

Gargrave  
Neighbourhood Development Plan  
(Up to 2032)  
Made July 2019



Gargrave Parish Council

The Parish Council would like to thank all those who have contributed to the preparation of the Gargrave Neighbourhood Development Plan, in particular the members of the Gargrave Neighbourhood Plan Working Group who have voluntarily contributed their time and expertise, as well as Craven District Council and North Yorkshire County Council Highways Dept.

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## Executive Summary

Gargrave Neighbourhood Development Plan (NDP) has been prepared by a working group of local residents and parish councillors (GNPWG) on behalf of Gargrave Parish Council.

The Plan has been prepared building on an extensive process of informal public consultation including questionnaire surveys, open meetings and drop in events, and two formal periods of consultation from late 2015 to Spring 2016. The Plan sets out a vision and objectives and a number of planning policies, which will be used alongside the Craven District Local Plan to guide new development in the designated neighbourhood area of Gargrave until 2032.

Planning policies are set out under the following headings:

- **Housing** – including the identification of a settlement boundary and criteria for assessing development proposals within the boundary, proposed site allocations for new housing and support for a mix of house types, sized and styles and housing which meets local needs.
- **Employment** – this section supports local plan policies which support tourism and appropriate rural business development.
- **Protecting the Environment, Green Spaces and Character of Gargrave** – including policies which promote high quality design, protect local heritage and green spaces and recreational facilities, and which promote the protection and enhancement of the rural landscape setting and wildlife of Gargrave.
- **Infrastructure** – including policies which support investment in public transport, and encourage walking and cycling, and policies which require development to be designed and built to reduce the risk of flooding, and to be flood resilient.

**A Policies Map is provided on page 6.**

The NDP has been through an independent examination.

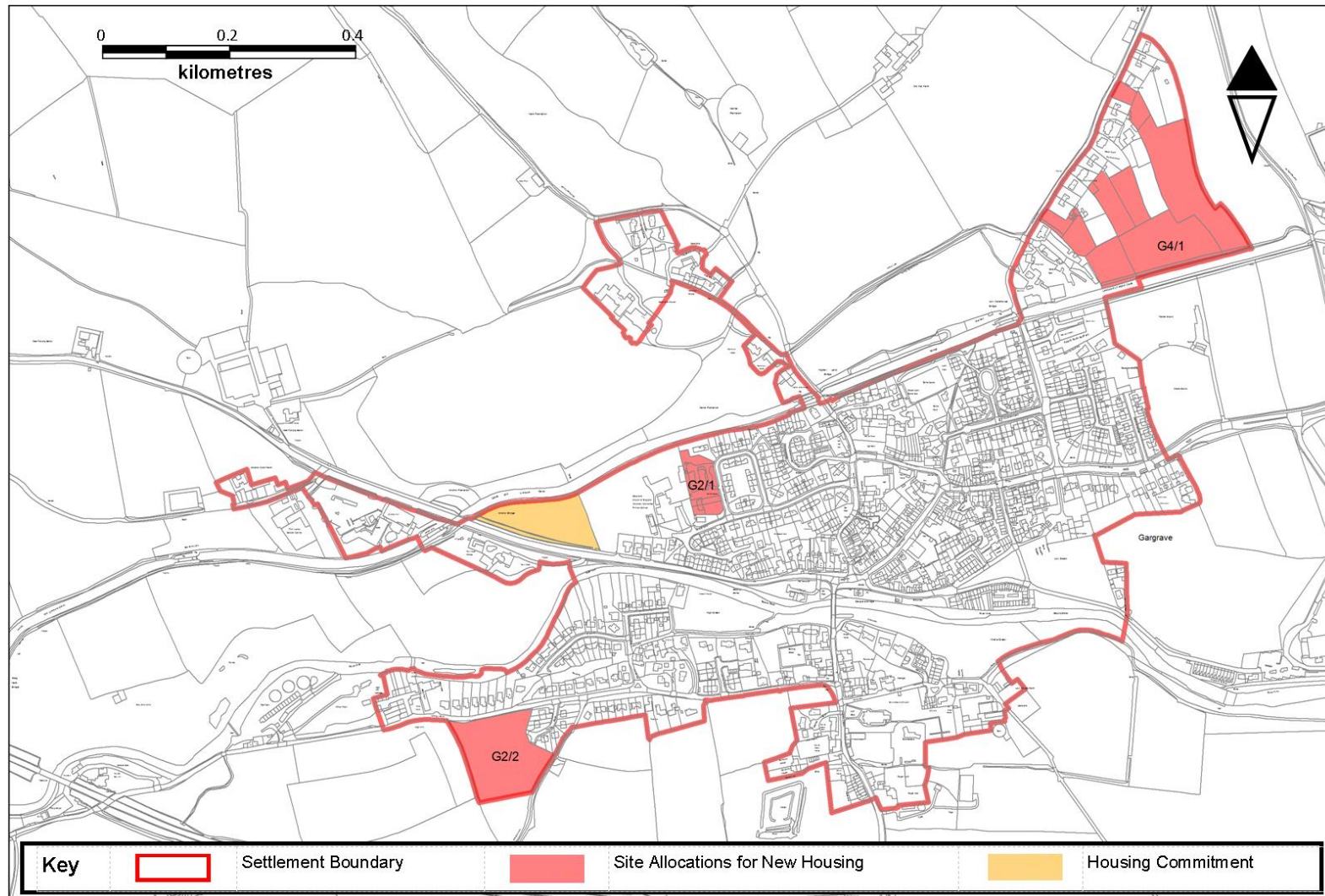
A local referendum was held on Thursday 30<sup>th</sup> May 2019. The number cast in favour of a Yes vote was 422 (66.1%) and the number cast in favour of a No vote was 216 (33.9 %) and the turnout was 44.3%. Therefore more than half of those voting voted in favour of the Neighbourhood Plan.

The plan was formally made by Craven District Council at the meeting of Craven Spatial Planning Sub Committee on the 8<sup>th</sup> July 2019.



