, whilst the eastern boundary of the site is approximately 144mAOD. The topography of the wider area is undulating; gently to the south-west, and steeply to the north-east where there are a number of high points.

2.5 Adjacent development comprises the village of Hellifield to the south-east of the site, and Gallaber Park Holiday Park to the south-west of the site on the opposite side of the A65. The village of Long Preston is located approximately 1.2km north-west of the site. Remaining land surrounding the site is generally agricultural.

2.6 The description of the proposed development is as follows:

“Outline Application for the development of a leisure centre, including swimming pool, hotel and visitor accommodation including up to 300 lodges, park and ride facility, pedestrian access to Hellifield Station, parking areas, bus and coach drop off point, landscaping including ground modelling and water features.”

3 THE PURPOSE OF THE SUSTAINABILITY STATEMENT

3.1 The purpose of the sustainability statement is to explain how various sustainability considerations have been integrated into the development proposal. It identifies sustainable approaches to addressing key planning issues, as well as socio-economic and environmental concerns. The overall aim of the statement is to ascertain whether the development would achieve sustainable development and to demonstrate how sustainability has helped inform the development of the proposed scheme.

3.2 A Sustainability Statement seeks to ensure that the four key objectives of sustainable development, as set out in 'A Better Quality of Life: A Strategy for Sustainable Development in the UK (DETR 1999), are taken into account throughout the development process:

- Social progress which recognises the needs of everyone;
- Effective protection of the environment;
- Prudent use of natural resources; and
- Maintenance of high and stable levels of economic growth and employment.

4 SUSTAINABLE DEVELOPMENT

- 4.1 Sustainable development is the overarching principle governing spatial planning policies in the UK. This has been reflected in the 2005 publication of *'Securing the Future: delivering the UK sustainable development strategy'* (ODPM, 2005), to the present day references to sustainable development in the *NPPF*. The aim of achieving sustainable development in the planning system has been at the heart of the planning policy framework by successive UK Governments.
- 4.2 The most commonly referred to definition of Sustainable Development is cited from *Our Common Future*, also known as the *Brundtland Report*, which defines sustainability as **'development that meets the needs of the present without compromising the ability of future generations to meet their own needs'**. The UK Sustainable Development Strategy *'Securing the Future'* sets out five guiding principles of sustainable development; living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

5 PLANNING POLICY CONTEXT

5.1 National Planning Policy Context

5.1.1 The National Planning Policy Framework (March, 2012) sets out the Government's view of what sustainable development in England means in practice for the planning system. The NPPF forms a material consideration of significant weight.

5.1.2 Paragraph 14 states that

*“at the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**... which should be seen as a golden thread running through both plan-making and decision-taking”.*

5.1.3 There are three core strands underpinning the presumption in favour of sustainable development promoted within the NPPF. These are economic, social and environmental, which give rise to the need for the planning systems to perform a number of roles:

- **“An economic role** – Contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.
- **A social role** – Supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of the present and future generation; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- **An environmental role** – Contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.”

5.1.4 Paragraph 8 states that these three roles should not be undertaken in isolation, as they are mutually dependent and should be sought jointly to achieve sustainable development. So long as a development is consistent with these three core strands, in principle the development should be considered acceptable. Assessing the

proposed development against the three core strands, as advocated in the NPPF, forms the basis of this document.

5.1.5 The overarching framework in which sustainable development is to be achieved through the planning system is then set out by the **12 core planning principles**, as shown under paragraph 17 followed by further details as set out within paragraphs 18 to 219 with the following policy references:

- Promoting Sustainable Transport;
- Requiring good design;
- Promoting healthy communities; and
- Climate Change and Energy.

5.2 Local Planning Policy Context

Craven District Local Plan (1999)

5.2.1 The Craven District Local Plan (CDLP) was adopted on the 2 July 1999. The CDLP sets out a development strategy for the plan area and contains all the land use policies and proposals needed for the future development of the plan area for the period up to 2006. The CDLP does not have any specific policies in relation to sustainability as many of the policies have been deleted. However, the CDLP does note the following at Chapter 2; Strategy Statement; paragraph 2.1:

“All development must take full account of the need to protect the environment so that present day demands do not compromise the ability of future generations to meet their own needs or enjoy a high quality environment. All development must therefore reflect the need to safeguard the quality of life of residents, conserve resources and protect the plan area's essential character and main environmental assets such as: -

- *The physical relationship of the Plan Area with the Yorkshire Dales National Park*
- *The Forest of Bowland Area of Outstanding Natural Beauty*
- *The character and quality of the landscape*
- *The undeveloped nature of the countryside*
- *The areas of recognised nature conservation value*

- *High quality agricultural land*
- *The quality of air and water supplies*
- *The open spaces within, between and surrounding settlements*
- *The buildings and areas of important townscape, historic and architectural interest*
- *Sites of archaeological importance*
- *Land of recreation and amenity value*
- *The need to conserve energy and water*
- *The Leeds and Liverpool Canal.”*

Second Informal (Pre-Publication) Draft of the Craven Local Plan (2016)

5.2.2 The second informal (pre-publication) draft of Craven district’s new Local Plan sets out how land should be used in the future to achieve economic, environmental and social goals. Once adopted, the new Local Plan will control development within the district. Whilst the new Local Plan has not been formally adopted, the following policies are considered relevant.

