

# Bradleys Both Parish Council



# Neighbourhood Development Plan Up to 2032



## Foreword

The Neighbourhood Development Plan (NDP) for the Parish of Bradleys Both is a planning document based on the powers granted to local communities under the Localism Act 2011 and the Town & Country Planning Act. The principle underlying the Act is to create a local planning document that reflects the views of local communities and to give greater local input to planning development. This is of increasing significance as local planning authorities set out their own development plans to meet the growing demand for additional housing. It is important to note that Neighbourhood Development Plans are about more than just new housing. They give communities a greater opportunity to influence and shape the future development of their areas.

This Plan has been developed by a planning group comprised of Parish Councillors and volunteers drawn from the parish. It is informed by a range of evidence and from consultation on the housing, business, transport, community facilities and environmental needs of Bradley and its relationship to the wider North Yorkshire Council's requirements.

The concept of a NDP for Bradleys Both had significant support as expressed by residents' feedback from a 'table-cloth' comments exercise at a well-attended public meeting in the Village Hall in April 2013 and subsequent consultations.

In November 2014 the Bradleys Both NDP group circulated a consultation document, 'Planning Together' to every household, setting out the themes that the planning group would wish to see incorporated into the NDP. Residents were invited to complete an accompanying survey giving their views on draft policies and there was a good response from the community with many useful comments and suggestions. The analysis of the returned surveys was undertaken by the NDP Group.

After consideration of the feedback from the community, the plan was modified to become a Pre-Submission Consultation Draft Neighbourhood Development Plan. This draft NDP was produced to allow formal consultation with our community and stakeholders such as Historic England and Natural England and was shared with the community between March and May 2016. Following the statutory 6-week consultation, the group considered all comments and feedback, revised the relevant sections and policies and submitted a formal NDP in October 2022 to Craven District Council. The NDP was then independently examined and with some modifications was approved by the examiner and accepted by the successor council of North Yorkshire.

Following the referendum held on 27th July 2023 with a result of 80.34% voting in favour of the Plan, North Yorkshire Council's Executive agreed to recommend to the Council's Chief Executive that under his emergency powers, he formally makes the Bradleys Both NDP on or before 22nd September 2023 and that the Regulation 19 Decision Statement is approved for publication.

This decision was made, and the Regulation 19 Decision Statement can be viewed on North Yorkshire Council's website at:

<https://edemocracy.northyorks.gov.uk/ieDecisionDetails.aspx?ID=3137t>

Bradleys Both Neighbourhood Plan came into force on 22nd September as part of the statutory development plan for the area (in this case the former CDC area until such time that there is a North Yorkshire wide Local Plan).

The Parish Council and members of the NDP Group are grateful for all the comments and contributions from the community in preparing this plan.

DAVID COHN - Chair of Bradleys Both Parish Council From 2015 to May 2023

EDWARD COULSON - Chair of Bradleys Both Parish Council October 2023

### **NDP Acknowledgements**

The Bradleys Both Neighbourhood Plan Working Group are grateful for the assistance they have received from many groups and individuals including the following:-

Airedale Business Park occupants  
Bradford Metropolitan Council  
Bradleys Both Primary School  
Bradleys Both Parish Council  
Bradley Methodist Church  
Bradley St. Marys Church  
Bradley Village Hall Committee  
Bradley Village Shop  
British Telecom  
Canal and River Trust  
Cookie Graphic Design  
Craven District Council Officers  
Environment Agency  
Harrogate Borough Council  
Highways England  
Historic England  
Homes and Community Agency  
Local sporting organisations  
Locality Officers  
Natural England  
Neighbouring Village Parish Councils  
Network Rail  
Northern Gas  
Northern Power Grid  
North Yorkshire County Councils  
North Yorkshire Police  
Pioneer Press  
Plan Ahead Communities Ltd  
Ribble Valley District Council  
Slaters Arms  
Snaygill Boats  
Sport England  
The Bay Horse  
Yorkshire Water  
Yorkshire Wildlife Trust

### **Bradleys Both Neighbourhood Plan Working Group**

#### **From the Parish Council Community Volunteers**

Derek Booth (Working Group Chairman) David Appleby (until mid 2016)

David Cohn (Parish Council Chairman) James Ellis (from mid 2016)

Veronicka Dancer Andrew Slade\*

The late Mike Tomkins (Clerk) special mention to David Snelson,

Mags Smith (Clerk) and Malcolm Taylor.

Steven Wood\*

\* = Later became Parish Councillors

## General Comment

All the Parish Councillors and Volunteers from the Community who, over the more than ten years of the Plan's preparation, have vested their time in bringing together the needs of an expanding society into a plan that will accommodate the future and will sustain, so far as it is possible, the advantages of life in the village and its surrounding countryside.

No person who has, or stood to have, any personal or financial gain from the drawing up of the plan has been a member of the working group at any time.

## Contents

Foreword .....	3
<b>1.0 Introduction.....</b>	<b>7</b>
1.1 Background to the Neighbourhood Development Plan.....	7
1.2 The Neighbourhood Development Planning process.....	8
1.3 How the Neighbourhood Development Plan is organised.....	9
1.4 Conforming with national and local policy .....	9
1.5 About our Parish.....	10
<b>2.0 Our vision and objectives.....</b>	<b>13</b>
2.1 Our vision for the future.....	13
2.2 Our objectives.....	13
<b>3.0 Key themes and policies for our Plan.....</b>	<b>14</b>
3.1 Introduction – delivering sustainable development.....	14
3.2 Environment (ENV).....	15
3.3 Housing (HOU).....	24
3.4 Highways & Transport (HT).....	31
3.5 Community Facilities & Services (CFS).....	34
3.6 Employment and local business (ELB).....	37
3.7 Infrastructure Improvements.....	41
<b>Appendix 1</b> Environment Agency Flood Map Risk.....	<b>43</b>
<b>Appendix 2</b> Bradleys Both Policies Map.....	<b>44</b>
<b>Appendix 3</b> Bradleys Both Local Green Spaces Assessment.....	<b>47</b>
<b>Appendix 4</b> Site Briefs.....	<b>51</b>

Appendix 5, 6, 7, 8, 9 and 10 can be found on the website as separate documents.

Annexe 1 Bradley Site Assessments ;

Annexe 2 Character Assessments ;

Annexe 3 The Low Bradley Conservation Area Appraisal - 2023

at: <https://bradleyvillage.org/neighbourhood-development-plan/>

All the Annexes and Appendices relating to this Neighbourhood Plan  
can be found on our website at

<https://bradleyvillage.org/neighbourhood-development-plan/>

Also at North Yorkshire Council at:

<https://www.northyorks.gov.uk/planning-and-conservation/planning-policy/planning-policy-your-local-area/craven-planning-policy/craven-spatial-planning/craven-neighbourhood-plans/bradley>

## 1.0 Introduction

### 1.1 Background to the Bradleys Both Neighbourhood Development Plan

The Localism Act of 2011 empowered communities such as Bradleys Both with the opportunity to shape the future development of the parish by producing a Neighbourhood Development Plan (NDP). The made/adopted Bradley NDP forms part of the statutory development plan for the Bradley designated neighbourhood area together with the adopted Craven Local Plan (2012-2032). Planning applications and appeals must be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework

(NPPF) sets out the Government's national planning policies and is a material consideration in determining any planning application and appeals.

Bradleys Both NDP has been informed by local community opinions on planning matters such as the location, style and design of new housing, the location and provision of new facilities; and the protection of the essential nature of Bradleys Both.

### 1.2 The Neighbourhood Development Planning process

Our policies for the NDP have been formulated and the evidence base supporting these policies is complete. The statutory process has been followed to successfully adopt the NDP. This process is shown in the diagram below.

<b>Feb 2012</b>	<b>Parish Council decision to proceed with Neighbourhood Plan</b>
<b>Apr 2012</b>	<b>First Public meeting</b>
<b>Apr 2013</b>	<b>Second Public Meeting</b>
<b>Jun 2013</b>	<b>Bradleys Both Neighbourhood Planning Group formed</b>
<b>Aug 2013</b>	<b>Application to designate Neighbourhood Area to CDC</b>
<b>Dec 2013</b>	<b>Neighbourhood Area designated by Craven District Council</b>
<b>Nov 2014</b>	<b>Consultation document sent to every household and business</b>
<b>Dec 2014</b>	<b>Questionnaires completed and returned</b>
<b>Jan 2015</b>	<b>Analysis of consultation</b>
<b>Mar 2016</b>	<b>Pre submission Plan approved by Parish Council</b>
<b>Apr/May 2016</b>	<b>6 Week Public Consultation</b>
<b>Jun 16 /July22</b>	<b>Analysis of Consultation responses, liaison with CDC and development of formal submission version.</b>
<b>October 2022</b>	<b>Neighbourhood Plan submitted to CDC</b>
<b>Nov 2022</b>	<b>CDC consult on the Neighbourhood Plan then submit for examination</b>
<b>July 2023</b>	<b>Post Examination Neighbourhood Plan is subject to referendum.</b>
<b>Sept 2023</b>	<b>Neighbourhood Plan is adopted by North Yorkshire Council</b>

## 1.2.1 The Neighbourhood Area

Figure 1 illustrates the boundary of the parish which is the designated Neighbourhood Area for the NDP. An application to the former Craven District Council for the designation of the Neighbourhood Area was made on 19th August 2013. The Bradleys Both Parish Neighbourhood Area was designated by Craven District Council on 9th December 2013. (The Formal Letter of Designation from CDC is included at Appendix 6). Our Plan and its policies can only apply to this area, not beyond.

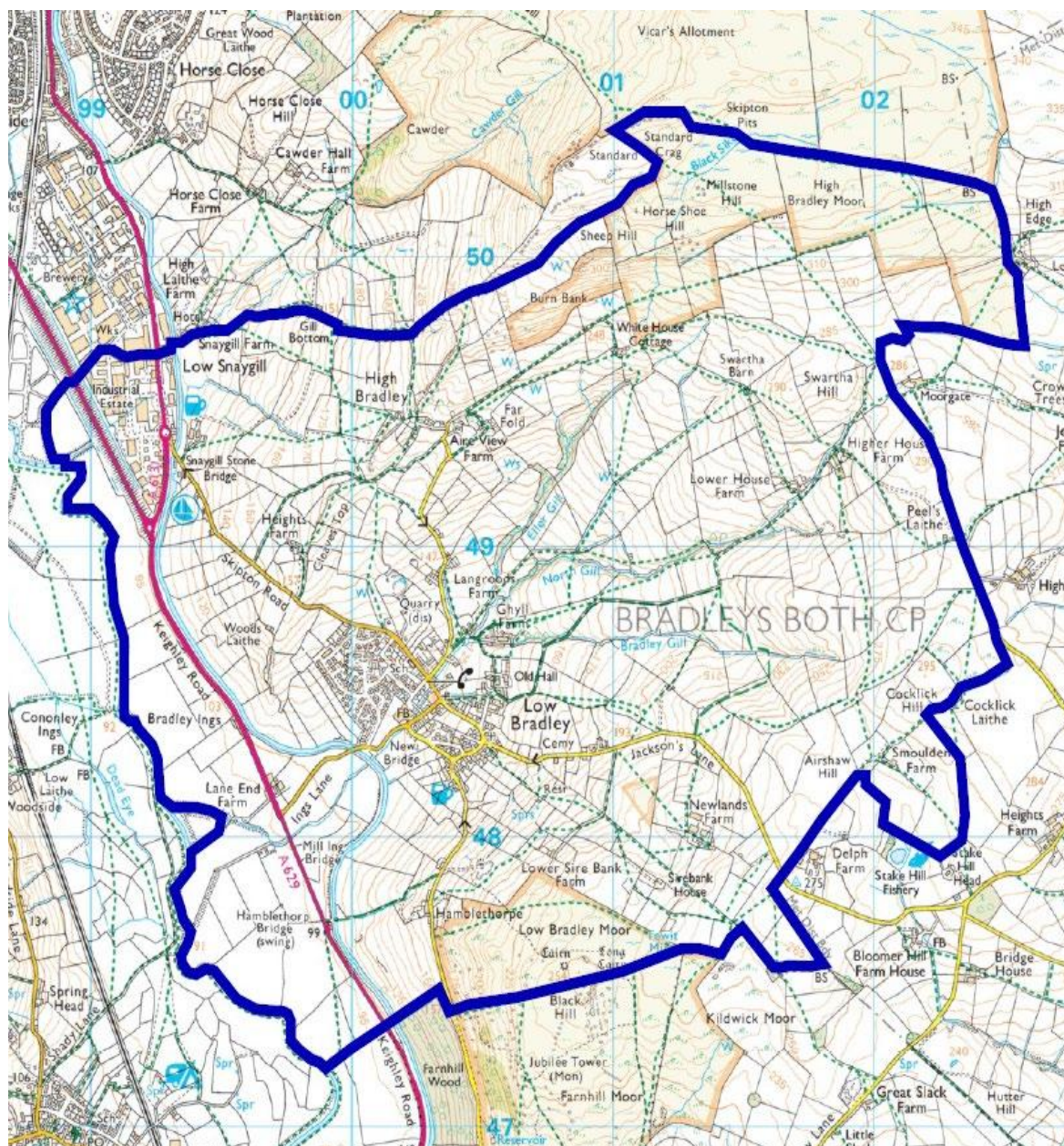


Figure 1 Neighbourhood Area of Bradleys Both Parish Boundary

### **1.3 How the Neighbourhood Development Plan is organised**

The Neighbourhood Development Plan is set out as follows:

- Our vision for the future of the parish and a set of objectives to realise that vision
- Our policies for achieving the objectives substantiated by evidence and cross referenced to national and local policy, to which the policies need to broadly conform
- Appendices containing maps and other associated information referenced in the policies
- Annexes: Information that is too extensive to be included in this document are listed as “Annexes” in a separate document and can also be accessed on the Bradley Village Website <https://bradleyvillage.org/bradleys-both-neighbourhood-plan/>

### **1.4 Conforming with national and local policy**

According to legislation, although the NDP reflects local issues, concerns and priorities, it must also be in general conformity with national and local planning policy. The following key strategic requirements have been taken into account when writing the policies for the NDP.

#### **1.4.1 National Planning Policy Framework (NPPF)**

The NPPF sets out the Government’s expectation that “a positive approach should be taken to achieving sustainable development through seeking economic, social and environmental gains jointly and simultaneously through the planning system”. Updated in 2021, the NPPF sets out the Government’s planning policies for England and how these are to be applied in local and neighbourhood plans. Critically, the NPPF must be taken into account in the preparation of all new development plans, including this NDP.

The NPPF policies which are particularly relevant to this NDP are:

- The presumption in favour of sustainable development
- Delivering a wide choice of high quality homes
- Building a strong, competitive economy
- Making effective use of land
- Achieving well designed places
- Promoting healthy and safe communities
- Meeting the challenge of climate change
- Conserving and enhancing the natural and historic environment.

#### **1.4.2 Craven District Local Plan**

The Craven District Local Plan is a document setting out how land outside the Yorkshire Dales National Park should be used in the future to achieve economic, environmental and social goals. Policies in a local plan are used to decide planning applications. The Neighbourhood Plan aligns to the strategic policies of the Craven Local Plan, adopted in November 2019. The Neighbourhood Plan will be reviewed when required to ensure it continues to align with National and Local Plan policies.