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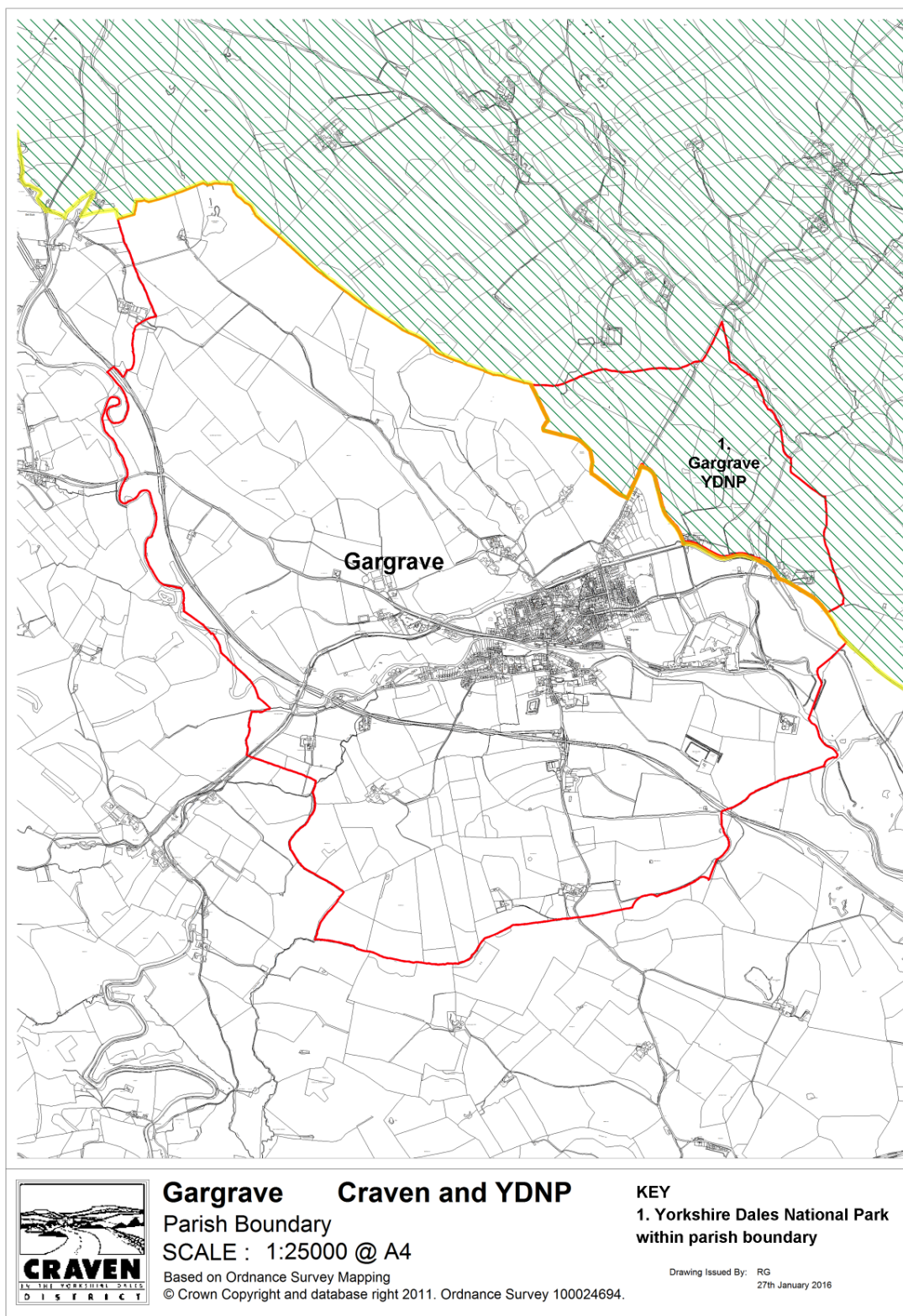
Map 1 Gargrave Neighbourhood Development Plan Policies Map



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## 1.0 Introduction and Background

Map 2 Gargrave Designated Neighbourhood Plan Area



- 1.1 The Localism Act 2011 gives Parish Councils and other relevant bodies new powers to prepare statutory Neighbourhood Development Plans (NDPs) to help guide development in their local areas. How these powers are devolved to local level is described in the National Planning Policy Framework (NPPF) and this carries an obligation to promote sustainable development and economic growth. Local people now have the opportunity to shape new development, as planning applications are determined in accordance with the local plan, unless material considerations indicate otherwise. The adopted Craven Local Plan and the Gargrave Neighbourhood Plan (once made) will be part of the statutory development plan for the area. The National Planning Policy Framework (NPPF) is a material consideration in any planning application determinations. Other new powers include Community Right to Build Orders, whereby local communities have the ability to grant planning permission for new buildings.
- 1.2 Gargrave Neighbourhood Development Plan is being prepared to guide new development proposals in the Parish up to 2032. The Parish Council made the decision to prepare a neighbourhood plan for the Parish in 2013 and applied for designation to Craven District Council. The Designated Neighbourhood Area was approved by Craven District Council on 27 January 2014 following formal public consultation. A small part of the designated area is within the Yorkshire Dales National Park and therefore approval for the designated area was also required from the National Park Authority: this approval was secured on 25 March 2014. The designated area boundary is shown on Map 1 above. The Parish Boundary contains Stirton with Thorlby Parish which was transferred into Gargrave following a Community (Parish) Governance Review in 2011. This part of Stirton with Thorlby Parish is not within the designated Neighbourhood Plan area.
- 1.3 The GNPWG secured grant funding for the preparation of the Neighbourhood Plan from Locality (£7,000), as well as a further grant (£2,000) from a local Trust set up with the express purpose of supporting projects progressed in the interest of the village.
- 1.4 The Gargrave Neighbourhood Plan Working Group (GNPWG) is coordinating the preparation of a Neighbourhood Plan for the village of Gargrave. The Working Group was set up by Gargrave Parish Council in summer 2013 and is made up of interested village residents, along with several Parish Councillors.
- 1.5 The GNPWG on behalf of the Parish Council held a consultation exercise with the residents in the summer of 2014. The GNPWG prepared a leaflet on behalf of the Parish Council to residents and local businesses, to both promote the Neighbourhood Plan process and obtain feedback on what issues are seen as important; and to make the community aware of the Craven District Council proposed allocations for development in the village ahead of consultation on the pre-publication draft Local Plan. A copy of the questionnaire and results can be found on the neighbourhood plan part of the Parish Council's website at:

<http://gargravepc.org.uk/wp-content/uploads/2017/10/ResultsofResidentsFeedback.pdf>

Further feedback from residents was obtained at a community drop-in session held in September 2014 which was also an opportunity to share information about the Neighbourhood Plan and Local Plan processes.

#### **Call for Sites**

- 1.6 A Call for Sites exercise was undertaken in January - February 2015, followed by a Site Assessment process which are set out in the published report on the neighbourhood plan



website. This process considered former SHLAA sites submitted to Craven District Council as part of the new Local Plan process, and a new submitted site, and provided a ranking of sites based on a scoring methodology agreed by the Working Group on behalf of the Parish Council. Further information about this process is provided in Section 6.1 below.