5.2.3 **Draft Policy ENV3: Good Design** states:

“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:

- a) Development should respond to the context and proposals should be based on a proper understanding and appreciation of environmental features, including both natural and built elements such as landscape, topography, vegetation, open space, microclimate, tranquillity, light and darkness*
- b) Designs should respect the form of surrounding buildings including density, scale, height, massing and use of high quality materials which should be locally sourced wherever possible;*

- c) Development should seek to enhance local distinctiveness through maintaining good aspects of the local environment, improving poorer aspects and adding new aspects that benefit the local environment;*
- d) Development should protect the amenity of existing residents and business occupiers as well as create acceptable amenity conditions for future occupiers;*
- e) The design of all new developments will be required to promote safe living environments, reduce opportunities for crime and the fear of crime, disorder and anti-social behaviour.*
- f) All aspects of development should be accessible and inclusive to everyone;*
- g) 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;*
- h) 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;*
- i) 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;*
- j) 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;*
- k) Sustainability should be designed in, so that development takes the opportunity to reduce energy and water use and carbon emissions in the way it is laid out and constructed;*
- l) Designs should anticipate the need for external storage space within new developments, including space for the storage and collection of recyclable waste;*

m) Necessary services and infrastructure should be able to be accommodated without causing harm to retained features, or result in visual clutter.”

5.2.4 Draft Policy ENV4: Biodiversity

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

- a) Wherever possible, development will make a positive contribution towards achieving a net gain in biodiversity and in particular will:
 - i) Ensure that there is no adverse impact on any locally, nationally or internationally designated sites, unless the benefit of the development clearly outweighs the impact on the designation;*
 - ii) Avoid the loss of, and encourage the recovery or enhancement of ecological networks, habitats and species populations (especially priority habitats and species as identified in the Craven Biodiversity Action Plan, 2008 or any subsequent update) by incorporating beneficial biodiversity features in the design (i.e. through landscaping or SuDS);*
 - iii) Conserve and manage the biodiversity and/or geodiversity value of land and buildings within the site;*
 - iv) Increase trees and woodlands by incorporating appropriate planting, using native and locally characteristic tree and plant species where possible, and retaining and integrating existing mature and healthy trees and hedgerows that make a positive contribution to the character, appearance and setting of an area;*
 - v) Ensure there is no deterioration in the ecological status of surface or ground waterbodies;*
 - vi) Enable wildlife to move more freely and easily throughout the local environment, including both the natural and built elements.**
- b) Development proposals should achieve benefits in biodiversity that are equal to, or where possible exceed the biodiversity value of the site prior to development. Where improvements in biodiversity are achievable*

these should be on site; however if this is not possible or practical, an equivalent improvement should be provided off-site by way of mitigation; ideally, this should be as close to the site as possible.

- c) Development proposals that result in a significant loss in, or harm to, biodiversity on site, and where no compensatory measures are proposed, will be resisted.*
- d) Would-be developers should be aware that compensation through replacement of biodiversity assets may not be practical or realistic in every case (e.g. recreating ancient woodland) and that any development scheme based on such impractical or unrealistic proposals will not be acceptable.”*

5.2.5 Draft Policy ENV5: Green Infrastructure states:

“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.

- a) Wherever possible, development proposals will:
 - i. Avoid the significant loss of, or harm to, existing green infrastructure assets and the disruption or fragmentation of the green infrastructure network;*
 - ii. Enhance existing or create new green infrastructure and secure its long-term management and maintenance;*
 - iii. Enhance existing or create new links in the green infrastructure network, including habitat corridors that help wildlife to move more freely through the local environment.**
- b) Development proposals should achieve improvements to the green infrastructure network where possible. Where improvements are viable these should be achieved on site, however if this is not possible or practical, contributions for off-site enhancements should be made for projects as close to the site as possible in order to promote linkages and stepping stones across the green infrastructure network.*