## 1.5 About our parish

### 1.5.1 A brief history of Bradleys Both

This part of North Yorkshire has a history of settlement stretching back many millennia as evidenced by the presence of Bronze Age burial barrows. The earliest standing cottage in the village dates from the 16th Century, and there are many other old and listed buildings that give Bradley a tranquil and time honoured feel. The place name element “ley” implies that Bradley has Anglo-Saxon origins and may have been settled in the 7th or 8th century by the Angles. A ley is a term used to indicate an arable field/ clearing. The Angles who settled this part of Yorkshire were farmers and it is through farming that Bradley would have been developed.

The existence of a barrow on Low Bradley Moor, however, indicates the existence of a much earlier culture in the area. By the late 17th century arable farming together with some livestock rearing had become profitable enough for houses to be constructed in stone and several buildings dating from this period can be found in Bradley. In addition to farming the textile industry was becoming established through the weaving of woollen cloth on the hand looms operated in the labourer’s cottages. By 1775 the Bradley section of the Leeds to Liverpool canal had been completed and was opening up new markets for the local products.

The late 19th century saw great developments in manufacturing processes and the inability of the hand loom weaver to compete with the challenges of the industrial revolution was encouraging the rural population to migrate to the towns in search of work.

In the 1860’s the construction of the Cross Lane Mill Company and the Rose Shed Mills introduced the industrialisation of textile production. The effect of establishing these two mills on the population density of the village was stimulating. The population of Bradley in 1801 was 315, by 1871 this figure had risen to 486.

While farming had originally provided the community with a steady source of employment, it has steadily declined throughout the 20th century. Many farms and their buildings have been converted to domestic use and whilst farming is no longer the dominant source of employment, it does make up the largest land use in the area.

Societies change and the old mill structures no longer serve modern day needs. New industrial and retail sites built on the North West Bradley/Skipton boundaries now serve a wider population. The open spaces and a more pollution-free environment have encouraged numerous companies to move into the parish bringing with them the skilled labour necessary to support these enterprises. This increase in the work force has stimulated the need to provide additional housing. The housing stock in Bradley alone has more than doubled in the years since 1960 including the redevelopment of the two former mill sites.

### 1.5.2 Bradleys Both today

Bradleys Both parish is located within an outstandingly attractive horseshoe of hills within which nestles the village of Low and High Bradley. Parishioners value their environment, understand what community means and realise what a charming and precious village they live in. Low Bradley consists of an older segment, made up primarily of a conservation area, and a 20th century mixed development of bungalows and houses. The Parish has valued amenities including two 19th century churches, two pubs and a shop, a respected primary school, a village hall, a 19th century converted mill, playground, playing fields and a sports pavilion and a well used amenity area alongside the canal. The village encompasses several community-valued green spaces which maintain its harmony within the landscape.

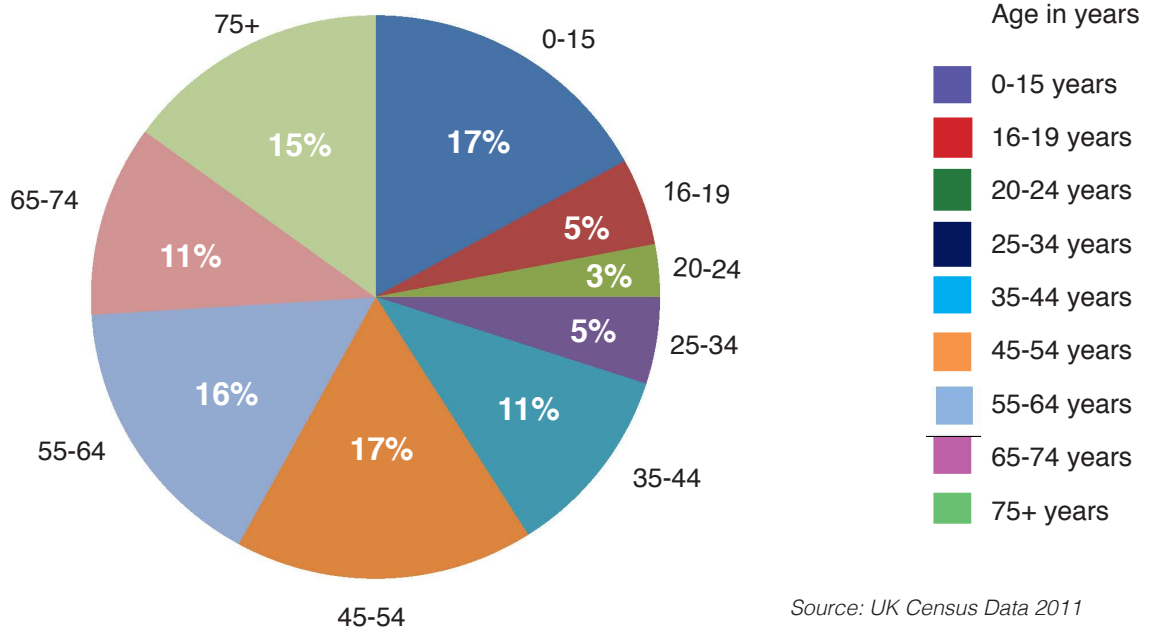
High Bradley is a small hamlet of elegant and carefully restored 17th Century houses situated on the brow of the hill overlooking Low Bradley and has commanding views of the Aire Valley. These properties are now only for residential use although the surrounding land is still managed farmland. Access is by means of a single track road with occasional passing places. This presents a significant constraint to new building other than for agricultural purposes or small scale projects. A number of streams flow down from the upper moors through Low Bradley eventually entering the River Aire below.

The Airedale Business Centre and Acorn Business Park are situated one mile from the centre of the village and are within the parish boundary. Together with the Snaygill Industrial Estate, located to the north, they are the district's largest industrial site.

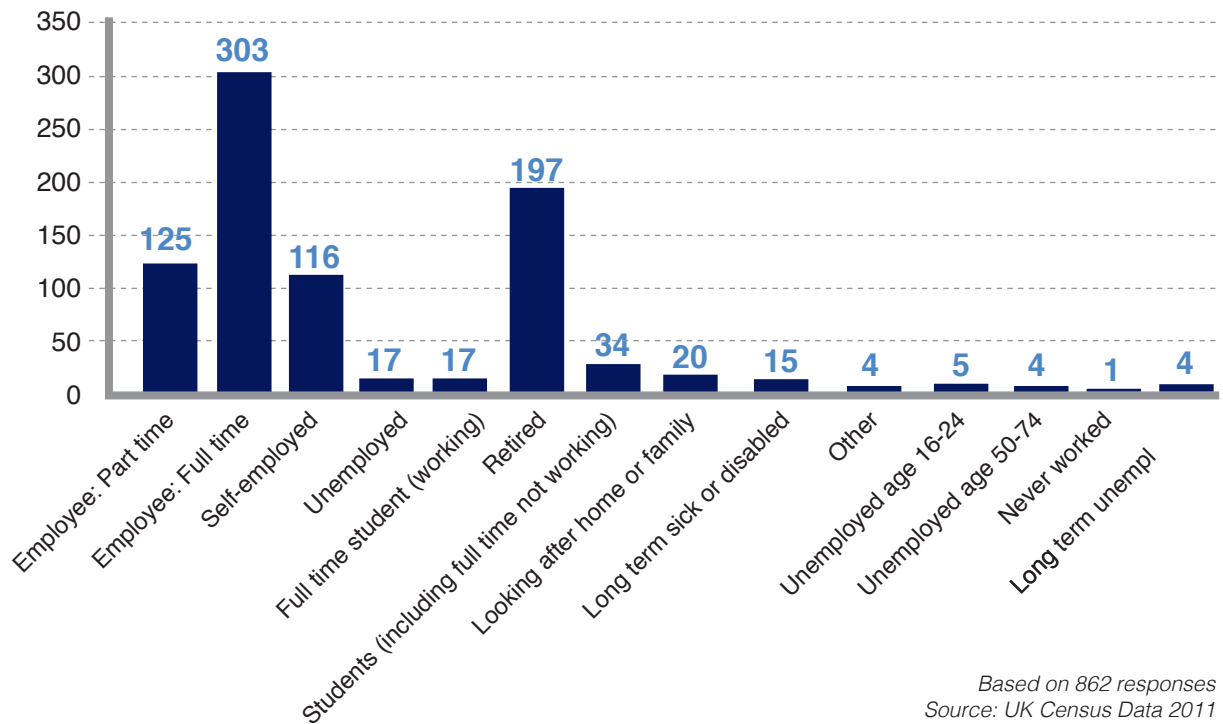
According to the 2011 Census, Bradleys Both parish has a population of 1244 people, of which 98% are from a white ethnic group. 66% stated that they have Christian beliefs, 21% recorded no religious beliefs. Of the 514 households, 459 have access to one or more cars or vans and 45 households have access to at least 3 cars or vans.

There is low unemployment in the area. The majority of people are employed, self-employed or retired. A breakdown of the population by age and by declared economic activity is presented at Figures 2 & 3 below.

**Figure 2: Age breakdown by population**



**Figure 3: Economic activity of residents over 16**



## 2.0 Our vision and objectives

### 2.1 Our vision for the future

From our consultations with the community of Bradleys Both, we have developed the following as a vision of where we want our community to be in 2032:

*“The people of Bradleys Both are proud of their community, character and beautiful surrounding countryside. Our vision is to provide existing and new residents with the opportunity to live and work in a rural community which can grow proportionately whilst still retaining, enhancing and respecting the vitality and character of the parish. Wherever possible, we want to protect our heritage, including the surrounding countryside, our open spaces and recreational facilities, without significantly increasing traffic in the village.”*

### 2.2 Our objectives

In order to see this vision realised, our NDP has the following key objectives:

- To maintain, and where possible, enhance the character and vitality of the village.
- To minimise the impact of new development on the surrounding countryside, landscape and ecosystems.
- Provide homes of predominantly 2-3 bedrooms.
- To respect and conserve Bradley’s open spaces, historic features and buildings, local heritage sites and recreational facilities as far as is practicable.
- To prioritise road safety by:
  - addressing the impact of existing road traffic congestion and on-street parking,
  - improving pedestrian and cyclist safety on Skipton Road between the village centre and Snaygill roundabout.
- To encourage small business growth and maintain farming, tourism and rural businesses.
- To prioritise identified Infrastructure Improvements

## 3.0 Key themes and policies for our Plan

### 3.1 Delivering sustainable development

At the heart of the National Planning Policy Framework (NPPF) is a presumption in favour of sustainable development. The NDP endorses this approach, with the overriding priority for the Plan being to promote development that meets the present and future needs of the community, without compromising the ability of future generations to meet their own needs.

This principle informs all the policies that follow on and form the heart of the Plan. This means that policies are designed to positively promote opportunities which meet the needs of the community and which re-affirm the character of the parish. Policies will not encourage activities that have negative impacts for the residents and the community.

The following sections sets out our policies in the following way:

#### **Themes: policies are ordered into five themes:**

Chapter 3.2 Environment

Chapter 3.3 Housing

Chapter 3.4 Highways & Transport

Chapter 3.5 Community Facilities & Infrastructure

Chapter 3.6 Employment & Local Business

Chapter 3.7 Infrastructure Improvements

Each theme then contains the following:

**Summary of policies** – a list of policies within each theme.

**Objectives:** the objectives addressed by the policy.

**Issues** – a description of the issue(s) the policy is designed to address.

**Evidence** – a summary of the evidence that supports the policy.

**Policy:** Setting out what is required from new development.

**Conformity references:** each policy concludes by referencing relevant sections of the National Planning Policy Framework and the Craven Local Plan which the policy is in conformity with. A Basic Conditions Statement accompanies the NDP and sets out in more detail how the policies of the NDP are in conformity with national planning policy and the Local Plan.

## 3.2 Environment (ENV)

Policies	
Environment (ENV)	<b>ENV1: Local Green Spaces</b> <b>ENV2: Green Infrastructure</b> <b>ENV3: Conserving the Landscape</b> <b>ENV4: Nature Conservation</b> <b>ENV5: Control of Solar Farms</b> <b>ENV6: Infill Development</b> <b>ENV7: Protecting Conservation and Heritage Sites</b>

The following objectives are addressed by our policies for improving Bradley's environment:

**To maintain, and where possible, enhance the character and vitality of the village by:**

- **Minimising the impact of new development on the surrounding countryside, landscape and ecosystems.**
- **Providing homes of predominantly 2-3 bedrooms.**
- **Prioritising road safety considerations by addressing the impact of existing road traffic congestion and on-street parking.**
- **Encourage small business growth and maintain farming, tourism and rural business.**

### 3.2.1 Local Green Spaces

#### i. Issues

Although Low Bradley village has no formal 'village green', it does have a number of significant green spaces within and adjoining the built up area which provide both amenity and add visually to the townscape.

New developments must respect the rural nature of the community and its setting by actively encouraging the incorporation of natural enhancement in any development, such as provision and maintenance of footpaths, styles and planting schemes, especially around the canal and recreation ground. The valued green spaces of the village in particular, alongside the wider green infrastructure of the parish and its proximity to Farnhill and Bradley Moor which is a Site of Importance for Nature Conservation (SINC), require protection and enhancement.

#### ii. Evidence

Paragraphs 101 -103 of the NPPF set out the Government's requirements for the designation of land as Local Green Spaces in local and neighbourhood plans. Paragraph 101 advises that Local Green Space designations are to be used to identify and protect areas of particular local importance and should be capable of enduring beyond the plan period but that they should also be consistent with achieving sustainable development, sufficient homes, jobs and other essential services. Paragraph 102 sets three tests for the designation of Local Green Spaces and specifies that they should be in reasonably close proximity to the community, be special and of particular significance to a local community (e.g. because of their beauty, historic significance, recreational value, tranquillity or richness of wildlife) and finally should be local in character and not an extensive tract of land. Paragraph 103 advises that policies to manage Local Green Spaces should be consistent with those for Green Belts and this therefore means that development involving the construction of new

buildings (with some exceptions such as buildings for agriculture or for sport/recreation facilities would be considered harmful and only allowed in very special circumstances.

Policy ENV10 (Local Green Space) of the Craven Local Plan designates a number of Local Green Space sites throughout the district and these were assessed and identified using an agreed methodology that was updated in December 2017. It acknowledges that these are being assessed as part of the Neighbourhood Development Plan. The Policy then sets out provisions for managing development proposals on the designated sites and the criteria used is consistent with the NPPF's requirements for land designated as Green Belt.

Findings from the initial consultation of the NDP indicated that 96% of those who responded supported the need for a policy to protect open spaces within the village. The Bradley Village Conservation Area Appraisal (2016) Draft and Bradley Character Assessment identified a number of spaces within and around the village as playing an important role in terms of the character and setting of the village.

The methodology set out in the Craven Local Green Space Assessment (December 2017) has been used to identify and test proposed Local Green Space sites in the NDP (see Appendix 3). The assessment has also followed guidance contained within paragraph 102 of the NPPF.