#### **Summer 2015 – Informal Consultation on Emerging Draft Plan**

- 1.7 As work progressed on the preparation of the draft plan, further informal consultation was undertaken with local residents and stakeholders. The emerging draft plan, with options for allocated housing sites and draft policies was placed on the neighbourhood plan website during the summer of 2015 and comments invited using a representation form or in writing. A drop in event was also held on Saturday 30 May 2015 in the village hall, with display material and hard copies of the plan. Members of the Working Group attended the event to promote and explain the plan in more detail. Around 120 local residents attended the event, and around 113 response forms were submitted over the summer months. The Working Group and Parish Council considered the comments carefully and the representations informed the content of the draft plan.

#### **Winter 2015 to Spring 2016 – Formal Public Consultation on Draft Plan**

- 1.8 The Draft Plan was published for two periods of formal public consultation under Regulation 14 of the Neighbourhood Planning (General) Regulations 2012 from 5 November to 21 December 2015 and from 8 February until 21 March 2016. The second period of consultation was undertaken because some consultation bodies were not informed of the first consultation period.
- 1.9 The Consultation Statement sets out more information about these processes and includes a complete list of all the representations submitted by consultation bodies, local people and community groups at Regulation 14, how these have been considered, and any resulting changes to the Plan.

#### **Summer 2016 - First Submission**

- 1.10 The NDP was submitted to Craven District Council in July 2016.

#### **February to May 2018 – Withdrawal and Re-Submission**

- 1.11 The submission Gargrave NDP was withdrawn on the advice of Craven District Council, relating to further work on the Strategic Environmental Assessment and Habitats Regulations Assessment for the new emerging Craven Local Plan. Amendments to the submission version of the NDP were agreed with officers from Craven District Council. These included the deletion of a proposed housing site (The Old Saw Mill Site) due to its location within an area at high risk of flooding, and an amendment to the southern boundary of the housing site G2/4 in response to recommendations by Natural England to mitigate impacts on the Pennine Way. The proposed settlement boundary was also amended to take account of these changes to site allocations. In addition, the submission NDP was updated to reflect more recent information provided by Craven District Council in relation to the Objectively Assessed Housing Need. Further amendments were made to the NDP in response to the pre-publication draft Local Plan which was published for consultation from 19 June to 31 July 2017. The amendments included an extension to the proposed settlement boundary to the south of Eshton Road / north of the canal to incorporate land identified for extra care home

provision by North Yorkshire County Council and included as a site allocation in the emerging Local Plan. The NDP and supporting documents were finally formally submitted in May 2018.

#### **Examination**

- 1.12 The Examiner was appointed in October 2018 and the examination was undertaken in November and December 2018. The final examination report was received by Craven District Council and Gargrave Parish Council on 22 January 2019. The Examiner's Report concluded that, subject to recommended modifications the NDP should proceed to a referendum.

## 2.0 Planning Policy Context

- 2.1 Gargrave is largely located in the local authority area of Craven District Council. A small part of the Neighbourhood Plan area to the north east is located within the Yorkshire Dales National Park boundary, and the National Park Authority is the local planning authority for that part of the Plan area. Within Craven District two Local Plans apply. The existing local strategic planning framework for Craven is provided in the adopted Craven Local Plan 1999 Saved Policies<sup>1</sup> and for the small area in the Yorkshire Dales National Park, the current planning framework is the adopted Yorkshire Dales National Park Local Plan 2015 - 2030<sup>2</sup>.
- 2.2 The new emerging new Craven Local Plan 2012 - 2032 has reached Publication Draft stage at the time of submission<sup>3</sup>.
- 2.3 The emerging new Local Plan identifies Gargrave (alongside Ingletton and Glusburn/Cross Hills) as a Local Service Centres within the plan area (tier 3 of the settlement hierarchy).
- 2.4 The submission NDP has a plan period to 2032 to align with evidence supporting the Publication Draft Local Plan 2012 - 2032. The Publication Draft Local Plan, published in January 2018, identifies that Gargrave will be expected to provide approximately 158 dwellings. Dwellings already provided through completions or commitments since 2012 leave a net residual housing requirement for allocation in Gargrave of 116 dwellings. The increase includes the provision of extra care accommodation planned by North Yorkshire County Council over the Plan period. Craven District Council has advised that it is no longer intended to allocate employment land within Gargrave within the Local Plan.
- 2.5 The Yorkshire Dales National Park adopted its Local Plan in December 2016. There are no specific proposals for Gargrave as the settlement in the main lies outside of the Park area. Any development proposed for the area that form part of the Park will need to be considered in the context of the existing and emerging Yorkshire Dales National Park planning policies.
- 2.6 National Planning Policy is set out in the National Planning Policy Framework (NPPF)<sup>4</sup> published in 2012. This sets out in paragraphs 6 and 7 that the purpose of the planning system is to contribute to the achievement of sustainable development, and the planning system has to perform an economic role, a social role and an environmental role:
- **an economic role** – *contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;*
  - **a social role** – *supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and*

<sup>1</sup> <http://www.cravendc.gov.uk/article/4459/Current-Local-Plan>

<sup>2</sup> [http://www.yorkshiredales.org.uk/\\_data/assets/pdf\\_file/0011/857558/FINAL-ADOPTED-LOCAL-PLAN-TEXT.pdf](http://www.yorkshiredales.org.uk/_data/assets/pdf_file/0011/857558/FINAL-ADOPTED-LOCAL-PLAN-TEXT.pdf)

<sup>3</sup> <https://www.cravendc.gov.uk/planning/planning-policy/new-local-plan/>

<sup>4</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf)

- **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

2.7 Neighbourhood planning is addressed in paragraphs 183-185:

*183. Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes and neighbourhood forums can use neighbourhood planning to:*

- *set planning policies through neighbourhood plans to determine decisions on planning applications; and*
- *grant planning permission through Neighbourhood Development Orders and Community Right to Build Orders for specific development which complies with the order.*

*184. Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area. Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. To facilitate this, local planning authorities should set out clearly their strategic policies for the area and ensure that an up-to-date Local Plan is in place as quickly as possible. Neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them. Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies.*

*185. Outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area. Once a neighbourhood plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict. Local planning authorities should avoid duplicating planning processes for non-strategic policies where a neighbourhood plan is in preparation.*