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

5.2.6 Draft Policy ENV6: Flood Risk states:

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

- a) *Development will take place in areas of low flood risk wherever possible and always in areas with the lowest acceptable flood risk, by taking into account the development’s vulnerability to flooding and by applying any necessary sequential and exception test;*
- b) *Development will safeguard waterways and benefit the local environment (aesthetically and ecologically) by incorporating sustainable drainage systems (SuDS) where possible; where the use of SuDS is not feasible or appropriate other means of flood prevention and water management should be used. All surface water drainage systems (SuDS or other) should be economically maintained for the lifetime of the development.*
- c) *Development will maintain adequate and easy access to watercourses and flood defences, so that they may be managed and maintained by the relevant authority.*
- d) *Development will avoid areas with the potential to increase flood resilience, and seek to enhance as far as possible the natural capacity of soils, vegetation, river floodplains, wetland and upland habitats to reduce flood risk.*
- e) *Development will minimise the risk of surface water flooding by ensuring adequate provision for foul and surface water disposal in advance of occupation (as per standards set out by the Environment Agency, see Appendix B). Surface water should be managed at the source and not transferred, and every option should be investigated before discharging surface water into a public sewerage network.*
- f) *Development will maximise opportunities to help reduce the causes and impacts of flooding by ensuring adequate sufficient attenuation and*

long term storage is provided to accommodate storm water on site without risk to people or property and without overflowing into a watercourse (as per standards set out by the Environment Agency, see Appendix B)."

5.2.7 Draft Policy EC4: Tourism states:

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

- a) Enabling established destinations to become even better through the development of new and improved facilities;*
- b) Helping up-and-coming destinations to establish themselves and become successful;*
- c) Recognising opportunities to bring tourism into new areas that have untapped potential, including new types of activity and new destinations;*
- d) Acknowledging the range of sporting, recreational, cultural and leisurely activities that people may wish to engage in as tourists;*
- e) Ensuring that tourism development provides easy access to the network of public transport services, footpaths and cycle routes (including canal towpaths) in the area and, wherever possible, secures the improvement and expansion of that network;*
- f) Realising opportunities, where they arise, to secure additional knock-on benefits from placing tourism development and other forms of business and commercial development together in the same location, thereby achieving synergies of co-location;*
- g) Supporting, in principle, proposals for tourism development and for achieving synergies of co-location, in the following key locations for tourism development identified on the policies map;*
 - Bolton Abbey/Bolton Abbey Railway Station*
 - Broughton Hall Estate*
 - Ingleton – viaduct area*

- *Gargrave – canal area*
 - *Skipton – canal and railway station area*
 - *Bentham – railway station area*
 - *Hellifield – railway station area*
 - *Embsay – railway station area*
- h) Supporting sustainable tourism development of the committed tourism development opportunity site on land to the west of Hellifield, in accordance with broad requirements set out on the policies inset map;*
- i) Ensuring that the benefits of tourism growth – to the economy, environment and quality of life – are felt as broadly as possible within local communities;*
- j) Securing appropriate community use of private facilities provided as part of tourism developments, including sports, leisure, recreational and cultural facilities, shops and open spaces;*
- k) Encouraging local communities to promote their own sustainable tourism projects through neighbourhood planning;*
- l) Proposals of the type described above will be supported provided they accord with all relevant local plan policies and any relevant neighbourhood plan policies, and will help to achieve sustainable development.”*

6 NPPF APPRAISAL

6.1 Introduction

6.1.1 As discussed earlier there are three core strands underpinning the presumption in favour of sustainable development as pre-scripted within the NPPF. These are the economic, social and environmental dimensions. So long as development is consistent with these criteria, the principle of the development should be considered acceptable.

6.2 Meeting The Social Role

6.2.1 In meeting the social role, developments should support strong, vibrant and healthy communities, meeting the needs of the present and future generations; and by creating a high quality built environment. This development will achieve this through the following measures.

Population/Demographic

6.2.2 In the Craven area there has been an increase in older age groups, including retirement age population, and a decline in the younger, more economically active age groups. The proposed development will support the growth of tourism in the local area and, as a result, there will be an associated creation of jobs to operate and service the development and from independent businesses providing services to visitors. The creation of these jobs will encourage younger age groups to remain within the area due to improved access to jobs which will also potentially encourage such age groups to move into the area too.

Promoting Health and Well-Being

6.2.3 The vision for the development is the creation of a high quality purpose designed site which promotes health and well-being.

6.2.4 The purpose of the development is to provide accommodation for holidaymakers along with leisure facilities on-site. Holidaymakers will choose to visit the development for a number of reasons but a principal cause will be the location and its ease of access to the Yorkshire Dales National Park and the Forest of Bowland (an Area of Outstanding Natural Beauty). Both of these offer extensive leisure opportunities including walking/rambling, cycling and sailing for example. In addition, there is ready access to numerous tourist attractions along with historic towns and villages, further encouraging visitors to actively explore the locale.