### iii. Policy

#### **ENV1: Local Green Spaces**

The following sites (identified on the Parish wide policies map and village inset map) are designated as Local Green Space:

1. Sports Ground Matthew Lane/Ings Lane;
2. Children's Play Area/Sports Ground Matthew Lane;
3. Picnic/canal area Ings Lane;
4. Canal Towpath;
5. The Green Braimes Field, Lidget Road;
6. Rear of Ings Drive;
7. Various green spaces within the 1960's developed housing area of Bradley;
8. Mill field between Ings Drive and Ings Lane;
9. Junction of Crag Lane and Main Street and land between Meadow Close and Leeds & Liverpool canal;
10. Land between Crag Lane and Silsden Road;
11. Land to the rear of the Methodist Church Skipton Road;
12. Land to the north of College Road, College Court and College Crescent;
13. Junction of Skipton Road and Mill Lane;
14. Land to the south east of Mill Lane;

The determination of development proposals within the Local Green Space will be consistent with national policies for Green Belt.

**Conformity reference: NPPF 101-103 Craven Local Plan 2019 ENV10 (Local Green Space)**

### 3.2.2. Green Infrastructure links

#### i. Issues

There has been increased development on the Airedale Business Centre in recent years. There are concerns that further ribbon development may be allowed to ‘creep’ across to the east of the canal and along either side of the A629 road towards Keighley which would affect the rural character of Bradleys Both. Commercial development to the east of the canal at any point between Low Bradley village and the Skipton town boundary and south easterly along the canal would breach the ‘green wedge’ separating the urban spread of Skipton and the village settlement of Low Bradley. The green areas referenced in the policy below are of local importance as they provide opportunities for recreation (Leeds & Liverpool Canal), wildlife connectivity and habitat (Eller Gill Link, North Gill Link and Bradley Gill Link) and amenity value by providing relatively uninterrupted areas of openness (Aire A629 corridor).

#### ii. Evidence

Paragraph 174 of the NPPF requires planning policies to contribute to and enhance the natural and local environment and this includes recognising the intrinsic character and beauty of the countryside.

Policy ENV1 (Countryside and Landscape) of the Craven Local Plan expects new development proposals in areas not subject to national landscape designations to respect, safeguard and wherever possible, restore or enhance the landscape character of the area. It further seeks to enable settlements to grow in ways that respect their form, distribution and landscape setting and outlines important considerations such as allowing the countryside to permeate into built up areas and maintaining gaps between settlements to preserve their separate identities.

Policy ENV 5 (Green Infrastructure) of the Craven Local Plan also seeks to avoid loss of or harm to existing green infrastructure assets and disruption or fragmentation of the green infrastructure network. Policy ENV11 (The Leeds & Liverpool Canal) of the Craven Local Plan seeks to proactively manage development adjacent to or adjoining the canal.

Natural England’s Green Infrastructure Mapping of Yorkshire and the Humber (2010) identified the Aire Valley corridor as being of strategic regional significance and the corridor includes all but the area of farmland to the east of the village, as shown on the Policies Map at Appendix 2. The Project describes the corridor as follows: “Running across the centre of the region, the Aire corridor connects the remote rural areas of the Yorkshire Dales National Park to Goole through the major urban areas of Leeds and Bradford. Regionally significant, much of the corridor is affected by flooding and the river valley bottom is mainly undeveloped as a consequence”. The Environment Agency Flood Zone Map for Bradley (as of 2021) can be found at Appendix 1.

Findings from the initial consultation indicated that 98% of those who responded supported the need to protect the green wedge of land between Low Bradley village and the parish boundary with Skipton to the east of the canal in order to prevent ribbon development.



### iii. Policy

#### **ENV2: Green infrastructure links**

A defined, continuous green infrastructure link will be maintained to:

- Protect and enhance the areas of tranquillity which have remained relatively undisturbed by noise whilst providing excellent opportunities for wildlife, recreational and amenity purposes;
- Provide a multi-functional green corridor that will be maintained so that Bradley does not merge with Skipton and is able to maintain its integrity as a rural community;

The defined green infrastructure links are identified on the Policies Map - see Appendix 2.

- The Aire/A629/Leeds-Liverpool canal link;
- The Eller Gill link;
- The North Gill link;
- The Bradley Gill link.

Development which would sever, block or prejudice the operation of these links as multifunctional wildlife, amenity and recreational resources will not be supported.

**Conformity reference: NPPF 174, Craven Local Plan 2019 ENV1(Countryside and Landscape), ENV5 (Green Infrastructure)**

### **3.2.3 Landscape Character**

#### **i. Issues**

Bradley village sits within a horseshoe of hills and has good quality views into and out of its built up area. The land outside the built up parts of the village is an unspoilt area of farmed countryside, moor and woodlands with far reaching views and vistas, wildlife habitats and numerous opportunities for outdoor recreation. This landscape setting helps to give Bradley much of its character and it is therefore important to balance the future development needs of the village with the need to safeguard the quality of the landscape. The Craven Local Plan does contain policy provisions that relate to the countryside and landscape (ENV1) but there is a need for an additional Neighbourhood Plan policy to set out more locally specific expectations that will allow future development to respect and enhance the landscape setting.

#### **ii. Evidence**

Paragraph 174 of the NPPF states that planning policies should contribute to and enhance the natural environment and this includes protecting valued landscapes.

Policy ENV1 (Countryside and Landscape) of the Craven Local Plan seeks to ensure that the quality of the district's countryside and landscape is conserved and that new development respects, safeguards and where possible restores or enhances the landscape. It also seeks to ensure that settlements can grow in ways that respect the form, distribution and landscape setting.

The Bradley Conservation Area Appraisal (2023) and the Bradley Character Assessment consider that the surrounding landscape makes a strong contribution to the character of the village as it is nearly always visible in views from the historic settlement.

### iii. Policy

#### **ENV3: Conserving the Landscape**

Within the area shown hatched green on the policies map at Appendix 2 development will not be supported if it adversely affects the visual character of the landscape, including the dynamic and fixed views as identified in section 4.0 and as shown on the interactive map of the Low Bradley Conservation Area Appraisal (2023).

The scale, siting, design and materials of development in the area should be sympathetic to and respond positively to the landscape character. New buildings will be expected to be clustered and grouped with existing built form and to utilise natural screening to minimise its impact. Proposals will also be expected to provide additional landscape planting and use appropriate materials/colour to soften the physical impact of new built development.

**Conformity reference: NPPF 174, Craven Local Plan 2019 ENV1 (Countryside and Landscape)**

### 3.2.4 Nature conservation

#### i. Issues

New developments must respect the rural nature of the community and its setting by actively encouraging the integration of nature conservation and enhancement in any development, including designating and protecting nature, habitats and features that are important to the parish. There is also a need to promote biodiversity net gain in order to improve conditions for nature in the future.

#### ii. Evidence

Paragraph 179 of the NPPF requires plans to safeguard components of local wildlife rich habitats and wider ecological networks and to promote their conservation, restoration and enhancement. It also requires plans to identify and pursue opportunities for securing measurable net gains for biodiversity. The Environment Act of 2021 will (following the production of secondary legislation) require new developments (subject to certain exceptions) to achieve a 10% net increase in biodiversity. Natural England have produced an online tool (Biodiversity Metric 3.0) that can be used to calculate biodiversity losses and gains resulting from proposed development.

Policy ENV4 of the Craven Local Plan requires wherever possible development to make a positive contribution to achieving biodiversity net gain.

Findings from the initial consultation indicated that 98% of those who responded supported the need for a policy to protect the rural aspect of our village, farmland and the environment, including preserving wildlife and biodiversity.

### iii. Policy

#### **ENV4: Nature Conservation**

Development proposals that would result in either the loss of or damage to an existing area of natural habitat or wildlife species will not be supported unless;

Proposed mitigation measures would result in an effective solution to ensure the integrity of the habitat continues after the implementation of the development.

In all cases new development that would have an impact on natural habitats are expected to achieve a net gain in biodiversity. Applicants for new development are required to utilise Natural England's Biodiversity Metric 3.0 (July 2021) and Small Sites Metric (where applicable) as evidence of the likely biodiversity impacts and assessment of biodiversity gains that would be delivered by the development.

**Conformity reference: NPPF 179 Craven Local Plan 2019 ENV4 (Biodiversity)**

### 3.2.5 Control of Solar Farms

#### i. issues

The NDP appreciates the need for energy conservation and management. Current approaches towards renewable energy, e.g. solar panels, contribute to this requirement. Although there are concerns that there is a proliferation of solar panels throughout the parish, (particularly Low Bradley), most residential solar panels are covered by remitted development rights, and there are existing siting restrictions that apply within the Conservation area. This issue is therefore excluded from the Plan.

In the event of a planning application being submitted for a solar farm within the parish, strict adherence to the policy would be required.

#### ii. Evidence

Paragraph 155 of the NPPF requires Plans to provide a positive strategy for renewable and low carbon energy whilst ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts).

Policy ENV9 of the Craven Local Plan also includes provisions to support renewable and low carbon energy development subject to a range of significant adverse impacts on natural, built and historic assets, and developments harmonise with the local environment and respect the character of the immediate setting and wider landscape.

Findings from the initial consultation indicated that 94% of those who responded supported the need for a policy to ensure the number and position of solar panels should not have an obtrusive impact on the visual appeal of the village.

#### **ENV5: Control of solar farms**

In all cases, ground-mounted solar photovoltaic farms will only be supported where they;

- Avoid the best and most versatile agricultural land (grade 3) and allow for continued agricultural use wherever possible;
- Preserve the inherent openness of designated countryside areas and avoid undulating landscapes where the scope for effective mitigation measures may be reduced;
- Minimise significant adverse impacts on views to and from built or natural heritage assets including on any views important to the setting of such assets. Built heritage assets refers to any designated listed buildings;

Natural environment assets are those identified in section 4.2 and the Bradley Village Character Assessment;

- Minimise adverse visual influence with mitigation measures such as screening with native hedges;

Applications for new solar photovoltaic farms will need to include a Landscape Visual Impact Assessment applying the Landscape Institute's Guidance (GLVIA3) recognised methodology.

**Conformity reference: NPPF –155-158 Craven Local Plan 2019 ENV 9  
(Renewable and Low Carbon Energy)**

### 3.2.6 Infill development

#### i. Issues

Low Bradley village is characterised by relatively dense housing in the Conservation Area, with more extensive properties in more recent developments. In both cases the character of the village would not be enhanced by the loss of gardens and green space or where squeezed into the curtilage of existing buildings and would serve to intensify the numbers of properties and vehicular movements in an already congested built up area.

#### ii. Evidence

Paragraphs 71 of the NPPF advises that plans should consider the case for setting out policies to resist inappropriate development of residential gardens where for example development would cause harm to the local area.

Policy SP4 of the Craven Local Plan seeks to direct appropriate levels of growth to existing settlements dependent on their size and availability of services. Bradley is defined as a Tier 4a settlement and the policy supports housing on non-allocated land within the main built up area provided that it accords with all other relevant local plan and neighbourhood plan policies. Policy SP3 (Housing Mix and Density) of the Craven Local Plan requires new housing to be developed at appropriate densities, making efficient use of land but also having regard to local and site specific circumstances. Policy ENV3 (Good Design) of the Craven Local Plan sets out general design criteria including that developments should respond to their contexts and reflect the form of existing and surrounding buildings.

Public consultations demonstrated a very strong need to retain Bradley's village feel by avoiding housing development on infill sites in the centre of the village. Approximately 30 new dwellings have been built in the village since 2000.

#### iii. Policy

##### **ENV6: Infill Development**

Proposals for new dwellings on private residential gardens or within the curtilage of existing buildings will not be supported where this would result in;

- An unacceptable reduction of the green space created by the garden itself or in combination with surrounding gardens; and
- An unacceptable impact on the landscape and environmental value of the site;
- Restricted access to the highway or additional on-street parking.

**Conformity reference: NPPF –70-71, 127 Craven Local Plan 2019 SP3 (Housing Mix and Density), SP4 (Spatial Strategy and Housing Growth), ENV3 (Good Design)**

### 3.2.7 Protecting conservation and heritage sites

#### **i. Issues**

New developments must respect the rural nature of the community and its setting by actively encouraging the incorporation of natural enhancement in any development. Our valued conservation and heritage sites must be protected.

#### **ii. Evidence**

Paragraph 174 of the NPPF requires planning policies to contribute to and enhance the natural and local environment and includes recognising the intrinsic character and beauty of the countryside and the wider benefits from natural capital and ecosystems. Paragraph 190 requires plans to set out positive strategies for the conservation and enjoyment of the historic environment.

Policy ENV1 of the CDC Local Plan seeks to conserve the countryside and landscape and expects new developments to respect, safeguard and wherever possible restore or enhance the landscape character. Policy ENV2 of the Craven Local Plan seeks to conserve and where appropriate enhance the historic environment

Findings from the initial consultation indicated that 93% of those who responded agreed that new development should be of high quality design, contribute to local distinctiveness, reinforce the character of local landscapes and building traditions, respond positively to existing site features and integrate well with its immediate and surrounding local area. The Low Bradley Conservation Area Appraisal - August 2023 identifies key views, historical assets and the key features of the village which make a contribution to its character and appearance. This also expresses the view that the 1960's development detracts from the character of the village, particularly the conservation area. It is important that future developments do not follow this approach but take note of the characteristics identified, for example: sympathetic design with single or two storey buildings in streets which curve gently creating attractive views, consistent use of stone in walls and some houses, ensuring that the surrounding landscape is still visible, as landscape and open space are important characteristics of the area.

The Bradley Character Assessment (2016) assesses the landscape and townscape character of the village. It identifies areas of natural significance as well as architectural character, landmarks and valuable spaces within the area.

### iii. Policy

#### **ENV7: Protecting Conservation and Heritage Sites**

New development must conserve and enhance the area by:

- a) Recognising and reinforcing the distinct local character (as set out within the Character Assessment in Annexe 2 and the Conservation Area Appraisal at Annex 3) in relation to height, scale, spacing, layout, orientation, design, and buildings materials;
- b) Respecting and protecting local heritage assets and their settings, particularly listed buildings and the Conservation Area;
- c) Respecting and protecting natural heritage assets as identified in section 4.2 of the Bradley Character Assessment (2016);
- d) Considering the impact of proposals on key views and vistas of the local landscape as identified within the Conservation Area Appraisal in Annex 2 and minimising adverse impacts on these views. Where possible, new development should create views along streets and/or open spaces to the surrounding countryside;
- e) Incorporating adequate landscaping to mitigate the visual impact of the development and to ensure that proposals merge into the existing village context. Where appropriate, landscaping schemes should seek to include native species;
- f) Seeking to retain mature or important trees. Development that damages or results in the loss of trees of good arboriculture and/or amenity value will not normally be permitted unless justified by professional tree survey and arboriculture statement. Where removal of a tree(s) of recognised importance can be justified, a replacement(s) of similar amenity value should be provided on site;
- g) Ensuring new boundary treatments reflect the distinct local character in relation to materials and design;
- h) Reducing visual clutter by minimising the amount of street furniture, signage, lamp-posts, barriers and other streetscape features proposed.