### 3.0 A Portrait of Gargrave



**Marton Road - View east towards church**

- 3.1 The village of Gargrave is situated approximately 4 miles north west of the town of Skipton, North Yorkshire. It is located on the cross roads of the Pennine Way and the Leeds Liverpool Canal. The Parish has a population of 1,755 residents living in 833 households (Census 2011)<sup>5</sup>. The Parish extends across 1750 hectares and is largely rural in character, with most of the population concentrated in the village of Gargrave itself.
- 3.2 The 2011 Census reveals that Gargrave has a relatively high proportion of elderly residents compared to the average for England (30.4% were aged over 65 years compared to 22.7% in Craven District and 16.4% in England). Residents in Gargrave have slightly poorer health than elsewhere in Craven and in England; only 44.2% have very good health compared to 47.6% in Craven and 47.2% in England and 34% have good health compared to 34.6% and 34.2% nationally. However it is thought that this may be a reflection of the ageing population and that when compared to other areas, those in these older age groups actually enjoy comparatively better health. Average life expectancy in Gargrave is actually longer than the average for the UK based on Insurance data; males live 0.8 years more than UK average and females 0.4 years more (Punter Southall Postcode Life Expectancy Calculator). Rates of economic activity were similar to Craven and national figures (69.5% of those aged 16-74 years compared to 71.8% and 69.9% respectively) and levels of home ownership are slightly lower than those for Craven (73.9% of households compared to 75.3%) but higher than those for England (64.8%).
- 3.3 Gargrave is a historic settlement with a long and interesting history. There are numerous heritage assets within and around the village including a Conservation Area which was

<sup>5</sup> Census 2011  
<https://www.nomisweb.co.uk/census/2011>

designated in 1980 and 41 Listed Buildings<sup>6</sup> including 2 Scheduled Monuments; the moated site west of Paget Hall and the remains of a Roman Villa at Kirk Sink. Protecting and enhancing the built heritage assets of the village and promoting new development which is designed and sited sympathetically are key issues for the preparation of a local level planning framework for the village. A section of the Leeds Liverpool Canal runs through the village and includes several significant features including 6 locks and bridges. The informal public consultation undertaken during the summer of 2015 invited local residents to identify local built and natural heritage assets which have a special significance and which are important in terms of defining Gargrave's distinctive local character. Suggestions included the following:

#### **Built Heritage Assets**

- Kissing gates
- Saw mill, Marton Road, High Mill, Goffa Mill
- St Andrews Church and graveyard
- Canal locks and bridges
- Conservation Area
- Listed buildings
- Roman ford in River Aire
- Stepping stones in River Aire
- Cricket Pavilion
- Summer Seat
- Farm houses
- Public houses
- Milton House
- Railway waiting room on platform for trains on to Hellifield and North
- Cycle routes – Sustrans, Bell Busk

#### **Natural Heritage Assets**

##### **Open spaces**

- Village greens including plantation and War Memorial green
- Wherever possible keep one side of road open space
- Sports areas already existing, bowling, cricket, football, playground, tennis, habitats existing now for wildlife
- Mark House Lane Woodland

##### **Wildlife and their Habitats**

- Mark House Lane Woodland - heronry
- Canals – ducks, swans, fish – various streams, becks leading to river – fish, bird life
- Old building, swifts, swallows, railway waiting room, various others
- River – Environment Agency working to bring salmon and sea trout to and beyond us to Bell Beck

##### **Views**

- From canal towards Mill

- Milton House to Pennine Way
- Highlands Bridge to National Park
- Mosber Lane towards village
- Village towards Sharpaw
- Church to areas around it
- Marton Road to Scalebar
- Marton Road towards Church
- Bridge down River to Square
- Playground to Sharpaw
- The Pennine Way West approach to village
- Chew Lane towards National Park
- Mark House Lane to Sharpaw
- The whole of the village greens and open spaces already existing give views along river
- Village streets, countryside beyond drumlins and hills

- 3.4 The village has a rural setting and is located on the border of two of Natural England's National Character Areas<sup>7</sup>; 35 Lancashire Valleys and 21 Yorkshire Dales. More locally, the North Yorkshire and York Landscape Characterisation Project<sup>8</sup> identifies that the Parish is included in two landscape character types; most of the Parish falls within the 'Drumlin Valleys' landscape character type while the small section within the Yorkshire Dales National Park is 'Moors Fringe'. Gargrave village is the principal settlement set in a bowl – a wide river valley with rolling pasture hills, regular fields enclosed by dry stone walls and small areas of woodland overlooked by higher ground. One of its main features is the River Aire which flows past three public green spaces. The River Aire, crossed by a historic bridge and stepping stones, provides an open attractive aspect with the Low, Middle and High Greens which extend down to its banks. The Conservation Area is characterised by areas of open land, including the Croft, with views within and through it, and clusters of buildings reflecting the historic growth of the village.
- 3.5 Transport links include an unmanned railway station on the Leeds to Carlisle line, famous for the Settle to Carlisle scenic route, plus the A65 which principally connects the cities of Leeds and Bradford with the Lake District and the western Yorkshire. The village is served by a combination of bus companies resulting in an hourly service to and from the village along the A65 and routes to and from Malham. These services link the village to the wider bus and rail networks of Yorkshire, Lancashire and beyond.
- 3.6 There are opportunities for Gargrave to benefit from proposals for improved accessibility along the canal towpath linked to the Sustrans Leeds and Liverpool Canal Towpath Access Development Plan, Draft February 2014. This plan assesses the infrastructure opportunities available to increase levels of walking and cycling in the area. Map 7 in the Draft Plan Gargrave (reproduced as Map 11 in the NDP) identifies a range of proposals for improving the canal towpath to improve accessibility by walking and cycling. These proposals should be supported in the Neighbourhood Development Plan policies and consideration should be given to the

<sup>7</sup> <http://publications.naturalengland.org.uk/map?category=587130>

<sup>8</sup> <http://www.northyorks.gov.uk/article/25431/Landscape-character-assessment>

potential for enhancing links between existing areas of the village and new development sites to the canal towpath to add value to the proposals.

- 3.7 The 2014 Tour de France Grand Depart in Yorkshire was widely heralded as a major success in terms of promoting Yorkshire as a tourist destination to markets around the world. There is an opportunity for Gargrave to take advantage of the publicity associated with this event and to increase visitor numbers as an important part of its growing economic base. The Sustrans canal towpath upgrade would greatly aid this venture.
- 3.8 Further information about canal walks around the village can be found on the website at [www.gargrave.org.uk/leisurewalks.htm](http://www.gargrave.org.uk/leisurewalks.htm) .