6.2.5 The location of the development provides access to several leisure and recreation facilities as well as being close to open space. The parking provision included in the development has been located slightly away from the holiday lodges as a design measure to encourage walking and the use of more sustainable transport options such as public transport.

Accessibility to Local Services and Amenities

6.2.6 The site has been appraised against its relationship to the existing settlement in terms of access to, and how it will integrate with, local services. It should be noted that the site is in a rural location and therefore significant services are to be found in the larger nearby towns, eg Settle (~5 miles north-west of the site), Barnoldswick (~8 miles south of the site) and Skipton (~10 miles south-east of the site).

6.2.7 The following range of amenities and facilities are accessible:

- Local shops (including supermarkets);
- Yorkshire Dales National Park (including sports and recreation);
- Pubs and restaurants;
- Banks (and cash points);
- Sports Centres/gyms;
- Hospital and medical centres;
- Cinemas/theatres;
- Museums;
- Railway station; and
- Local public transport (bus stops).

6.3 Meeting the Economic Role

6.3.1 In meeting the economic role, development should contribute towards building a strong competitive economy by ensuring sufficient land of the right type is available to support growth and stimulating long term job creation. This development will achieve this through the following measures.

The Local Economy

- 6.3.2 The economy for Craven has historically been reliant upon agriculture, textiles and quarrying but has diversified in more recent years. Although agriculture remains an important part of the economy it has now been dominated by manufacturing, distribution, hotels/restaurants, banking, finance and insurance along with the public sector. Tourism is noted as an important economic sector for the area and will be boosted by the provision of the proposed leisure village.
- 6.3.3 The workforce in Craven is characterised as being highly skilled, professional and of a managerial/senior position as well as being an ageing working population. There is an outflow of the working population aged 25-44. Therefore, the creation of jobs via the proposed development will support a range of skill levels and the younger working population and helps to achieve an important aim of the region. It is estimated that about 500 - 550 jobs will be created by the leisure village.

Employment Land and Growth

- 6.3.4 It is considered that the local economy would benefit through both supporting the creation of jobs from the construction and operation of the development as well as for the provision and maintenance of local infrastructure. In addition, through the operational phase, additional money will be brought into the local economy from the users (holidaymakers/tourists) of the development.
- 6.3.5 Tourism is a key sector for supporting growth in the region, through providing a variety of jobs and stimulating the creation of new innovative businesses. Creating the proposed leisure village will support the development of tourism through the provision of high quality accommodation and leisure facilities.
- 6.3.6 The provision of this development will create permanent employment opportunities associated with the operation and upkeep of the development including professional and commercial services. Indirect benefits will also be associated with the various supply chains associated with the operation of the leisure village and the visitors themselves. The majority of spending will be carried out within the local economy.

6.4 Meeting The Environmental Role

- 6.4.1 The site consists of a number of agricultural fields and two 'flashes' (seasonal ponds). The proposed development comprises 300 lodges and a hotel plus facilities including restaurants, shops, sports facilities and an area of open green space. As the site is a

greenfield site, any development will cause effects relating to the landscape and visual impacts. However, this would be true of any greenfield site and the proposed development has been carefully designed to reduce or remove potential impacts and will introduce a number of measures to enhance the landscape and ensure there are no adverse effects on ecological receptors.

- 6.4.2 Ecological surveys have been carried out across the site to establish the baseline and identify habitats and species that could potentially be affected by the proposed development. The potential effects on the ecological receptors has been assessed (both direct and indirect) and appropriate mitigation measures developed for implementation, primarily through the creation of a Construction Environmental Management Plan.
- 6.4.3 Further ecological surveys will be undertaken at the detailed design stage to better inform the mitigation strategies.
- 6.4.4 The development will meet, and exceed where practical, the building regulations for each type of building within the proposals. The design of the leisure village is intended to harmonise with the surrounding landscape and will include design measures to achieve this, such as the inclusion of green roofs on all buildings.
- 6.4.5 Where practical and cost effective, construction materials for the development will be sourced locally.

Sustainable Transport Measures

- 6.4.6 The proposed development has easy access to public transport options for which accessibility enhances the attractiveness of the development towards holidaymakers, particularly those without, or who prefer not to use, their own transport. Such convenient public transport will greatly facilitate mobility and by extension enhance social inclusion and interaction with the wider local area whilst contributing to a reduction of CO₂ emissions from that associated with the use of private vehicles for equivalent journeys.

Environmental Performance Standards

6.4.7 To meet the required environmental performance standards, the proposed development will be low carbon and energy efficient. The proposal would seek to achieve high quality sustainable design to include passive design features, such as building airtightness and thermal efficiency, as well as the careful use of appropriate material choices. Priority shall be given where practical and cost effective to the selection of construction materials with low environmental impact that can be sourced locally.