**Conformity reference: NPPF 174, 189, 190 Craven Local Plan 2019 ENV2 (Heritage)**

## 3.3 Housing (HOU)

### Policies

**HOU1: Land at Skipton Road, Bradley**

**HOU2: New housing development design policy**

**HOU3: Housing type and mix**

The following objectives are addressed by our housing policies:

- To maintain and, where possible, enhance the character and vitality of the village by;
- Providing homes of predominantly 2-3 bedrooms
- To minimise the impact of new development on the surrounding countryside, landscape and ecosystems.
- To prioritise road safety by addressing the impact of existing road traffic congestion and on street parking and improving pedestrian and cyclist safety on Skipton Road between the village centre and Snaygill roundabout.

### 3.3.1 Land at Skipton Road, Bradley

#### i. Issues

Buying or renting a house in Bradley is relatively expensive and often housing is not available for growing families, forcing them to leave the village. This has impacts for social cohesion and generates unsustainable commuting into the village as families travel from outside the village to drop off and collect children at the Bradley's Both Primary School. There is an unsatisfied demand for "affordable" or "social housing" to encourage young people and families with school-age children to remain in the village.

Approximately one third of all residents are aged 60 and over. This is roughly twice the national average. 53% of children at Bradleys Both CP School travel from outside the village.

Consequently, a majority of those within the community accept that some housing growth is necessary, but with the proviso that the design of all new developments should be sympathetic to the village's rural character.

#### ii. Evidence

Paragraphs 60-80 of the NPPF sets out the Government's requirements to ensure that there is an adequate supply of new homes to meet future needs and includes provisions for plans to reflect the size, type and tenure of housing needed for different groups.

In 2013, The former Craven District Council asked landowners & developers to suggest sites that are available for future development. All the sites submitted were included in the Council's Strategic Housing Land Availability Assessment (SHLAA). Using a standard set of criteria this assessed whether the sites were capable of being developed, the number of dwellings that could be accommodated and when they could be delivered. The former Craven District Council produced the first SHLAA in 2008 and then updated it in 2012 and again in 2020 as a Strategic Housing and Employment Land Availability Assessment. Local plan policy SP4 distributes 0.8% of Craven's total housing requirement to Low Bradley which equates to 32 dwellings over the period 2012-2032. Completed dwellings and sites granted planning permission since 2012 are included in this figure, leaving a housing requirement of 24 dwellings.

Consequently the adopted Craven Local Plan has allocated land at Skipton Road (Ref BB03 – As shown on the Policies Map at Appendix 2) for housing with an approximate yield of 25 dwellings. The principle of housing development on this land is therefore established in the Local Plan. The Local Plan identifies some development principles for the site including retention of existing boundary walls and access location but it does not set site specific design criteria to guide and inform future planning applications. Policy HOU1 below and the accompanying Site Brief at Appendix 4 introduces additional design requirements that will ensure that the future development responds to the local context and objectives of this NDP Policy. CDC have requested that the NDP policy HOU1 below acknowledges that a minimum of 24 dwellings are to be provided on this site.

Bradley's Both Parish Council made their own assessment of all the sites put forward during the preparation of the Craven Local Plan, using the same set of assessment criteria and taking into account the following major local considerations;

- availability of off-street parking,
- the need to maintain traffic flow through the village to reach primary routes,
- pedestrian safety,
- relationship to the rest of the village and conservation of green spaces,
- distance from village centre and amenities,
- avoidance or mitigation of flood risk

Of those people who responded to the 2014 consultation a very large majority supported the need for policies which would incorporate these considerations.

The Parish Council accepts that the site at Skipton Road can meet the future housing needs of the village as well as respond to the local issues and considerations set out above. It is away from but within easy walking distance of the main village centre. If it is well designed it will not significantly affect the landscape character, increase on-street car parking or add to the traffic flow through the centre of the village.

### iii. Policy

#### **HOU1: Land at Skipton Road, Bradley**

The land identified as BB03 on the policies map at Appendix 2 is allocated in the Craven Local Plan for new housing and it is expected that this will provide a minimum of 24 homes. Applications to develop this site will be expected to conform with the requirements of the Site Brief at Appendix 4 as well as other relevant policies in the Craven Local Plan and this NDP.

**Conformity reference: NPPF –60-80, Craven Local Plan 2019: SP11 (Strategy for Tier 4A and 4B Villages with Basic Services and Bisected Villages with Basic Services).**

## 3.3.2 New housing development design policy

### i. Issues

The built and natural environment of Bradley is largely of a high quality and is valued by its residents. It is important that new development brought forward in Bradley over the plan-period takes the opportunities to reinforce the high-quality environment of the village.

Much of the development undertaken in the village in the mid-twentieth century does not relate well to its historic local vernacular, as seen particularly within the Bradley Conservation Area. However other developments such as Lidget Croft, Browns Court and new housing around the



converted mill building on Ings Lane, have strong regard to the historic local vernacular and building styles seen within the historic core, and use high quality materials.

The need for a design parameters policy is considered important to guide the quality of development within Bradley and to avoid developments which are either poor in quality or not designed with an understanding of, or respect for, the village environment.

## ii. Evidence



Above: The historic local vernacular is reflected in main buildings on Main Street, within the Bradley Conservation Area



Above: The historic local vernacular interpreted successfully in modern development at Lidget Croft

Paragraph 127 of the NPPF states that “Design policies should be developed with local communities so they reflect local aspirations and are grounded in an understanding and evaluation of each area’s defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers”. In 2019 the Government published the National Design Guide which set out ten characteristics of good design (see figure 10 below). To add to this in 2021 the Government introduced the National Model Design Code which provides detailed guidance on the production of design based policies and together with other practical guidance such as Building for a Healthy Life (2010) (<https://www.designforhomes.org/project/building-for-life/>) provide useful tools to Local Planning Authorities, developers and local communities to help create places that are more responsive to people, nature and the environment. The NDP has had regard to these tools as well as the Bradley Character Assessment (2016) and Conservation Area Appraisal (2023) in developing locally specific design policies and guidance for Bradley.

It is also important that new housing does not adversely affect the amenity of existing and future occupants of adjacent housing. Poorly designed and positioned housing can result in both loss of privacy to neighbouring properties through overlooking and also development which feels overbearing. Craven Local Plan policy ENV3 sets out that development should secure a good standard of amenity for existing and future occupants but does not include further guidelines or standards. Craven also prepared a Supplementary Planning Document ‘Good Design’ which adds further guidance to the Local Plan policy ENV3. However much of this is again of a general nature and there remains a need for a local design policy. Policy HOU2 below outlines appropriate distances by which new development should achieve in order to ensure that existing and future occupants enjoy a good standard or amenity.

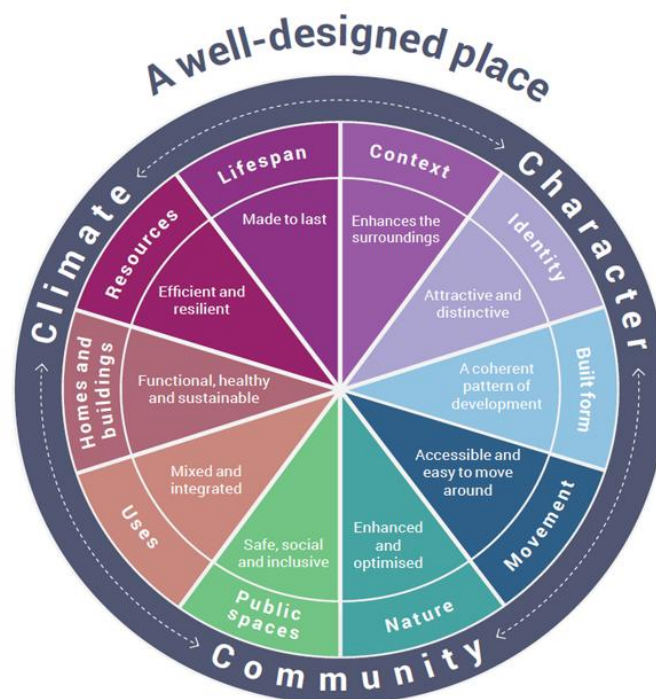


Figure 10: characteristics of well designed places diagram. Source National Design Guide, Ministry of Housing Communities and Local Government 2021.

78% of those responding in the 2014 consultation agreed that ‘new developments should be in keeping with the surrounding area, taking account of the style and type of buildings within a particular part of the village and their relationship to the conservation area.’

### iii. Policy

#### **HOU2: New housing development design policy**

Planning applications for new development in the village should have regard to and be determined in accordance with, the following design parameters and should reflect the visual characteristics demonstrated in the Bradley Character Assessment (2016) (Annex 2) and Low Bradley Conservation Area Appraisal (2023) (Annex 3) unless otherwise robustly justified.

- New development should reflect the vernacular style of architecture, layout, scale, massing and materials as demonstrated in the Bradley Character Assessment (2016);
- New buildings should use the highest quality natural stone and slate materials. The use of other materials will only be appropriate where their use within the context of the village is justified;
- High quality landscaping should be used. New tree planting should be incorporated where possible to ensure development sits well within the landscape and reflects the character of the village, particularly the historic core and conservation area, where buildings are interspersed with mature trees;
- Appropriate and high-quality boundary treatments should be incorporated in developments;
- New development should be designed to avoid parked cars dominating street scenes or key views of developments. This will be achieved by ensuring that all developments have sufficient levels of off-road car parking; off-setting garages attached to the sides of houses, behind their frontages, allowing cars to park at the side of rather than in front of houses; with the objective of preventing on-street/on-kerb parking; and encourage tree planting within gardens and within roadside positions;
- A variety of hard surfacing materials appropriate to the character of the village should be used in developments;
- New housing should be carefully designed and sited to avoid undue loss of amenity to existing and future occupants of adjacent houses. New habitable room windows should be positioned at least 21 metres from facing habitable room windows and a minimum of 13 metres from private gardens of adjacent houses to prevent overlooking and loss of privacy. A reduced distance may be appropriate where there are established intervening features such as trees or other obstacles or where the topography and levels of the site would help to reduce the physical impact of new development. Two storey blank walls of new dwellings should be located a minimum of 13 metres from facing habitable room windows of adjacent houses to prevent overbearing impacts. A reduced distance may be appropriate dependent on orientation, levels and the juxtaposition of the proposed development to adjacent properties.

- In relation to specific building design features, the following features should be incorporated in the design of new buildings, unless otherwise justified with reference to the adjacent context:
  - New houses in the village should incorporate chimneys;
  - Windows shall be set within an external reveal of at least 200mm;
  - Guttering should be attached to buildings using brackets or corbels rather than using soffits or fascia;
  - Full stone window surrounds should be used;
  - Slated verges to roofs should be incorporated;
  - External doors should be timber;
  - Modern/contemporary design will be appropriate where it can be demonstrated that it is locally specific and has regard to the historic local vernacular in terms of materials and design;
  - All new houses should be visually integrated with their surroundings, enhance the built and natural environment of the village and reflect the historic local vernacular.
- In addition, new housing will be supported where flood risk is avoided.

Applicants for new housing will be expected to undertake and submit a Building for Healthy Life (2020) (<https://www.designforhomes.org/project/building-for-life/>) Assessment as part of the design process and to submit this as part of a Design and Access Statement accompanying a planning application for the development

**Conformity reference: NPPF 126-133 Craven Local Plan 2019 ENV3 (Good Design), ENV6 (Flood Risk)**

### 3.3.3 Housing Type and Mix

#### i. Issues

New housing must meet the demonstrated needs of current and future households in Bradley, including all age groups and the provision of affordable housing. Often appropriate housing is not available for growing families who wish to remain in the village, forcing them to access housing further away. Furthermore Bradley has an ageing population with 59% of residents being over the age of 45 at the time of the 2011 census, compared to a District wide average of 53.4%. Over 65s make up 26% of the population compared to 22.8% across the district. This presents a threat to the sustainability of the village. For example, 53% of pupils (53) attending Bradleys Both Community School travel in from outside the village<sup>1</sup> which creates issues in terms of congestion around the school at certain times.

The opportunities for existing residents of younger generations to continue to live within the village may be enhanced if new housing development is of a size which makes it relatively affordable.

#### ii. Evidence

The NPPF requires planning policies to reflect the size, type and tenure of homes needed for different groups of the community.

Evidence in the former Craven District Council's Strategic Housing Market Assessment (SHMA) 2017 Update recommends that 39.4% of new homes should have 1-2 bedrooms, 43.7% should have 3 bedrooms and 16.9% should have 4+ bedrooms. Craven Local Plan Policy SP3 (Housing Mix and Density) suggests an appropriate density on greenfield sites and brownfield sites with no significant element of conversion should be approximately 32 dwellings per hectare.

<sup>1</sup> Source: Bradleys Both CP School – March 2021

The vision of the NDP plan aims to provide “for existing and new residents with the opportunity to live and work in a rural community...” Providing smaller house types on new developments has the potential to provide younger people in the village with access to the housing market and, on that basis, there is considered to be a justification for the inclusion of a restriction on the size of the majority market houses provided on development sites in the village. Findings from the initial consultation indicated that 97% of those who responded agreed that the type of housing built should satisfy the needs of the local community.

The benefit of providing houses which are mostly 2-3 bedrooms in size is that it provides many more opportunities for a fluid housing market as younger generations will be able to remain in the village, older people could downsize, and the larger homes become available to larger families.. The provision of new housing which is not just of a small-medium size but is also designed specifically for an ageing population may also achieve the same outcome.

The historic core of Bradley parish is broadly characterised by a higher development density. Residential development provided in the mid-twentieth century is of a lower density. It is expected that new housing development responds to and is reflective of this local built form and layout circumstances and accounts for identified housing needs in the parish.

### iii. Policy

#### **HOU3: Housing Type and Mix**

New housing development within Bradley should be brought forward in accordance with the following requirements, unless otherwise robustly justified:

- Market and affordable housing should be predominately 2-3 bedrooms in size. At least 80% of market houses on sites should be no larger than 3 bedrooms in size;
- Market and affordable housing should be interspersed to create mixed communities;
- On sites large enough to require an element of affordable housing affordable housing will be expected to be provided in accordance with the thresholds and provisions of Local Plan policy H2 (Affordable Housing), any subsequent updated Local Plan policy or by national planning policy;
- Affordable and market housing should have a tenure mix that meets the requirements of Local Plan policy H2 or aligns with the results of any subsequent Strategic Housing Market Assessment.

Housing densities should align with those set out in Craven Local Plan Policy SP3. Housing designed specifically to meet the needs of the ageing population within the village will be supported where there is an identified need.

**Conformity reference: NPPF –60-80 Craven Local Plan 2019: H1 (Specialist Housing for Older People), H2 (Affordable Housing), SP3 (Housing Mix and Density).**

## 3.4 Highways & Transport (HT)

Policies	
Highways & Transport	HT1: Road safety and congestion HT2: New development infrastructure

The following objective is addressed by our highways and transport policies:

**To prioritise road safety by;**

- addressing the impact of existing road traffic congestion and on-street parking
- Improving pedestrian and cyclist safety on Skipton Road between the village and Snaygill roundabout

### 3.4.1 Village Centre Road Safety And Congestion

#### i. Issues

The roads in the centre of Bradley have reduced capacity due to on street parking, particularly Main Street, Victoria Terrace, Lidget Road, Jackson’s Lane and Skipton Road. Parking within the village is at a premium and on-street parking in the centre of the village is hazardous for both pedestrians and cyclists and restricts access for emergency vehicles.