## 4.0 Key Planning Issues

### 4.1 Introduction

- 4.1.1 The Key Planning Issues have been identified following consultation with residents consisting of responses to the questionnaire sent out in July 2014 and feedback from the community engagement event together with comments put forward more generally to the Parish Council and GNPWG.
- 4.1.2 In the questionnaire residents were directly asked to comment on issues that they would like to see addressed in the Neighbourhood Plan. The results indicated that a more comprehensive approach to development is preferred rather than a Plan which addresses only one or two specific factors. Development which enhances the community, which is of high quality, proportionate to the size of the village, and in keeping with the existing environment and surroundings is generally supported.
- 4.1.3 The feedback form asked for responses to 5 broad questions and produced results both quantitative (numbers only) and qualitative (comments, thoughts and opinions) about the proposed preferred sites in the Draft Local Plan, and what people would like to see included in the Neighbourhood Plan. Pamphlets were delivered to all addresses in Gargrave including businesses. In all 186 feedback forms were returned to the Parish Council. There were a huge amount of comments received from residents regarding both the proposed sites and Neighbourhood Plan. The feedback document (see Parish Council website <http://gargravepc.org.uk/wp-content/uploads/2017/10/ResultsofResidentsFeedback.pdf>) and available as a paper copy from the Parish Council office) identified the common themes arising in the comments where residents have voiced similar views or concerns.

### 4.2 Housing



Historic North Street Cottages

#### 4.2.1 Type and Quantity

Consultation responses showed that there is a desire for high quality housing designed to be in keeping with the existing character of the village and the rural environment. Three types of housing were proposed:

- Affordable homes, particularly for young families;

- Good quality family homes with gardens;
- Supported housing for the elderly. The Parish Council is liaising with North Yorkshire County Council with regard to an assisted living scheme.

A strong theme was the quality of the housing. The Neighbourhood Plan should include policies which address housing type, design, density and quality of any development.

#### **4.2.2 Housing Numbers**

In order to be in conformity with the emerging new Local Plan for Craven, Gargrave Neighbourhood Plan will be required to support the proposed gross total residual housing requirement 2017 – 2032 of 158 new houses up to 2032. The residual housing requirement for Gargrave, after taking into account residential completions and commitments is 116 dwellings over the plan period. The consultation responses indicated that overdevelopment was a concern with many residents. There were some concerns that significant development in Gargrave is being brought forward ahead of the adoption of the Local Plan and Neighbourhood Plan (recent proposals have included for instance the old petrol station, the old police station, and the proposed development of land near the Anchor Inn on the outskirts of the village).

The Neighbourhood Plan should therefore support the housing requirement set out in the emerging new Craven Local Plan whilst taking account of local residents concerns about how such growth can be accommodated.

#### **4.2.3 Location of new Housing Development**

The Neighbourhood Plan has a role in determining the sites for new housing development in the village. The District Council identified sites from a Pool of Sites which were published for consultation as part of the then Local Plan process, but it was clear from the public consultation that the sites identified were not widely supported by residents. Out of the three sites identified for housing none gained overall support in the public consultation for development. There was outright opposition to two of the sites proposed for housing. 72.5% of respondents objected to sites GA028 and GA029 with the third (GA025) being opposed but by a smaller margin (51.1% of respondents did not support it).

Several key principles emerged from the residents' comments including:

- Brownfield sites are preferred over greenfield sites;
- There are concerns that any development has clear boundaries and does not lead to further opportunistic development creating sprawling village boundaries;
- Small-scale developments are preferred over large housing estates;
- Development which has a detrimental effect on the overall character of the village and on community infrastructure is opposed.

As a result of these concerns the Parish Council decided to undertake a Call for Sites process and to identify sites for development as part of the Neighbourhood Plan process. Kirkwells Planning Consultants were commissioned to undertake a site appraisal process of SHLAA sites previously submitted to Craven District Council and any other sites submitted by landowners and agents using a scoring process approved by the Parish Council. The site appraisal process

and resulting site scores are set out in the Site Appraisal report. The report recommended several sites to be taken forward as Preferred Option Sites in the emerging draft neighbourhood plan. The proposed sites fulfil the requirement of both the villager's responses and the new Local Plan numbers.

### 4.3 Employment



Office space in a converted Corn Mill, Off Eshton Road, Leeds and Liverpool Canal

#### 4.3.1 Location and Type of Employment Development

Consultation responses included a number of concerns relating to proposals for employment in the village. These included the following:

- Small scale development for employment would be generally supported provided it is appropriate to the village and carefully assessed in terms of its impact on infrastructure and the character of the village.
- There is a need to address the issues of empty shops on the high street and existing business premises lying empty (Canal Wharf and the small industrial estate off Eshton Road) before large sites are brought forward for employment / business development.
- Any development (both housing and employment) should enhance and complement the important tourism industry in Gargrave, and not jeopardise it by impacting negatively on the character and rural feel of the village.

#### 4.3.2 Scale of employment development

There was a real concern among residents that there should be no large-scale industrial or office units built on the edge of the village. Any development should fit in with the character of the village. There was more support for encouragement of businesses related to tourism but also a strong feeling that no development, either business or residential, harms existing tourism "assets". The "assets" mentioned by residents are the Leeds –Liverpool canal, the Pennine Way, the National Cycle Route, the camp site, the green spaces within the village and overall rural character of the village. Overdevelopment and insensitive development is seen as a threat to this and there are fears this will stop people from visiting and staying in the village.

A Retail and Leisure study<sup>9</sup> has been prepared as part of the evidence base for the Local Plan. The study did not consider Gargrave, as this was not recognised as a larger village centre in the same way as Ingleton and Glusburn and Cross Hills, due to a lack of an obvious concentration of shops and service.

The Craven Employment Land Review and Future Requirements for Economic Growth 2017<sup>10</sup> identifies four existing sites in employment use within Gargrave and recommends that they be retained and protected. These are: land adjacent to Gargrave station; the industrial estate off Eshton Road; Canal Wharf; and the Systagenix site. The Craven Employment Land Review assessed land north of Skipton Road as a potential future employment allocation in the emerging Local Plan, however it has been concluded that the site should not be allocated for employment uses as the majority of the site is located in flood zone 3.

#### **4.3.3 Supporting businesses on the High Street and in Existing Employment facilities**

Gargrave's High Street has a varied selection of shops including: a flower shop; two antique shops, two antique/gift shops; two cafes; a Co-op; three public houses; a restaurant; a clothes shop; a beauticians and healthy living business; a pharmacy and a Post Office. The Neighbourhood Plan should support businesses in the High Street. There should be support for further businesses on the High Street particularly food shops – those mentioned included bakers, grocers and butchers.