7 LOCAL SUSTAINABILITY APPRAISAL

7.1 The Draft of the Craven Local Plan (2016) contains sustainability criteria relevant to the proposed development. We have undertaken an appraisal of the development against these criteria as follows:

Table 1: Criteria Applied		
Score	Description	Symbol
Significant Positive Effect	The proposed site contributes significantly to the achievement of the objective	++
Minor Positive effect	The proposed site contributes to the achievement of the objective but not significantly	+
Neutral	The proposed site does not have any effect on the achievement of the objective.	0
Minor Negative Effect	The proposed site detracts from the achievement of the objective but not significantly	-
Significant Negative Effect	The proposed site detracts significantly from the achievement of the objective	--
Uncertain	The proposed site has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.	?

7.2 The assessment has been applied to this proposed development and reported in Table 2 below.

Table 2: Sustainability Appraisal of proposed leisure development			
	Criterion	Score	Commentary
1	Draft Policy ENV3: Good Design	++	<p>The design of the proposed development is well integrated with the local landscape and the masterplan has been prepared to accommodate existing features and provide additional features to enhance the appreciation of the environment. This is exemplified by retaining the existing features of Gallaber Pond and Kell Well Beck with the design proposals and using them to enhance the visual appeal of the development.</p> <p>There will be a reduction in the flashes currently found on-site but this will be mitigated through the creation of additional lakes and wetlands proposed as part of the development which will not only serve a technical purpose as part of the drainage strategy for the site as well as being a means of providing suitable habitat for wildfowl and wading birds but equally will provide a visually attractive feature for visitors to the site providing a sense of space and tranquillity.</p> <p>Accessibility is a core aspect of the proposal. The development will be accessible by public transport and the use of a private vehicle to access the site, or make use of its facilities, is unnecessary. The masterplan has been prepared around keeping private vehicles located away from the holiday lodges (outside of arrival and departure dates) to maintain a car free environment within the site. This ensures visitors are able to traverse the site with maximum enjoyment of the natural environment. The main buildings have also been designed to blend into the landscape as much as practical by making use of green roof technology to soften visual impact of the development from both within the site and from outside of the development.</p> <p>Access to the site and from the site to the wider area will be facilitated with excellent public transport links. Bus services will be available to visitors and there will be a direct pedestrian access to the railway station located adjacent to the site.</p> <p>A number of the holiday lodges will be specially designed to meet the requirements of disabled visitors, including provision of disabled parking with easy access to the lodge in convenient locations.</p>

Table 2: Sustainability Appraisal of proposed leisure development			
	Criterion	Score	Commentary
2	Draft Policy ENV4: Biodiversity	+	<p>Following initial habitat surveys, proposals have been prepared to mitigate the potential negative effects during the construction and operational phases of the development. By carrying out these surveys, it has been possible to incorporate design enhancements to the Kell Well Beck to reinstate and restore its flow. This will provide additional habitat and potentially increase the biodiversity of the site.</p> <p>Visitors (holidaymakers) to the site will be provided with a nature rich environment to enjoy and this is expected to form a notable factor in sustaining the long term appeal of the development to visitors.</p> <p>A Construction Environmental Management Plan will be created to ensure the biodiversity of the site is managed responsibly during the construction phase and will include consideration of appropriate protection measures to prevent invasive species from being introduced to the site.</p>
3	Draft Policy ENV5: Green Infrastructure	+	<p>The design proposal includes extensive green infrastructure, creating a network of trees, lakes and pathways to create an improved environment and a desirable holiday destination as a parkland. The site is currently predominantly grassland therefore the proposed development will provide a greater variety of habitat (and corridors) for wildlife.</p>
4	Draft Policy ENV6: Flood Risk	++	<p>The site is in a low risk zone for flooding (Flood Zone 1) and so is suitable for development. Potential localised flood risks have been identified, for example due to potential blockages on the culvert under the A65. Mitigation measures have been proposed to minimise any such risk including raising development platforms above the flood level and remodelling the topography of the site to maintain floodplain storage volumes and better manage flood levels.</p> <p>The drainage strategy for the site complies with the requirements of the environment agency and North Yorkshire county council and includes:</p> <ul style="list-style-type: none"> • Kell Well Beck to be restored to its former course • An engineered overflow arrangement to allow excess flows to spill into Gallaber Pond