The roads in Bradley have become inherently unsafe because of poor road layout, parked vehicles limiting sight lines and some drivers using inappropriate speeds. The 2011 census classifies households by the number of cars or vans available to members of the household. According to the census, 46% of households have one car or van available to them, 5% have three cars or vans available to them, 4% have four or more cars or vans available to them and 11% do not have any cars or vans available to them. In addition, 53% of pupils attending Bradley’s Both Community Primary School travel from outside the village<sup>2</sup>.

On occasions when the A629 is blocked due to a traffic incident, roadworks or flooding in winter months traffic is diverted through the village creating hazards and congestion.

#### ii. Evidence

Paragraphs 104-109 of the NPPF promote sustainable transport provision and seek to prioritise walking, cycling and public transport over the use of the private car. For plan making this includes taking into account the environmental impacts of traffic and transport infrastructure and avoiding/mitigating any adverse effects.

Policy INF7 (Sustainable Transport and Highways) of the Craven Local Plan also seeks to promote sustainable transport and includes criteria for developments to provide safe, suitable and convenient access for all modes of transport.

<sup>2</sup> Source: Bradleys Both CP School – March 2021

Findings from the initial consultation indicated that 89% of those who responded agreed that in order not to increase traffic congestion, new housing developments must demonstrate easy access to and from the major primary routes without the need for residents to cross the village centre.

Many comments were received about the speed of traffic throughout the village and consultation returns indicate there is significant support for a 20mph speed limit zone throughout the village.

### iii. Policy

#### **HT1: Road safety and congestion**

In order to manage traffic flows through the village centre, reduce congestion and improve pedestrian, cyclist and vehicle safety new residential or commercial development proposals must demonstrate vehicular access to and from the major primary routes (A629 and A6131) without the need for traffic to pass through the village centre wherever possible.

**Conformity reference: NPPF –104-109 Craven Local Plan 2019 , INF7 (Sustainable Transport and Highways)**

## 3.4.2 New Developments Infrastructure

### i. Issues

#### **Skipton Road**

Skipton Road is a narrow, winding, undulating, unclassified road leading north from the village over 'The Heath' towards the A6131 and Skipton. The difficulties and dangers relating to the Junction of Ings Lane and the A629 have resulted in the Skipton Road being adopted as an alternative route by motorists seeking to avoid these issues, as illustrated by the table below showing the comparative traffic volumes of both routes. This has the consequential effect of creating pedestrian, cyclist and vehicular conflict and increased safety concerns on this approach. New footways and improved road alignments are necessary.

#### **Crag Lane**

On the occasions the A629 becomes blocked, traffic is diverted through the village via Crag Lane in both directions. This narrow lane will, in places, only permit single file traffic and the village quickly becomes grid locked. The provision of passing places at suitable intervals would help to maintain traffic movement.

### ii. Evidence

Paragraphs 110- 113 of the NPPF set out the Government's requirements for considering development proposals in regard to sustainable transport. This includes the need for applications for development to create safe, secure and attractive places and which minimise the scope for conflicts between pedestrians, cyclists and vehicles.

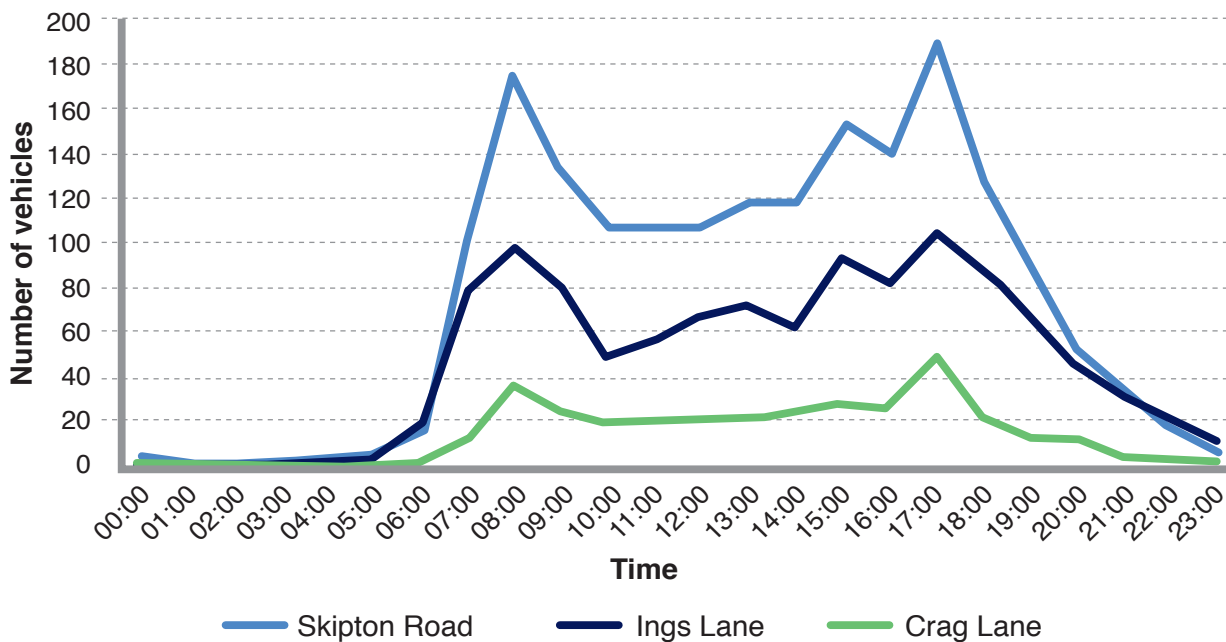
Policy INF7 (Sustainable Transport and Highways) of the Craven Local Plan requires residual cumulative impact of traffic generated by developments to be mitigated including through developer funded infrastructure such as measures to improve safety and pedestrian and cycle connectivity.

Findings from the initial consultation indicated that 92% of those who responded agreed that favourable consideration should be given to any development proposals that include the provision of, or significant contributions towards improvements to highways and footways that address the highlighted safety issues..

In September 2009 a traffic study was undertaken by the former North Yorkshire County Council. A traffic count was taken at Skipton Road (North of Low Bradley), Ings Lane (West of Low Bradley) and Crag Lane (South of Low Bradley). The average volume of traffic at hourly intervals is shown on the graph below. Bradley Parish Council has made representations to North Yorkshire County Council Highways on the listed road safety and highways issues raised by residents.

**iii. Policy**

**Average volume of traffic per hour**



3 Source [www.crashmap.co.uk](http://www.crashmap.co.uk)

**HT2 : New Development Infrastructure**

Developments that extend and/or improve the footways and highways within the village to improve pedestrian safety will be supported. Priorities for improvements are measures to improve the visibility splays and provision of a safe footway on Skipton Road towards Snaygill and the provision of passing places on Crag Lane.

Any future funding opportunities for local infrastructure improvements will be targeted to addressing these issues.

**Conformity reference: NPPF –110- 113, Craven Local Plan 2019 INF7 (Sustainable Transport and Highways)**



## 3.5 Community Facilities & Services (CFS)

### Policies

#### Community Facilities & Services

##### CFS1: Bradley's Community Facilities

##### CFS2: Creation of new and the extension of existing Sporting and Recreation facilities

The following objective is addressed by our policies for community facilities and services in the parish:

- To respect and conserve Bradley's open spaces, historic features and buildings, local heritage sites and recreational facilities as far as is practicable.
- To encourage small business growth and maintain farming, tourism and rural businesses.

### 3.5.1 Community Facilities

#### i. Issues

Bradleys Both has a range of facilities which are cherished by the community.

These facilities are:

- Village Hall and war memorial
- Bradleys Both Community Primary School
- St Mary's Church of England Church
- Bradley Methodist Church
- Village Shop
- The Slaters Arms Public House (registered as a Community Asset)
- The Bay Horse Public House
- Sports Pavilion, Playing fields and Children's Playground
- Canalside Amenity Area

#### ii. Evidence

Paragraphs 92-93 of the NPPF recognises the importance of achieving healthy, inclusive and safe places including through the provision of safe and accessible green infrastructure, sports facilities and local shops. It also states that plans should guard against the unnecessary loss of valued facilities and services and that existing open space, sports and recreational buildings and land should not be built on unless there is clear evidence that they are surplus to requirements or can be replaced.

Local Plan policy INF2 (Community Facilities and Social Spaces) seeks to safeguard valued existing community facilities and supports the improvement and provision of new facilities, “including opportunities to secure benefits from locating new community assets with or alongside other forms of development and existing community facilities and social spaces will be safeguarded where possible...” Policy INF3 (Sport, Open Space and Recreational Facilities) also seeks to safeguard and improve sport, open space and built sports facilities.

### iii. Policy

#### **CFS1: Bradley’s Community Facilities**

- Development that would result in either the loss or significant harm to the value of any of the community facilities and services listed below will not be supported unless it can be clearly demonstrated that the operation of the facility or service no longer serves a present or foreseeable future need;
  - Village Hall and war memorial;
  - Bradleys Both Community Primary School;
  - St Mary’s Church of England Church;
  - Bradley Methodist Church;
  - Village Shop;
  - The Slaters Arms Public House (registered as a Community Asset);
  - The Bay Horse Public House;
  - Sports Pavilion, Playing fields and Children’s Playground;
  - Canalside Amenity Area.
- Development that would enhance the community value or viability of a facility or services will be supported.

**Conformity reference: NPPF 92-93, 99 Craven Local Plan Policy INF2 (Community Facilities and Social Spaces), INF3 (Sport, Open Space and Recreational Facilities)**

## **3.5.2 Creation of new and the extension of existing Sporting and Recreation Facilities**

### **i Issues**

It has long been an aspiration of Bradleys Both Parish Council to see an extension of the existing sports and recreation facilities within the village to accommodate the needs of a growing population within the parish.

### **ii Evidence**

Paragraph 98 of the NPPF acknowledges that access to high quality open spaces and opportunities for sport and physical activity is important for the health and wellbeing of communities. It further requires robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses). It states that plans should then seek to accommodate these needs.

Policy INF3 (Sport, Open Space and Recreational Facilities) of the Craven Local Plan supports proposals for new or improved sport, open space and built sports facilities.

The Craven Open Space Assessment & Playing Pitch Strategy 2016 and subsequent updated Playing Pitch Strategy Refresh 2021 identify a future shortage of playing pitches in Bradley. The current pitches were rated as poor with a need for training facilities. Improvements to the children's play area were also indicated.

Although the population of Bradleys Both parish has doubled from 615 in 1951 to 1,244 in 2011 (Census figures) there is currently less recreation space than in 1951. It is currently considered that the land denoted by the yellow striped area on the Policies Map at Appendix 2 would be suitable as an extension to the existing sports and children's recreation facilities..

### iii Policy

#### **CFS2: Creation of new and the extension of existing Sporting and Recreation Facilities**

Proposals for developments linked to the creation of new/extension of existing recreation facilities including within the land shown as yellow stripes on the policies map will be supported providing:

- The facility will benefit the residents of Bradley Parish;
- Agreement for the provision of the land for sporting/recreation facilities is secured prior to commencement of development.

**Conformity References: NPPF 98 Craven Local Plan 2019 INF3 (Sport, Open Space and Recreation Facilities)**

## 3.6 Employment and local business (ELB)

### Policies

#### Employment and Local Business

ELB1: Retaining productive farmland

ELB2: Airedale Business Centre & Acorn Business Park

ELB3: Supporting Rural Business

The following objective is addressed by our policy for encouraging employment and local business.

- To encourage small business growth and maintain farming, tourism and rural businesses.

### 3.6.1 Retaining productive farmland

#### i. Issues

The majority of the land in the area is classed as grade 3 which, due to the surrounding area of moor land pasture, is ideal for grazing local breeds of sheep. This is an essential source of income to local farms. Changes in the management of dairy cattle have allowed expansion in sheep numbers.

Agriculture is undergoing a revolutionary process with farms going out of business for many reasons. They may not be economically viable, too small, in the wrong place or the costs of making changes unaffordable. There will always be a need for the agricultural process if not in its present form.

Changes in farming and the interests of the community will take place but they can be managed to maintain the environment to the benefit of the farming community and the enjoyment of the community at large. Concern is often expressed that farm land is being lost to meet the demands for house building.

#### ii. Evidence

Paragraph 84 of the NPPF requires planning policies to support the development and diversification of agricultural and other land based rural businesses. Craven Local Plan policy EC3 (Rural Economy) acknowledges the importance of farming within the district and supports the provision of new/replacement farm buildings and also diversification projects. Findings from the initial consultation indicated that 96% of those who responded agreed that there should be a policy that resists proposals that would result in the loss of existing farming businesses through redevelopment or change of use unless such proposals are for alternative farming enterprises.

### iii. Policy

#### **ELB1: Retaining productive farmland**

Non-agricultural development of the best and most versatile agricultural land (grade 3) will only be supported where it is demonstrated the benefits of the development outweigh the economic and other benefits of the agricultural land that will be lost.

New or replacement agricultural buildings should so far as possible form a coherent part of the built farm structure and not detract from the visual amenity.

**Conformity reference: NPPF 84 Craven Local Plan 2019 EC3 (Rural Economy)**

### **3.6.2 Airedale Business Centre & Acorn Business Park**

#### **i. Issues**

The Airedale Business Centre and Acorn Business Park are situated one mile from the centre of the village and are within the Bradleys Both parish boundary. These areas, together with Snaygill Industrial Estate, located to the north form Skipton's largest commercial and industrial area. There is a convenient and easy access to the A629 which is part of the network of trunk routes connecting Skipton to West Yorkshire and North Lancashire. There are now over 40 different sized units providing adaptable premises for small to medium sized manufacturing, offices and warehousing enterprises. There is good access and appropriate parking spaces within the pleasant 'park-like' environment. The ability of the industrial area to attract a range of diverse activities is encouraging in terms of employment prospect for local residents and to Craven as a whole. Recently, larger units have been converted to retailing, though this was not initially allowed under the original planning conditions.

The ability of the Airedale Park to attract a range of diverse activities is encouraging in terms of employment prospect for local residents and to Craven as a whole. There is concern within the Parish Council that some of the companies have limited or no opportunity to employ apprentices and that, wherever possible, industries which offer young people this gateway to the future should be encouraged.

The Business Park has a wide range of commercial and professional opportunities from brewing, physiotherapy, suppliers to the trades and specialist manufacturing all of which provide a welcome diversity of activity and employment. The use of site units for storage only is not considered the most effective use of a site in so far as it provides both relatively low employment and training opportunities.

## ii. Evidence

Paragraph 87 of the NPPF states that main town centre uses should be located in town centres, then edge of centre locations and only if suitable sites are not available should out of centre locations be considered.

Policy SP2 (Economic Activity and Business Growth) of the Craven Local Plan seeks to safeguard existing employment land. This is further reinforced with provisions of Policy EC2 (Safeguarding Existing Employment Areas). Policy EC1 (Employment and Economic Development) also supports new economic development within existing employment areas subject to criteria which include traffic considerations. Policy INF4 (Parking Provision) requires developments to provide appropriate parking arrangements.