Many residents expressed concern at any further new employment development taking place without first considering existing and often empty business units such as at the office building at Canal Wharf and units in the industrial estate on Eshton Road. A Neighbourhood Plan should look at any measures that could be taken to optimise these existing resources for employment before turning to further development of green field sites.

#### **4.3.4 Location**

If a need is identified for further employment development there was some support in the public consultation for the Craven District Council proposed site of GA012. This is currently a caravan and camping site, with a warehouse and office buildings (Canal Wharf). Because it is already partially developed many residents supported some careful development of this site. Points were made as follows:

- This is currently an important tourist facility and there are concerns that losing it would mean loss of tourism business in the village.
- The location of the site means any development must be extremely sensitive to the surrounding area – it is near to the National Park boundary, it is alongside the important tourist “assets” of the canal, national cycle way and Pennine Way.
- Any Neighbourhood Plan for Gargrave should address in detail the types of employment use to be permitted.

<sup>9</sup> Retail and Leisure Study 2016 to 2032, Nathaniel Lichfield and Ptners for Craven District Council February 2016 <http://www.cravencd.gov.uk/CHttpHandler.ashx?id=10344&p=0>

<sup>10</sup> <http://www.craven.gov.uk/article/4556/Policy-Facts-Figures>



Another possibility that was explored by the Neighbourhood Plan was the land owned by Systagenix. This major employment site is located south of Skipton Road on the eastern approach to the village, on the site of a former three storey cotton mill. The cotton mill was known as Airebank Mill and was taken over by Johnson and Johnson as a medical supplies factory in 1934. Employment development alongside the existing built development on this site would be more acceptable than developing a greenfield site in an inappropriate location.

However the site is in an area of flood risk and Craven District Council have advised that there is no longer a need for Gargrave to identify a site or sites for new employment development in the NDP. Therefore the Plan no longer includes a policy referring to the Systagenix site.

Neighbourhood Plan Policies support appropriate employment development which is in keeping with the village's rural location, setting and historic character such as small business / start up units and facilities which support local tourism linked to the enjoyment of the countryside. Any expansion of employment operations in the village should be undertaken sensitively.

#### 4.4 Protecting the Environment, Green Spaces and Character of Gargrave



**High Green. Mill race that feeds into River Aire**  
**Trees which commemorate royal celebrations and past village events**

##### 4.4.1 General

Protection of the environment and character of Gargrave featured highly in the responses to the feedback questionnaire sent out to residents. There were two main aspects to this.

- The green spaces, rural environment and character of Gargrave are an amenity for residents; and
- The green spaces and rural environment are seen as tourist assets which encourage visitors to come to the village

There are some key areas and aspects of the village which residents wished to be protected:

- **The Greens** – there are three greens in Gargrave running alongside the River Aire. They are popular with both residents and visitors. These areas are already protected as an 'Open Space', as they make up the registered Village Green (VG62), which is protected by the Open

Spaces Act 1906 and under national and Craven District planning policies. The Gargrave NDP Proposed Local Green Spaces Assessment by Gargrave Neighbourhood Plan Working Group (GNPWG) (Using Craven District Council Methodology for Assessing Sites, 2015) Spring 2016 provides more information about the value of these areas.

- **The Leeds and Liverpool Canal** – this provides a walking and cycling amenity for residents and visitors. Many visitors take holidays on canal barges and Gargrave is a popular stopping point either overnight or for longer.
- **The Pennine Way** – this goes directly through Gargrave and brings walkers to the businesses here as well as being used by many residents as a walk “from the doorstep”.
- **The National Cycle Route** – this goes down Marton Road, Chew Lane and then along Eshton Road and again brings visitors to the area and is used by residents.
- **Proximity to the Yorkshire Dales National Park** – this is an attractive feature for residents and visitors alike and is seen as one of the reasons people come to stay in Gargrave. Accordingly residents wish to see Gargrave maintain a character in keeping with the ethos of the National Park.
- **Playground, Crown Bowling Green, Tennis Club, Cricket Club and Football Club** – these form an important village amenity. The cricket club has a long history and together with the football club and tennis club, has a thriving membership. There is concern that these are not “hemmed in” by development. These areas are already protected as ‘Open Spaces’, under national and Craven District planning policies.
- **Historic buildings and features** – Gargrave has many historic buildings, sites and features such as the remains of a Roman Villa, the remains of a medieval moated house, listed canal bridges and many other listed buildings including the Parish Church which has a medieval tower. There is a conservation area within Gargrave. Residents wish to see this rich historic landscape enhanced rather than threatened by development.
- **Bridleways and footpaths** – in addition to the Pennine Way there are other bridleways and footpaths which are regularly used by walkers, runners, cyclists, horse riders which residents feel strongly should be protected and which are part of the reason why they want to live in the village. In particular Mark House Lane and Chew Lane were mentioned as easily accessible (particularly for those with mobility issues) and popular recreational routes.
- **The natural environment** – because of the open green spaces still within easy reach of the village it is felt by residents that this forms an important natural habitat for wildlife. The trees, hedges and waterways are all places where wildlife thrives and is enjoyed by residents and visitors alike and there is a general wish to preserve this and not see unnecessary destruction through overdevelopment. The access to open and green spaces is seen as contributing to the health and wellbeing of residents.

There is a Site of Special Scientific Interest (SSSI) within the boundary of the Neighbourhood Plan at Haw Crag Quarry. This is important for the understanding of carbonate environments in the Craven Basin. The Neighbourhood Plan should address protection of these features. The overriding message is that sensitive, well-thought out development, in keeping with the village size and character is supported. Any development that erodes or detracts from the character of the village or threatens its valuable tourist industry is not supported.



Plan policies should support enhancements to local accessibility through improved linkages to cycle ways, footpaths etc., protect significant local views, promote high quality design, built and natural heritage assets and landscaping for biodiversity and which protect leisure and recreational facilities.

## 4.5 Infrastructure



**Centre of Village, High Street on A65. Bus Shelter known locally as the Summer Seat. Used as a cover for frequent charity stalls, check point for cycle events, Vintage Car Runs and regulars to meet and chat. Building immediately behind is the public toilet now maintained by the village through precept and honesty boxes. Last remaining one open on roadside between York/Doncaster and Kendal. Metal railings erected to commemorate Queen Victoria's Diamond Jubilee bounding the Plantation and Middle Green other side of the River Aire beyond. In foreground a 3 light fixture locally known as 'the gormless' and a BT maintained working telephone box.**

### 4.5.1 General

Any development in Gargrave will have an impact on the infrastructure and residents have expressed a wish that as far as possible the Neighbourhood Plan take account of this and address the issues raised by proposed developments.