Table 2: Sustainability Appraisal of proposed leisure development			
	Criterion	Score	Commentary
			<ul style="list-style-type: none"> The 'Railway Culvert' is to be opened up through the site An engineered inlet structure is to be built on the inlet to the A65 culvert Surface water discharges to Kell Well Beck are to be controlled to the greenfield rate by means of temporary storage in a variety of off-line new and existing ponds.
5	Draft Policy EC4: Tourism	++	<p>The site is allocated as one of three 'Tourism development sites' in the current Craven Local Plan and has an extant planning permission for a mixed leisure and commercial use, known as the Hellifield rural Environment Centre. The proposed leisure village at this location will provide 300 holiday lodges, a 100-bedroom hotel with associated catering and services and within the development there will be sports and leisure facilities plus food and retail outlets. These will serve the needs of the leisure village residents but will also be available to a strictly limited number of non-resident guests.</p> <p>Access to the site and from the site to the wider area will be facilitated with excellent public transport links. Bus services will be available to visitors and there will be a direct pedestrian access to the railway station located adjacent to the site.</p> <p>A number of the holiday lodges will be specially designed to meet the requirements of disabled visitors, including provision of disabled parking with easy access to the lodge in convenient locations.</p> <p>The village of Hellifield is located on the edge of the Yorkshire Dales National Park and is relatively close to the Forest of Bowland (an Area of Outstanding Natural Beauty). It is promoted by the Parish Council as a good base for walkers and this will be a key appeal of the leisure village for visitors.</p>

- 7.3 The above take takes a holistic approach to sustainability assessment, appraising the proposal against key SA objectives. The accumulative effects, as a whole, are positive and outweigh any negative effects. The proposal meets the objectives of sustainable development at both the national and local level.

8 CONCLUSION

- 8.1 The overall proposal constitutes a sustainable development. The development responds positively to the three pillars of sustainable development as follows:
- 8.2 **Economic role** – The scheme will provide employment during its construction, and once complete, will support the wider growth agenda, by supporting local employment growth including a mixture of employment provision relating to tourism. The proposal will help to sustain the vitality and viability of the area. Accordingly, the site is considered to be consistent with the economic role as promoted within the NPPF.
- 8.3 **Social role** – The scheme would provide high quality holiday lodges which will promote tourism in the region and create an expected 500-550 jobs associated with the leisure village. The type of jobs created will encourage younger aged workers to stay in the area and potentially encourage migration into the area of these age groups. Further to this, as a leisure orientated facility, the proposal encompasses various sporting and leisure activities for the health and wellbeing of visitors. The location of this development is in close proximity to existing key local services such as public transport which provide access to numerous tourist attractions and historic towns and villages. With these matters taken into consideration, the site is considered to be consistent with the social role promoted within the NPPF.
- 8.4 **Environmental role** – The scheme has incorporated various environmental considerations in order to limit adverse effects on the existing environment, improving it where possible. The proposal includes mitigation of significant impacts on the environment. The development is highly accessible by public transport. The proposal is therefore considered to be environmentally sustainable and consistent with the environmental role promoted within the NPPF.
- 8.5 The proposed scheme has also been assessed against local sustainability criteria (table 2). From these assessments it is considered that the proposed development would meet these local sustainability requirements.
- 8.6 Overall, this Sustainability Statement demonstrates how the proposed scheme meets both local and national objectives of achieving sustainable development.

STOKE-ON-TRENT
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Cardiff
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Tel: [REDACTED]

MANCHESTER (Greater)
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Leigh
Greater Manchester
WN7 1ES
Tel: [REDACTED]

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Newcastle upon Tyne
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International offices:
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Tower Almaty
Kazakhstan
050040
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21/5 Kuznetskiy Most St.
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Russia
Tel: [REDACTED]