The Parish Council are of the view that new retailing and premises for the sale of food and drink should be concentrated on sites closer to the centre of Skipton town maintaining the viability of the town centre with the opportunity to access new developments.

## iii. Policy

### **ELB2: Airedale Business Centre & Acorn Business Park**

Development proposals relating to the existing buildings and sites within the boundaries of the Airedale Business Centre & Acorn Business Park (shown hatched pink on the Policies map at Appendix 2) will be supported provided that:

- There would be no adverse impact on the amenities of surrounding users;
- There will be no adverse impact on existing employment levels;
- Adequate public and staff car parking spaces must be provided.

**Conformity reference: NPPF: 87, Craven Local Plan 2019 EC1 (Employment and Economic Development), EC2 (Safeguarding Existing Employment Areas), SP2 (Economic Activity and Business Growth), INF4 (Parking Provision)**

### 3.6.3 Supporting Rural Business

#### i. Issues

The quiet village of Bradley 2 miles to the South of Skipton offers the visitor the opportunity to enjoy the open air pursuits of walking, cycling and the pleasure of boating on the Leeds and Liverpool Canal. Sitting in the picnic area between the canal and the car park also allows a restful view of the passing canal boats. The village recreation ground often provides entertaining games of cricket or football at weekends and occasional evenings in the summer whilst the small, children's' playground gives enjoyment to young families. The Parish Council seeks to bring the playing facilities up to the standard required for an expanding population in the future.

From the village a number of footpaths lead out across the fields or up to the moorland from which panoramic views of the Aire Valley and the surrounding South Pennine Hills can be seen. The recently upgraded canal tow path provides the opportunity for a flat walk into Skipton or a pleasant evening stroll to a canal side pub. For those interested in cycling the area which hosted the Tour de France is close by and the beautiful Yorkshire Dales National Park is within easy reach.

Within the parish there are self-catering cottages and nearby, on the road into Skipton, there is a large hotel which provides accommodation, food and leisure activities. There is also a boat hire company which supplies narrow boat holidays on the Leeds and Liverpool canal or for day hire. Other facilities within the Parish include two pub and village shop.

The village therefore provides a range of opportunities for leisure and tourism related businesses but this also needs to be managed to ensure that the townscape and landscape character is secured and that traffic safety is maintained.

#### ii. Evidence

Paragraph 84 of the NPPF requires planning policies to support the development and diversification of agricultural and other land based rural businesses. Craven Local Plan policy EC3 (Rural Economy) acknowledges the importance of farming within the district and supports the provision of new/replacement farm buildings and also diversification projects.

The NDP will seek to encourage business which supports or enhances tourism and the traditional rural economy without negatively impacting on the historic character and rural location of the village.

### iii. Policy

#### **ELB3: Supporting Rural Business**

Appropriate small scale business/tourism-related developments will be supported provided that they:

- are appropriate to the village setting in terms of function, design and materials;
- include the redevelopment or re-use of existing buildings or previously used sites/ land where possible;
- do not result in additional on-street parking; and
- provide safe vehicular and pedestrian access and egress arrangements in accordance with the requirements of the Highway Authority.

**Conformity reference: NPPF 84 Craven Local Plan 2019 EC3 (Rural Economy), SP2 (Economic Activity and Business Growth)**

### 3.7 Infrastructure Improvements

Following consultation with the community, the following key areas have been identified as potentially benefiting from future investment which could be secured as part of planning obligations from new development:

- Footpath on Matthew Lane and Skipton Road
- Provision of improved pedestrian connections along Skipton Road and over The Heath
- Improvements to Children's' Play Area
- Improvements to Sports Facilities

Proposals that deliver or make contributions towards the above priorities will be given favourable consideration subject to the other policies contained within this Neighbourhood Plan.

The Parish Council would also wish for there to be Road Safety and Drainage improvements which are likely to exceed the funding available through CIL or S106 and fall within the responsibility of the North Yorkshire Council. These include, but are not restricted to:

- footway and road widening on Skipton Road over Bradley Heath.
- increased drainage capacity in the lower part of the village to cope with extra homes.

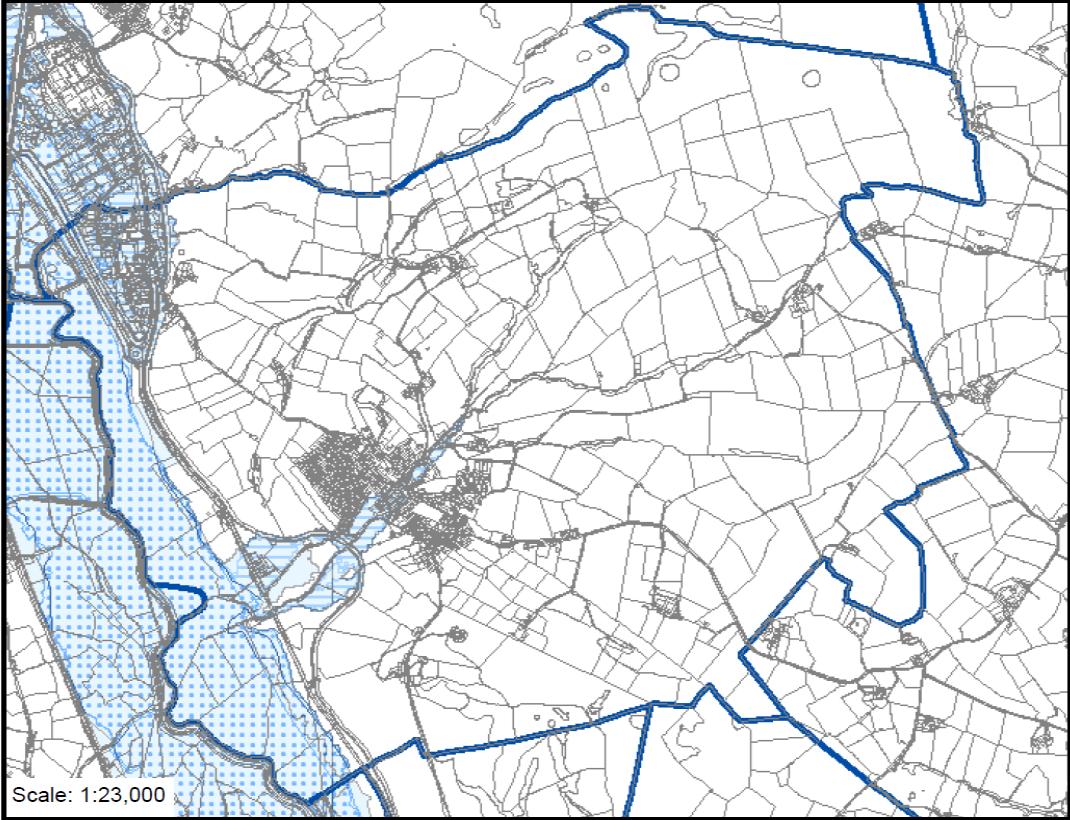







Bradleys Both Parish Council Neighbourhood  
Development Plan  
Up to 2032

# Appendices

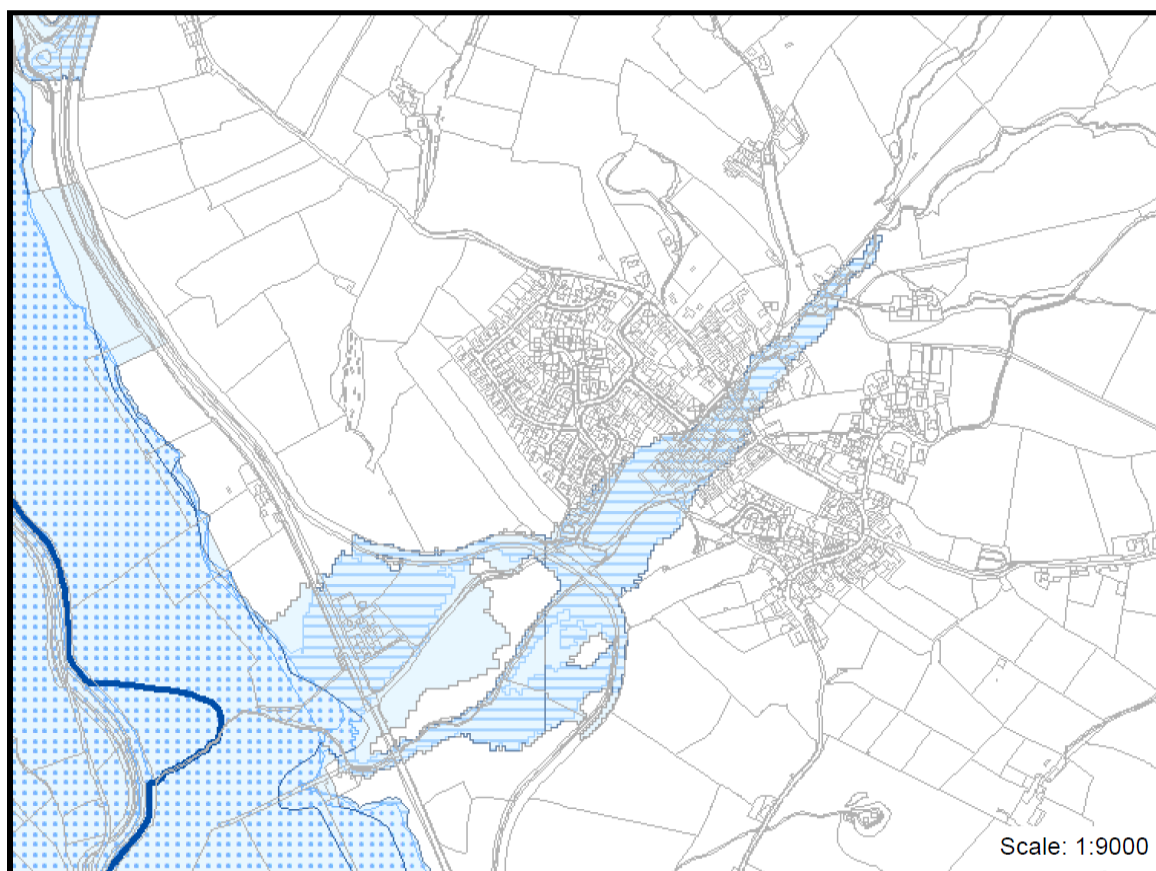
**APPENDIX 1 – Environment Agency Flood Zone Map for Bradley Note this will be subject to change – please refer to <https://flood-map-for-planning.service.gov.uk>**

**Flood Risk Map**



KEY	
	Neighbourhood Area (Parish boundary)
	Flood Zone 1
	Flood Zone 2
	Flood Zone 3a (Craven Strategic Flood Risk Assessment 2017)
	Flood Zone 3b (Functional Floodplain) (Craven Strategic Flood Risk Assessment 2017)

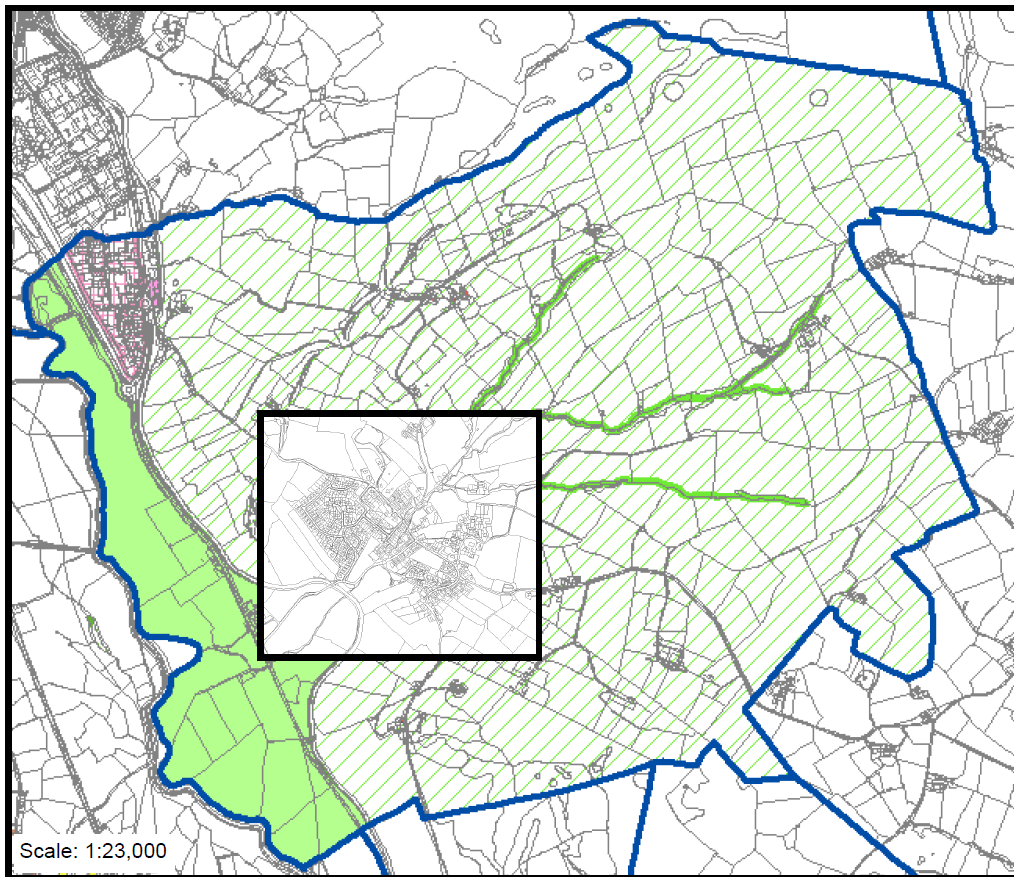
## Village Centre inset



KEY	
	Neighbourhood Area (Parish boundary)
	Flood Zone 1
	Flood Zone 2
	Flood Zone 3a (Craven Strategic Flood Risk Assessment 2017)
	Flood Zone 3b (Functional Floodplain) (Craven Strategic Flood Risk Assessment 2017)