### 4.5.2 Roads

The A65 runs through the centre of Gargrave and links the village with Skipton to the south-west and Settle to the north and heading on towards the Lake District. It is a busy road which brings passing trade to the village but residents would also like to see encouragement of traffic calming within the village. Other roads within the village are generally small and narrow. Residents would like to see the speed limit on the A65 reduced to 20mph to take account of increasing volumes of traffic, parked cars, narrow pavements and large, heavy wagons.

There was concern in the public consultation that any development should take account of this as there will be resulting increase in traffic. Large-scale development could cause major adverse impacts on the existing road network. For example, any development north of the canal will mean access via narrow, listed canal bridges and via residential streets which already have issues with parking and access. West Street, North Street, South Street, Church Street, the turning onto Marton Road, the turning onto Church Lane, and Eshton Road all have issues with traffic at the moment.

There are additional safety concerns at the mix of recreational and access use for roads and lanes. Development has already taken place at Gargrave House and Gargrave House Gardens

increasing traffic along West Street and Mark House Lane which is also used by dog-walkers, horse-riders and hikers along the Pennine Way.

As a final point, residents would like a Neighbourhood Plan to encourage public transport such as buses to the village as it is felt these are not frequent enough.

#### **4.5.3 Rail**

Gargrave is fortunate to have a railway station linking the village to Skipton and Leeds in the South and Settle, Lancaster, Morecambe and Carlisle in the North. The railway station was improved in 2014 by the addition of a dedicated car park maintained by the village.

Few comments were received concerning the railway save that more frequent services are to be encouraged and also that it links with the tourist attraction of the famous Settle-Carlisle route. There is a need for a pavement to improve safe access for pedestrians from the northern platform of the station to the village where currently passengers alight to find themselves walking on the poorly lit and dangerous road, and for the provision of disabled access at the station.

#### **4.5.4 Alternative Transport**

Much interest has been expressed by residents at a proposal by Sustrans to develop the canal towpath as a cycle route between Skipton and Gargrave. This is currently used by cyclists but is not an easy route as it is often muddy, uneven and slippery. Residents would support inclusion of this as part of the Neighbourhood Plan and it is clear that there is a wish to preserve and enhance the cycle routes around the village such as the National Cycle Way. Proposals for improvements to the canal towpath are set out in the Sustrans strategy noted in paragraph 3.6 above.

#### **4.5.5 Sewerage and Flooding**

The public consultation showed that there are significant concerns about development proposals in terms of flooding. The Neighbourhood Plan includes policies relating to flood risk and has taken flood risk into consideration in the site allocations.

The sewerage system in Gargrave is in need of investment and updating. There are frequent blockages in some locations such as at Low Green over many years and particularly in 2015. This was highlighted as a concern by many residents. Any development will place further strain on the system and the Neighbourhood Plan should seek to ensure that this is addressed in any proposals for development.

#### **4.5.6 School, Dentists and Doctors**

The public consultation showed that there are concerns that new houses will mean a strain on existing facilities, particularly the village school and the doctor's and dentist's surgeries. The Neighbourhood Plan has a role in supporting identified shortfalls in provision which may arise from additional development.

The Neighbourhood Plan encourages developers to make contributions towards supporting local services and infrastructure that are related to the development. The location of development will be key in ensuring that accessibility to local transport is maximised and development is steered away from areas with a history or potential risk of flooding. Policies also require measures to reduce potential flood risk associated with new development such

as through the minimisation of areas of hard standing and building in water storage facilities and also to minimise the impacts of flooding on properties such as through the use of physical barriers etc.

## 5.0 Vision and Objectives



**A view from the Plantation across the River Aire and Middle Green South towards St Andrew's Church. In foreground bench, part of an adoption scheme.**

The Vision and Objectives for Gargrave Neighbourhood Development Plan were prepared by the Working Group following consideration of the results of the various public consultations on the emerging draft plan.

### 5.1 Vision for Gargrave

#### **Vision for Gargrave**

**By 2032 Gargrave should be a high quality rural village with enhanced facilities, strong community spirit, a protected and improved environment and a destination for health and fitness and cultural tourism.**

### 5.2 Objectives for the Neighbourhood Plan

#### **Objectives**

##### **1. Location of Development**

- The location of development should be determined by the Neighbourhood Plan following thorough site assessment. Site assessments will include consideration of any flooding risks.
- The Neighbourhood Plan should encourage utilisation of existing employment premises and encourage businesses on the High Street before looking to develop new sites.



## **2. Type of development**

- The level of development should be small and in keeping with the character and surroundings of the village.
- Residential development should be provided in line with the housing requirement in the emerging Craven Local Plan, with a presumption in favour of sustainable development.
- The scale of any employment development should be based on the employment needs of Gargrave and the immediate surrounding area. It should be small scale and in keeping with the character of the village. The type of employment development permitted should be determined by the Neighbourhood Plan. The neighbourhood plan and the emerging Craven Local Plan do not identify any future employment land allocations in Gargrave over the plan period 2012 - 2032.
- Any development, residential or employment, should be of high quality, visually appealing and in keeping with the character of the village and its surroundings. The Neighbourhood Plan should therefore address issues of density and quality of design and build.
- Any development should include adequate green spaces and environmental considerations.
- The impact of any development on tourism in Neighbourhood Plan area should be considered.
- The impact of any development on residential amenities in the Neighbourhood Plan area should be considered.

## **3. Protection from development**

- The Neighbourhood Plan should identify areas which will be protected from development. These should include valuable green spaces and amenities such as the greens, tennis, football and cricket clubs and playground. Protected areas should include “assets” such as the areas adjacent to the Leeds-Liverpool Canal, Pennine Way, and National Cycle Route which are valuable to residents and to the tourist economy.
- The protection and enhancement of the historic features of the village and the natural environment should be included in the Neighbourhood Plan. This could include recognition and protection of important sites.

## **4. Infrastructure**

- The Neighbourhood Plan should encourage improved public transport links and address safety issues regarding the roads in and around Gargrave.
- Any development should take into consideration ease of access and impact on traffic and roads within Gargrave.
- The Neighbourhood Plan should encourage the development of a cycle route along the canal towpath as proposed by Sustrans.
- Policies should require development to demonstrate consideration of its impact on the sewage system and include investment measures as appropriate.