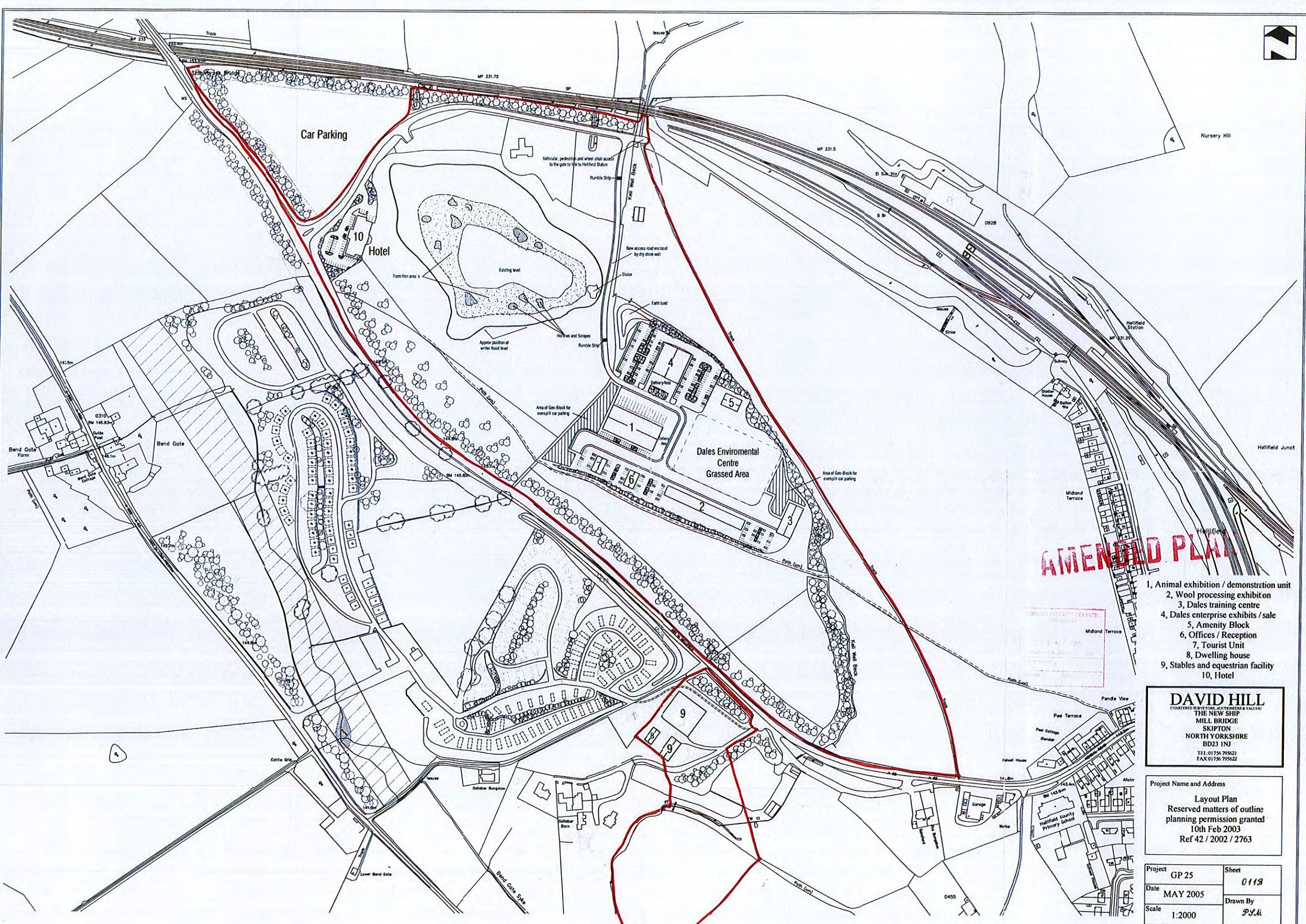


42/2002/2763

Land to west of Hellifield

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SCALE: 1:7500
 DRAWING ISSUED BY
 DATE ISSUED: 18th December 2002



AMENDED PLAN

- 1, Animal exhibition / demonstration unit
- 2, Wool processing exhibition
- 3, Dales training centre
- 4, Dales enterprise exhibits / sale
- 5, Amenity Block
- 6, Offices / Reception
- 7, Tourist Unit
- 8, Dwelling house
- 9, Stables and equestrian facility
- 10, Hotel

DAVID HILL
 CHARTERED SURVEYORS, ARCHITECTS & VALUERS
 THE NEW SHIP
 MILL BRIDGE
 SKIPTON
 NORTH YORKSHIRE
 BD23 1NJ
 TEL: 01756 795621
 FAX: 01756 795622

Project Name and Address
 Layout Plan
 Reserved matters of outline
 planning permission granted
 10th Feb 2003
 Ref 42 / 2002 / 2763

Project	GP 25	Sheet	0113
Date	MAY 2005	Drawn By	PJA
Scale	1:2000		

Council Offices
Granville Street
SKIPTON
North Yorkshire
BD23 1PS
DX 21767 SKIPTON



[REDACTED]
David Hill
New Ship
Mill Bridge
Skipton
North Yorks, BD23 1NJ

Telephone: 01756 706465
Fax: 01756 700658
e-mail: [REDACTED]

Please address correspondence on this matter to:
[REDACTED] – Principal Planning Officer

7 February 2008

Dear [REDACTED],

Planning Refs. 42/2002/2763 & 42/2005/5082. Rural Environment Centre at Hellfield

Thank you for your letter dated 6 February 2008. I visited the above site on 5th February 2008 and observed work that was underway to the new access road to serve the development. I can confirm that in my opinion the above planning permissions have now been commenced.

If you require any further information or clarification please do not hesitate to contact me.

Yours sincerely,

[REDACTED]
Principal Planning Officer



[REDACTED] MBA : Chief Executive
For general enquiries telephone 01756 700600
Minicom Number 01756 706413
www.cravenc.gov.uk



Craven Local Plan 2012-2032 (outside the Yorkshire Dales National Park)

Publication Stage Representation Form

Publication draft Craven Local Plan public representations period runs from Tuesday 2nd January 2018 – Tuesday 13th February 2018.