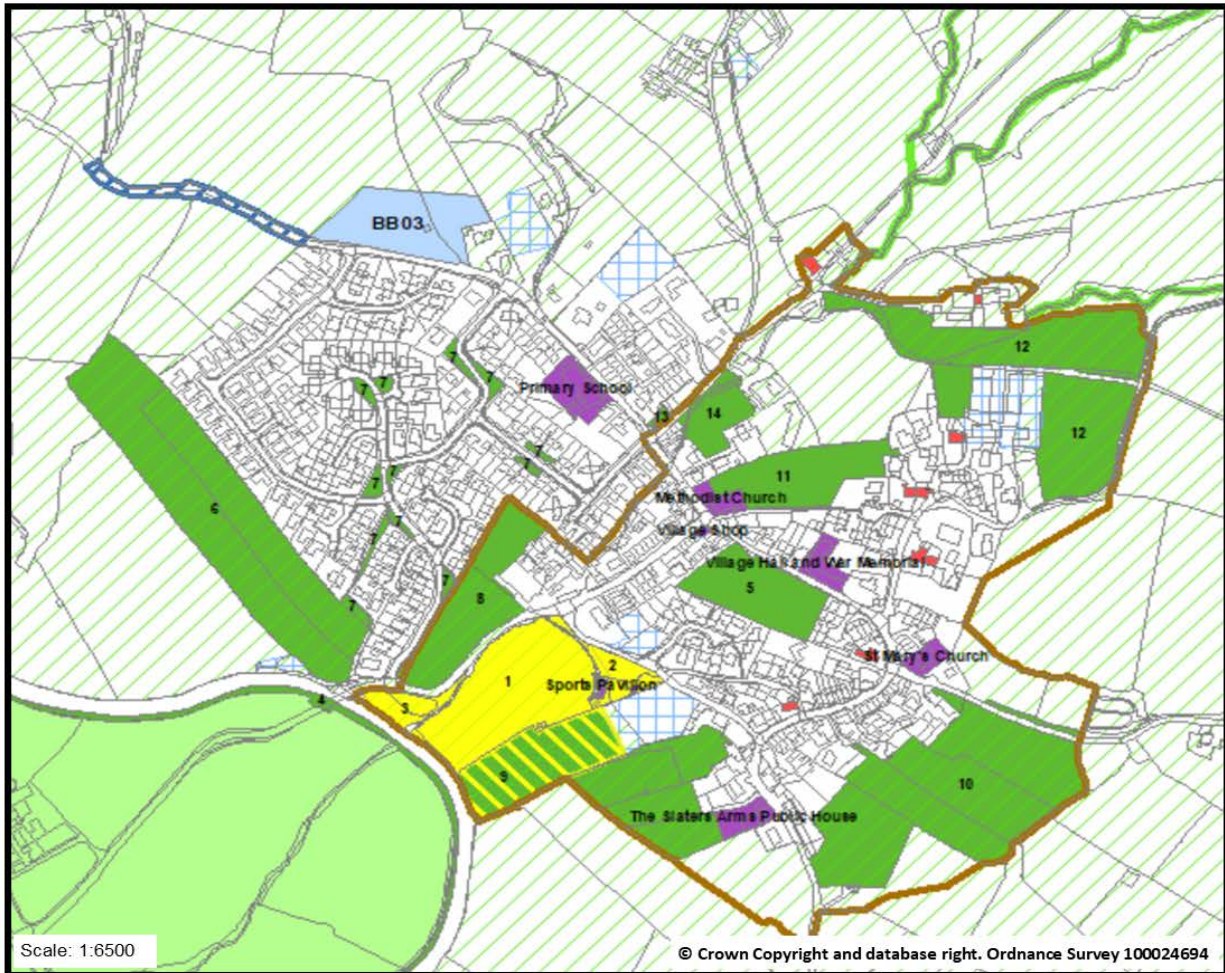
APPENDIX 2 – Bradleys Both NDP Policies Map

Parish Wide Policies Map



KEY	
	Neighbourhood Area (Parish boundary)
	ENV2: Green Infrastructure Links—Canal Link
	ENV2: Green Infrastructure Links—Gill Links
	ENV3: Conserving the Landscape
	ENV8: Protecting Conservation and Heritage Sites—Listed Buildings
	CFS1: Bradley's Community Facilities
	ELB2: Airedale Business Centre & Acorn Business Park
	Village Inset Map

# Village Inset Map



KEY	
	ENV1: Local Green Space * **
	ENV2: Green Infrastructure Links—Canal Link
	ENV2: Green Infrastructure Links—Gill Links
	ENV3: Conserving the Landscape
	ENV8: Protecting Conservation and Heritage Sites—Listed Buildings
	ENV8: Protecting Conservation and Heritage Sites—Conservation Area
	HOU1: Identification of land for housing in Bradley from 2012 to 2032—Housing Allocation
	HOU1: Identification of land for housing in Bradley from 2012 to 2032—Committed Housing Site
	HT2: New Development Infrastructure (Skipton Road Pedestrian Improvement Area)
	CFS1: Bradley's Community Facilities
	CFS2: Creation of new and the extension of existing Sporting and Recreation Facilities—Existing Sporting and Recreation Facility
	CFS2: Creation of new and the extension of existing Sporting and Recreation Facilities—Extension to existing Sporting and Recreation Facility

\* LGS 4 Canal Towpath designation relates to the entire length of canal towpath in the Neighbourhood Area.

\*\* Sites 1, 2 and 3 are designated as LGS as well as being identified as existing Sporting and Recreation Facilities. The limitations of a paper mapping means that both layers cannot be shown. Please see the Local Green Space Map at Appendix 3 to view all of the LGS sites, or the Council's interactive mapping to view each layer individually.

## APPENDIX 3 – LOCAL GREEN SPACE ASSESSMENT

### Significance and Rationale for Designation

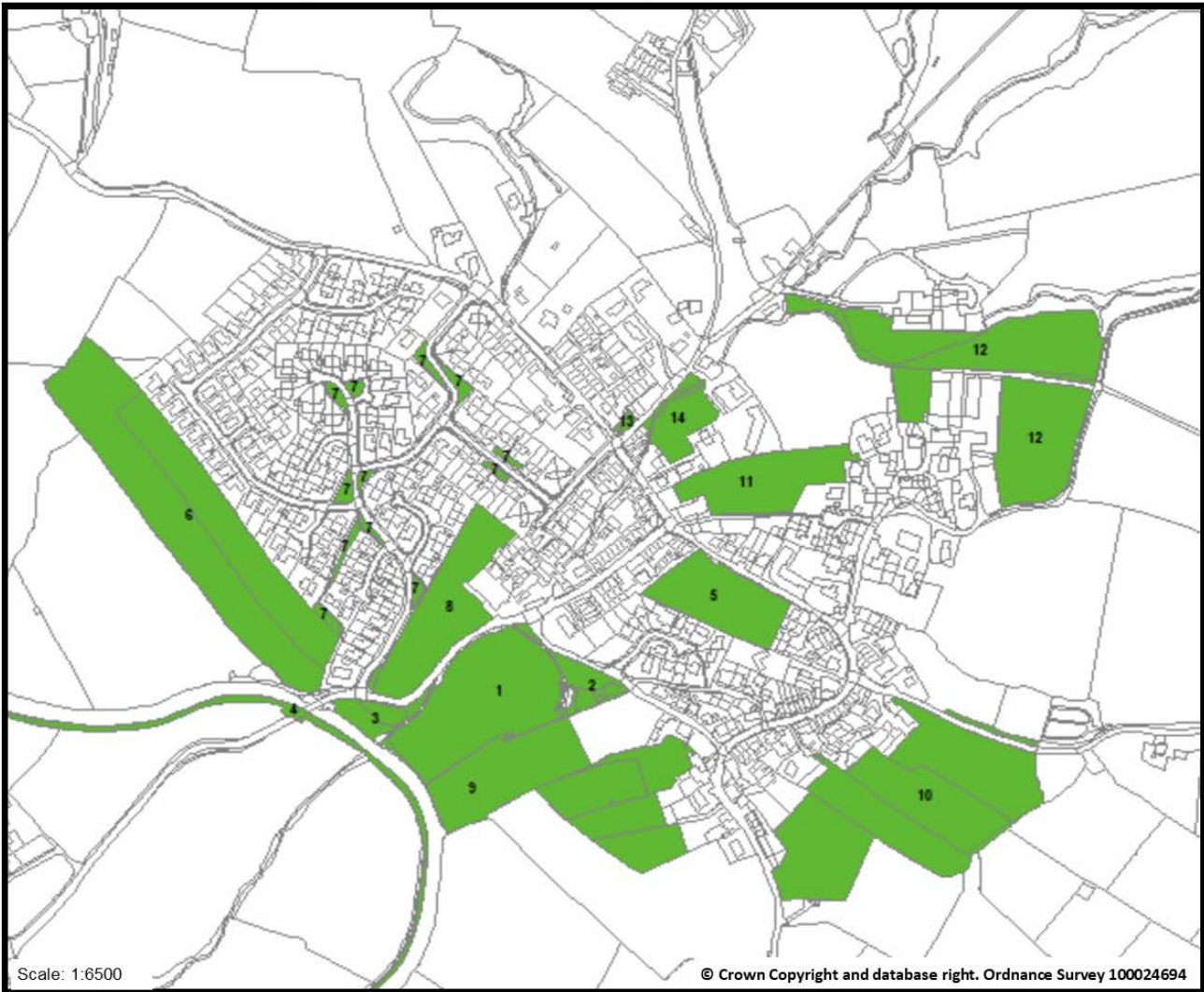
Over the last several decades Bradley's green space has been significantly reduced by housing and retail development. What is essentially a rural place has suffered from the building of a housing estate twice the size of the original village and on the western edge of the parish a substantial industrial and retail park. Further, within the boundary of the conservation area considerable erosion of green spaces has occurred over time. Taken together these changes have diminished the tranquility and amenity once enjoyed and informed the parish of the precarious nature of the green spaces left to be enjoyed by the village.

Maintaining the character and harmony within the conservation area of Low Bradley is seen as a critical and fundamental element of the plan. The heritage and visual amenity value of this area is highly valued by the community. The erosion of green spaces since the conservation order of 1974 has not only reduced the amenity and freedom to roam once enjoyed, it has also eroded its balance and created vehicular congestion no longer acceptable to the community or its safety. See Highways and Transport section 3.4.

The southern canal aspect is important to maintaining the rural feel of the village and landscape which supports canal barge businesses from Skipton, Silsden and Snaygill. The canal provides considerable amenity for the community and walkers, picnickers, cyclists and holiday makers. Ensuring the maintenance of this visual aspect from the canal is seen as an essential part of the justification for local green spaces in the NDP as it provides important views into the village and particularly the Conservation Area. The balance of historic buildings in Low and High Bradley set in a natural green environment has engaged an ever-increasing use by holiday makers, fell, canal and dog walkers alike. It is important to retain this balance for the amenity and landscape value so important to parishioners and visitors. Proximal with the historic village and conservation area, the 1960's housing development has a number of small green spaces designed originally to reduce the impact of tarmac and concrete. These spaces have a high recreation status between the clusters of houses and break the regimentation and blandness of the streets. These spaces are important and highly valued by residents who nurture their greenness and appreciate their amenity.

Full account of inputs from the parish consultation, the Low Bradley Conservation Area Appraisal of 2023 carried out by the former Craven District Council, and observations from other interested parties have been made. The following paragraphs explain the assessment process that was undertaken to select the Local Green Spaces of this NDP.

# Local Green Space Policies Map



KEY	
	ENV1: Local Green Space *

\* LGS 4 Canal Towpath designation relates to the entire length of canal towpath in the Neighbourhood Area.

## Local Green space assessment

The sites proposed as Local Green Spaces as part of Policy ENV.1 of the NDP have been assessed in accordance with paragraphs 100-103 of the NPPF and the methodology set out in the Craven Local Green Space Assessment (January 2017 and amended methodology for publication Dec 2017). This comprises three tests as summarised below. If sites fail to meet the requirements of the first two tests then they are not assessed as part of test 3. Test 3 also has a range of sub criteria. Table 1 below sets out the LGS sites which have been proposed as part of the development of the BBNP and assessed each of these against tests 1 and 2. Table 2 then assesses the sites which satisfy the criteria of tests 1 and 2 against the sub criteria of test 3. This table also identifies any evidence that supports the assessment.

**Test 1** – Whether the site is in close proximity to the community it serves. The recommended Local Green Space should normally be within easy walking distance (300m) of the community it serves. Sites which are entirely isolated from the community will not be considered appropriate. Some discretion may be needed depending on the topography of the area, mobility and size of the community the green space serves, the size and function of the green space itself, why the area is seen as special and the value placed upon it by the community.

**Test 2** – Whether the site is an extensive tract of land. There is no size threshold for the identification of Local Green Spaces but the former Craven District Council expected the size of the area to reasonably relate to the community that it served. This will include having clearly defined edges and not blanket designation of open countryside.

**Test 3** – Whether the site is demonstrably special to the local community and holds a particular local significance in terms of beauty, historic significance, recreational value, tranquility or richness of wildlife.



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TABLE 1 – ASSESSMENT OF PROPOSED LGS SITES AGAINST TESTS 1 AND 2

LGS Site Ref	Site Address	Site protected by LP policy INF3	Test 1 Is the site reasonably close to the community it serves?	Test 2 Is the site local in character and not an extensive tract of land?	Planning History	Does the site pass tests 1 & 2?
1	Sports Ground, Matthew Lane/ Ings Lane	Yes	Yes. It is located within the village and bordered by main arterial roads and adjacent to housing areas	Yes. It relates well to the area it serves and has well defined edges (canal, roads).	No permissions for uses that would conflict with LGS designation	Yes
2	Children's Play Area and Sports Ground, Matthew Lane/ Ings Lane	Yes	Yes. It is located within 300m of the edge of the village.	Yes. It relates well to the area it serves and has well defined edges (Matthew Lane and adjacent housing site).	No permissions for uses that would conflict with LGS designation.	Yes
3	Picnic/ canal area Ings Lane	No	Yes. It is located within 300m of the edge of the village.	Yes. It relates well to the area it serves and has well defined edges (canal, and Ings Lane).	No permissions for uses that would conflict with LGS designation	Yes
4	Canal towpath	No	Yes. It is located within 300m of the edge of the village.	Although the land extends for a considerable distance it is a linear and contained route and so is not considered to constitute an extensive tract of land.	No permissions for uses that would conflict with LGS designation	Yes
5	The Green,	No	Yes, it is located	Yes. It is well	No permissions for	Yes

	Braimes Field, Lidget Road		centrally within the village and surrounded by housing	related in scale and location being central within the village and surrounded by housing	uses that would conflict with LGS designation	
6.	Rear of Ings Drive	No	Yes. It is located within 300m of the edge of the village and is adjacent to properties on Ings Drive and Aire Valley Drive	Yes. The linear form of the land is tightly aligned to the rear of existing residential properties and is proportionate to the scale of the village.	See planning history table below.	Yes
7.	Various green spaces within the 1960s developed housing area of Bradley	No	Yes. It sits within an established residential area.	Yes. The sites are small and relate well in scale to the adjacent housing areas.	No permissions for uses that would conflict with LGS designation	Yes
8.	Mill field between Ings Drive and Ings Lane	No	Yes. It is within close proximity to significant numbers of residential properties.	Yes. It is well related in scale and the location is adjacent to existing residential properties on Ings Drive and the former Mill building.	No permissions for uses that would conflict with LGS designation	Yes
9.	Junction of Crag Lane and Main Street and land between Meadow Close and Leeds to Liverpool Canal	No	Yes. It immediately adjoins the edge of the village and is close to significant numbers of residential properties.	Yes. The north western part is well defined between the existing new housing development and the canal. The remainder is more tightly drawn around the edge of the village.	See planning history table below.	Yes

10.	Land between Crag Lane and Silsden Road	No	Yes. It adjoins the edge of the village and shares a boundary with domestic properties to the north.	Yes. The land is viewed within the immediate context of the village as it rises significantly to the south east.	See planning history table below.	Yes
11.	Land to the rear of the Methodist Church, Skipton Road.	No	Yes. It is within close proximity to significant numbers of residential properties.	Yes. It relates well to the area it serves and has well defined edges and predominantly bound by residential properties.	No permissions for uses that would conflict with LGS designation	Yes
12.	Land to the north of College Road, College Court and College Crescent.	No	Yes. It is located within 300m of the edge of the village.	Yes. It relates well to the area it serves and has well defined edges with a walled access track to the east.	No permissions for uses that would conflict with LGS designation	Yes
13.	Junction of Skipton Road and Mill Lane	No	Yes. It occupies a central position within the village	Yes. It is a small parcel of land bound by roads and domestic properties.	No permissions for uses that would conflict with LGS designation	Yes
14.	Land to the south east of Mill Lane	No	Yes. It is located within 300m of the edge of the village.	Yes. It relates well to the area it serves and has well defined edges predominantly bound by domestic properties.	No permissions for uses that would conflict with LGS designation	Yes

TABLE 2 – ASSESSMENT OF PROPOSED LGS SITES AGAINST TEST 3

LGS Site Ref	Site Address	Test 3a					Test 3b			LGS Designation?
		Historic Significance	Richness of Wildlife	Recreation Value	Beauty	Tranquillity	Other	Evidence of Local Support		
1	Sports Ground, Matthew Lane/ Ings Lane	The site provides an important open aspect allowing views from the canal towpath into the CA and to the former mill	Not significantly rich in wildlife	The site is used for cricket, football and other local recreation groups e.g. local fitness groups, rounders	The cricket/ sports ground site makes a strong contribution to sense of place and character of the village	Does not offer a place for quiet reflection/ enjoyment		See consultation statement	Yes	
2	Children's Play Area/ Sports Ground Matthew Lane	The site provides an important open aspect allowing views from the canal towpath into the CA and to the former mill	Not significantly rich in wildlife	Used for equipped play area and ancillary parking	Makes a strong contribution to sense of place and character of the village	Does not offer a place for quiet reflection/ enjoyment		See consultation statement	Yes	
3	Picnic/ canal area Ings Lane	The site provides an important open aspect allowing views from the canal towpath into the CA and to the former mill	Used as a nesting site for Swans. Includes trees	Used as a picnic area and to view the canal	The site is an attractive canal side greenspace which includes planted areas and maintained grass and trees.	Offers a place for quiet reflection with benches looking onto the water		See consultation statement	Yes	
4	Canal	The canal and	Hedgerows	Used by	The site	Does not		See	Yes	

	Towpath	towpath are part of the historical development of the village.	and trees align the route.	walkers, cyclists for exercise and recreation	benefits from attractive views towards and away from the village.	offer a place for quiet reflection/enjoyment		consultation statement	
5	The Green, Braimes Field, Lidget Road	The site is prominently located within and makes an important contribution to the character of the Conservation Area	Not significantly rich in wildlife	N/A	Framed by housing and occupies a prominent position within the conservation area. It provides a green visual break and is framed by houses.	Does not offer a place for quiet reflection/enjoyment		See consultation statement	Yes
6	Rear of Ings Drive	Part of the LGS comprises a medieval long field. See Bradley Village Character Assessment.	Some wildlife potential with dry stone wall boundaries and native hedgerows	No	The site maintains medium range views to the canal from Bradley village	Does not offer a place for quiet reflection/enjoyment		See consultation statement	Yes
7.	Various green spaces within the 1960s developed housing area of Bradley	No	Not significantly rich in wildlife	The spaces provide small areas for children's informal play	The spaces provide soft landscaping within the built-up residential area	Does not offer a place for quiet reflection/enjoyment		See consultation statement	Yes
8.	Mill field between	The Bradley Village	Not significantly	No	Makes a strong	Does not offer a place		See consultation	Yes

	Ings Drive and Ings Road	Conservation Area Appraisal (2016) identified the space as making a strong contribution to the character of the conservation area. It is a prominent green space within the Conservation Area and also allows views towards the former mill building from Ings Lane and the canal towpath thereby important in interpretation of the historical development of the village.	rich in wildlife		contribution to sense of place and character of the village	for quiet reflection/enjoyment		statement	
9.	Junction of Crag Lane and Main Street and land between Meadow Close	The Bradley Village Conservation Area Appraisal (2016) identified the	The land contains a series of mature trees, hedgerows and dry	No	Makes a strong contribution to sense of place and character of the village	Does not offer a place for quiet reflection/enjoyment		See consultation statement	Yes

	& Leeds and Liverpool canal	land as making a strong contribution to the character and appearance of the Conservation Area. The land provides views towards the former mill building and houses on Matthew Lane from the canal towpath thereby important in interpretation of the historical development of the village.	stone walls which will provide wildlife habitat.						
10.	Land between Crag Lane and Silsden Road	The Bradley Village Conservation Area Appraisal (2016) identified the space as making a strong contribution to the character of the conservation	The land contains a series of mature trees, hedgerows and dry stone walls which will provide wildlife habitat.	Public rights of way exist over parts of the land and these are well used by walkers.	Makes a reasonable contribution to sense of place and character of the village	The site is accessible by PROW and so provides an area for quiet reflection.		See consultation statement	Yes



		area. It provides important views/vantage points into the village and therefore allows interpretation of the historical development.							
11.	Land to the rear of the Methodist Church, Skipton Road.	The land is within the Conservation Area and The Bradley Village Conservation Area Appraisal (2016) identified the space as contributing to the character of the conservation area.	The land contains a series of mature trees along its Southern boundary, and dry stone walls which will provide wildlife habitat.	No	A PROW passes along the southern boundary and so the site is visible and makes a contribution to sense of place and character of the village.	Does not offer a place for quiet reflection/enjoyment		See consultation statement	Yes
12.	Land to the north of College Road, College Court and College Crescent.	The Bradley Village Conservation Area Appraisal (2016) identified the space as making a strong	The land contains a series of mature trees along its Eastern boundary, and dry stone walls which will	No	A PROW passes to the east of the site and through part of the northern section. This provides good views	Does not offer a place for quiet reflection/enjoyment		See consultation statement	Yes

		contribution to the character of the conservation area.	provide wildlife habitat.		back towards the village and therefore makes a strong contribution to sense of place and character of the village				
13.	Junction of Skipton Road and Mill Lane	The Bradley Village Conservation Area Appraisal (2016) identified the space as providing a dynamic view into the conservation area.	Not significantly rich in wildlife	The land provides a recreational space for the occupants of the adjacent residential properties.	The land allows views into the Conservation Area and therefore makes a good contribution to the character of the village.	Does not offer a place for quiet reflection/enjoyment		See consultation statement	Yes
14.	Land to the south east of Mill Lane	The Bradley Village Conservation Area Appraisal (2016) identified the space as making some contribution to the character and appearance of the conservation	Not significantly rich in wildlife	No	The land allows views into the Conservation Area from Mill Lane and also carries the Middle Beck. It therefore makes a good contribution to the character of	Does not offer a place for quiet reflection/enjoyment		See consultation statement	Yes

		area. It is also identified as providing a dynamic view into the CA.			the village.				
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### **BRADLEY NEIGHBOURHOOD PLAN – LOCAL GREEN SPACE ASSESSMENT**

#### Planning History Search

<b>Site</b>	<b>Planning History</b>	<b>Implication for Potential Local Green Space Designation</b>
1	N/A	N/A
2	N/A	N/A
3	N/A	N/A
4	N/A	N/A
5	N/A	N/A
6	2019/20095/FUL - Change of use from agricultural grazing land to residential curtilage Class C3 as an extension of curtilage to 31 Aire Valley Drive, Low Bradley. 31 Aire Valley Drive. Approved with conditions 11.03.19.	COU squares off a part of land which was part of proposed LGS 6. Exclude this from the proposed LGS designation.
7	N/A	N/A
8	N/A	N/A
9	2018/19476/FUL – Proposed dwelling. Land off Matthew Lane. Withdrawn 14.08.18.	No implications as application withdrawn
10	11/2016/17608 - Outline application for the construction of detached 2 storey private dwelling with garage inc diversion of a public footpath. All matters reserved with the exception of access. Withdrawn 30.01.17.	No implications as application withdrawn
11	N/A	N/A
12	N/A	N/A
13	N/A	N/A
14	N/A	N/A
15	N/A	N/A

## APPENDIX 4 - Site Brief for Land at Skipton Road, Bradley

The land at Skipton Road shown as BB03 on the policies map at Appendix 2 of this NDP is allocated for future housing development in the Craven Local Plan. This has therefore established the principle of the development of the site for housing. The Local Plan sets out some Development Principles for the site including retention of existing boundary walls and access location but it does not set site specific design criteria to guide and inform future planning applications. In order to ensure that the future development responds to the local context and objectives of this NDP Policy HOU1 (Land at Skipton Road), requires that applications to develop this site will be expected to conform with the requirements of this site brief.

### Site Constraints and Opportunities:

#### Land Quality:

The site comprises approximately 0.8 Ha of grade 3 agricultural land (good to moderate). It is not located in, adjoining or adjacent to the National Park or Forest of Bowland Area of Outstanding Natural Beauty (ANOB). The site is close to an old quarry.

#### Accessibility;

Access to the site is adjacent to Skipton Road and it is less than a mile from the A629. The site is close to one of the four access roads to the village, so may not significantly increase traffic through the village. A public footway (NYCC Ref: 05.7/18/1 passes Skipton Road towards High Bradley.

#### Flood Risk

The majority of the site is in Flood Zone 1 (low probability of risk of flood) but surface run off during peak rainfall events washes across Skipton Road.

#### Ecology

There are no known conservation or biodiversity issues with the site but there is a stone barn that should be checked for bats and barn owls.

#### Physical characteristics

There are no listed buildings within or adjoining the site. There are some trees and hedges on the site boundary. It may be possible to conserve the trees and manage planting within the site as part of any development scheme.

Topographically, the site is gently sloping south facing and it is considered that the site could be developed in a way that harmonises with existing features. There are wide views in and out of the site. The site has been highlighted as possibly being in a potential safeguarding area for minerals including sandstone and shallow coal (NYC minerals). However, it is quite unlikely that the site will ever be used for mineral extraction.

The site is large enough to deliver sufficient homes needed to meet the villages needs over the plan period including affordable housing. There are concerns about dominance because of site elevation. Development of the site would extend the village of Low Bradley to the north (but not significantly extend the village boundary). There is an existing residential area to the south of the site and a number of dwellings set within large curtilages to the east. It is therefore considered that a scheme could be developed that would be well related to the existing built up area.

The site is supported by Bradleys Both Parish Council as it is away from, but within easy walking distance of, the main village centre. It is the intention that its location should not add to village centre parking or increased traffic flow through the village centre.

### Infrastructure

The site is close to Bradley's Both primary school. There is no known significant infrastructure crossing the site, e. g. power lines or pipelines and no utility services are available. New housing development should provide road and footway improvements to Skipton Road..

### **New Housing Development Design**

The site forms a key position at the north western entrance to the village. Due to its location, topography and visibility high quality, sensitive design and landscaping for the site will be required. A high quality development has the potential to enhance the built environment of the village and reinforce the traditional vernacular. It also has the potential to create an attractive 'gateway' development at one of the main access points into the village.

### **Community Engagement and the Design Process**

Prior to any application for the future development of the site applicants should engage with the local community (by directly approaching the Parish Council, elected ward members and undertaking wider publicity within the village. The community engagement should seek and wherever possible incorporate the views of the local community to directly inform the design of the development and should be structured using the national *Building for a Healthy Life* (2020) 12 Considerations. This should also have regard to the Bradley Character Assessment (2023), the National Design Guide and National Model Design Code. A BfHL assessment shall be prepared and submitted with any application for planning permission for the site.

### **Design Parameters**

The planning application should adhere to the following locally specific design parameters:

- The existing small stone barn on site shall be retained and reused in the development. The barn is an integral feature of the site, reflecting its historic agricultural use and its retention is appropriate as such, unless otherwise robustly justified. A precedent exists at the opposite side of Skipton Road for a small traditional building to be reused in a residential development.
- The route of the public right of way passing through the site shall be maintained in its current location unless otherwise robustly justified.
- Tree planting should be incorporated within the development with planting undertaken in the first planting season following the first occupation of houses within the site and with the use of specimens of at least 1.5m in height planted on public land within the development where they will have the opportunity to develop. Private gardens should also include tree planting where possible. This will ensure that the development sits well within the landscape and reflects the character of the village, particularly the historic core, where buildings are interspersed with mature trees.
- New housing should be carefully designed and sited to avoid undue loss of amenity to existing and future occupants of adjacent houses. New windows should be positioned at least 21 metres from facing habitable room windows and a minimum of 13 metres from private gardens of adjacent houses to prevent overlooking and loss of privacy. A reduced distance may be appropriate where there are established intervening features such as trees or other obstacles or where the topography reduces the impact of the built development. Two storey blank walls of new dwellings should be located a minimum of 13 metres from facing habitable room windows of adjacent houses to prevent overbearing impacts. A reduced distance may be appropriate dependent on orientation, levels and the juxtaposition of the proposed development to adjacent properties.

- Buildings shall be juxtaposed and / or avoid regular, straight building lines in order to avoid a suburban layout. This reflects the traditional character of the village, particularly within the historic core where buildings are set at different angles to the road, with juxtaposed roof slopes a key feature of views into the village.
- The development shall use the highest standards of natural stone and slate materials. As a local example, the material used in the development shall be of a standard not less than the Lidget Croft development opposite Bradley Village Hall. A variety of natural slate / stone slate roofing materials may be used in order to provide diversity.
- A variety of hard surfacing materials appropriate to the character of the village should be used in the development rather than just tarmac.
- A variety of boundary treatments for new houses on the site shall be used to add to the character of the development and reflect the character of the village. Within the village, boundary treatments vary from dry and wet stone walls, walls with railings atop, hedges etc.
- The majority of houses should incorporate chimneys. The majority of historic properties within the village have chimneys and this is a feature of views into the village.
- The internal layout of the site should be designed in such a way as to minimise cars dominating the development. This may be done through:
  - Ensuring that all houses have sufficient levels of off-road car parking;
  - Off-setting garages attached to the sides of houses, behind their frontages, allowing cars to park at the side of rather than in front of houses;
  - Incorporating measures to prevent or discourage on-street/on-kerb parking
  - The use of tree planting within gardens and within roadside positions
- As part of the site's development a hard surfaced public footway should be provided along the entire Skipton Road site frontage. Subject to viability assessment the footway should be continued along Skipton Road from the site's north western boundary to a point opposite the entrance sign to Bradley village (as identified on the Village Inset Map of the Parish wide Policies map). This will allow a safe off road walking route for pedestrians alongside part of Skipton Road, which is relatively well-used by pedestrians, despite there being no footway at present. The length of footway will contribute to the long-term aspiration to provide a safe walking route from the village to the southern edge of Skipton.
- A planning application for the site shall be accompanied by a Landscape Visual Impact Assessment (applying the Landscape Institute's Guidance GLVIA3 or other industry recognised methodology demonstrating how the development has been designed to take into account views from roads and footpaths in the local area. In particular it should be demonstrated that:
  - The design of the site ensures that roads within it, as well as parked cars, are screened from external view by buildings where possible;
  - Appropriate boundary treatments to the site are used, predominately dry stone walls;
  - Planning applications shall also include a site specific flood risk assessment and set out appropriate mitigation measures including Sustainable Urban Drainage Systems to ensure the site does not increase surface run off rates during periods of peak rainfall.