Regulation19-Townand Country Planning (Local Planning) (England) Regulations 2012

Representations must be received no later than 5pm on Tuesday 13th February 2018

Please return completed forms to:

Planning Policy, Craven District Council, 1 Belle Vue Mills, Broughton Road, Skipton, North Yorkshire, BD23 1FJ

Or by email to: localplan@cravencd.gov.uk

For further information please contact the Council's Planning Policy Team via email at the address set out above or telephone 01756 706472

This form has 2 parts: Part A for personal details and Part B for your representation(s). **Please fill in a separate form for each representation you wish to make.**

Please note each representation must be signed and dated

Part A

Section 1: Personal Details

Title :	
First Name:	
Last Name:	
Job Title (where relevant):	
Organisation (where relevant):	Ballan Ltd and Halton Homes Ltd
Address 1:	
Address 2:	
Address 3:	

Address 4:	
Postcode:	
Telephone:	
Email:	

Section 2: Agent Details

Please supply the name, address, telephone number and e-mail of any planning agent you have working on your behalf.

Agent name:	█ ██████████
Address:	Walton & Co (Planning Lawyers) Ltd 2 Queen Street Leeds LS1 2TW
Telephone number:	██████████
Email:	██

Part B

Please fill in a separate form for each representation

The Local Plan will be examined by an independent inspector whose role is to assess whether the plan has been prepared in accordance with the legal and procedural requirements, and whether it is sound.

Section 3

Name or Organisation:	
To which part of the Local Plan does this representation relate?	
Section and Paragraph	Tourism
Policy	Draft Policy EC4
Policies Map	Policies Map 13 and Diagram EC4

Section 4: Legal Compliance & Duty to Cooperate

Do you consider the Local Plan is: (tick as appropriate)		
	Yes	No
1. Legally Compliant		
2. Sound		X
3. In Compliance with the Duty to Cooperate		

Please refer to the Council's representation guidance notes at

<http://www.cravenc.gov.uk/newlocalplan>

Section 5: Details of Representation

Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the Duty to Cooperate. Please be as precise as possible.

If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the Duty to Cooperate, please also use this box to set out your comments.

Please see attached composite representation.

(Continue on a separate sheet if necessary. Please remember to include on any separate sheets the name/organisation and details of which section, paragraph, policy or element of the policies map your representation relates)

Section 6: Proposed Modifications to the local plan

Please set out what modification(s) you consider necessary to make the Local Plan legally

compliant or sound, having regard to the test you have identified above where this relates to soundness. (NB Please note that any non-compliance with the Duty to Cooperate is incapable of modification at examination) You will need to say why this modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

Please see Section 8 of the attached composite representation.

(Continue on a separate sheet if necessary. Please remember to include on any separate sheets the name/organisation and details of which section, paragraph, policy or element of the policies map your representation relates)

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After the representations period of the Publication Craven Local Plan has closed, further submissions will only be at the request of the Inspector, based on the matters and issues debated at the examination.

Section 7: Participation at the Examination

If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination? (please select one answer with a tick)	
Yes, I wish to participate at the oral examination	X
No, I do not wish to participate at the oral examination	
If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:	

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the examination.

Section 8: Being Kept Informed

Would you like to be kept informed of the progress of the Craven Local Plan through to adoption? (please select one answer with a tick)	
Yes, I want to be informed	X
No, I don't want to be informed	

Please note that if you do not wish to be kept informed of the progress of the Craven Local Plan through to adoption, you will not receive any subsequent updates relating to the Local Plan examination etc.

Section 9: Signature & Date of Representation

Please sign and date below:	
Signature	Walton & Co
Date	13/02/2018

After the end of the representation period the Council will submit all individual representations received to the Secretary of State, together with a summary of the main issues raised during the representations period.

Information that you provide in your representation, including personal information, may be published or disclosed in accordance with the Environmental Information Regulations 2004 (EIR), or the Freedom of Information Act (FoIA). If you want the information that you provide to be treated as

confidential, please tell us, but be aware that under the EIR and FoIA, we cannot guarantee confidentiality.

However, if you are submitting representations as an individual, the Council will process your personal data in accordance with the Data Protection Act 1998, and this means that if you request confidentiality, your personal information will not be disclosed to third parties.

If you wish your personal details to be treated in confidence and not published please tick the box below:

I wish to request that the personal details submitted with this representation are treated in confidence and not published.	<input type="checkbox"/>
---	--------------------------

Please explain below, why you have made this request:

Craven District Council | 1 Belle Vue Square | Skipton | BD23 1FJ |
www.cravenc.gov.uk

Planning Policy Team | 01756 706472 | localplan@cravenc.gov.uk



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

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