- Any development which is likely to increase pressures on the school and other services within the Neighbourhood Plan area should be required to provide appropriate investment to support improved services.

5.2.1 There were a number of responses to the draft objectives submitted during the informal consultation on the emerging plan during the summer of 2015. The majority of responses supported the vision and objectives.

## 6.0 Neighbourhood Plan Policies



**A65 High Street/West Street – Mixture of residential and retail Georgian properties**

- 6.0.1 This section sets out the planning policies of the Gargrave Neighbourhood Development Plan. These will be used to help determine planning applications in the Parish and so shape the future of the Parish as a place to live and work in, and to visit. The Policies were prepared by the GNPWG on behalf of the Parish Council and were amended following consideration of representations submitted during the public consultation in Winter 2015 to Spring 2016.
- 6.0.2 Neighbourhood Plans are required to be in general conformity with national and local planning policies. The Policies have been prepared taking account of the National Planning Policy Framework (NPPF)<sup>11</sup> and planning policies in the Adopted Craven Local Plan 1999<sup>12</sup> and emerging New Local Plan<sup>13</sup> as well as the adopted Yorkshire Dales National Park Local Plan 2015-2030<sup>14</sup>.
- 6.0.3 Further information about the relevant aspects of these policies in relation to Gargrave Neighbourhood Plan can be found in the Basic Conditions Statement.

<sup>11</sup> <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

<sup>12</sup> <http://www.cravenc.gov.uk/article/4459/Current-Local-Plan>

<sup>13</sup> <https://www.cravenc.gov.uk/planning/planning-policy/new-local-plan/>

<sup>14</sup> [http://www.yorkshiredales.org.uk/\\_data/assets/pdf\\_file/0011/857558/FINAL-ADOPTED-LOCAL-PLAN-TEXT.pdf](http://www.yorkshiredales.org.uk/_data/assets/pdf_file/0011/857558/FINAL-ADOPTED-LOCAL-PLAN-TEXT.pdf)

## 6.1 Housing



Marton Close

### Objectives

#### 1. Location of Development

- The location of development should be determined by the Neighbourhood Plan following thorough site assessment. Site assessments will include consideration of any flooding risks.

#### 2. Type of development

- The level of development should be small and in keeping with the character and surroundings of the village.
- The level of residential development should not exceed that which is demanded by the Local Plan.
- Any development, residential or employment, should be of high quality, visually appealing and in keeping with the character of the village and its surroundings. The Neighbourhood Plan should therefore address issues of density and quality of design and build.

### Background

- 6.1.1 The Craven District Adopted Local Plan, 1999<sup>15</sup> is the local plan for the purposes of providing the existing strategic planning framework for Gargrave until it is superseded by the emerging new Local Plan for Craven 2012 - 2032. The adopted Local Plan sets out how land should be

<sup>15</sup> <http://www.cravendc.gov.uk/article/4459/Current-Local-Plan>

used in the future to achieve economic, environmental and social goals. Policies in the local plan help to decide planning applications. Gargrave Insert Map 14 (See Appendix I) identifies the development strategy for the village and includes a “development limit” or settlement boundary, sites for housing commitments, areas of amenity / recreation and open space for protection, employment sites, flood risk areas and a special landscape area around the village. (However it should be noted that Policy ENV4 which identified the Special Landscape Area was deleted).

6.1.2 Gargrave is identified in Policy H2 as a local service centre. New development is supported in local service centres within the development limits, where it involves infilling, small scale conversions, small scale development of neglected, derelict or under used land or the redevelopment of land or premises and where the development:

1. Will not result in the loss of or damage to spaces identified as important to the settlement character.
2. Will not result in the loss of land of recreation or amenity value, such as parks, playing fields, playgrounds, informal open space or allotments for example, unless Policy SRC 1 is fully satisfied.
3. Will not have an adverse effect on areas or buildings of historic or architectural interest, or areas of nature conservation value or archaeological importance.
4. Will not damage the character and amenity of existing residential areas.
5. Accords with all other relevant policies of the Plan.
6. Will not create conditions prejudicial to highway safety.

6.1.3 Housing policies and proposals in the Gargrave NDP are also guided by the key principles in the emerging new Craven Local Plan (Publication Draft, January 2018). In Draft Local Plan Policy SP1: Meeting Housing Need, provision is made for 4,600 net additional dwellings to meet the housing needs of Craven over the plan area for the period 1<sup>st</sup> April 2012 to 31<sup>st</sup> March 2032. This is a minimum provision and equates to an annual average housing requirement of 230 net additional dwellings per annum for the plan area. Draft Local Plan Policy SP4: Spatial Strategy and Housing Growth identifies Gargrave as a Tier 3 Settlement Local Service Centre with an allocation of 8 houses pa or 3.5% growth. Once commitments have been taken into account (completions and outstanding planning permissions as at 1st April 2017), this equates to 116 new homes over the Plan period 2012 – 2032.

6.1.4 A key issue for the Gargrave Neighbourhood Plan is to identify how the village will meet this requirement for modest growth. There is an opportunity for the NDP to identify housing site allocations in Gargrave, through community engagement and consultation and working closely with Craven District Council.

6.1.5 The results of the public consultation on the NDP demonstrated the local residents generally support limited growth of the village, in accordance with the figure in the emerging Local Plan, however new development should be managed to ensure it is of a scale and design which is appropriate to the rural character of the village and provided on sites which are considered most suitable for new development.

#### **Call for Sites and Site Assessment**

6.1.6 As part of the development of the Draft Neighbourhood Plan for Gargrave, the Parish Council undertook a ‘Call for Sites’ exercise to supplement the supply of potential housing sites in Gargrave already identified through Craven Council’s Strategic Housing Land Availability



Assessment (SHLAA) process. In order to publicise this Call for Sites, notices were placed on Parish noticeboards throughout the Parish, and the information was included on the Parish Council website. It was also more extensively advertised through the Parish Magazine and the Craven Herald. The consultation period for submitting site proposals was 4 weeks, and the closing date for the submission of sites was 28 February 2015. The Call for Sites Assessment Report is published as a background document for the Neighbourhood Plan and assesses the potential suitability and availability of the submitted sites for housing, including those identified in the SHLAA, up to the end of the plan period, explores any constraints that might affect their suitability, deliverability or availability for development, and recommends a proposed course of action. 22 sites in Gargrave are identified in Craven's SHLAA and a further site was put forward through the Parish Council's Call for Sites, giving a potential supply of 23 sites in total.

- 6.1.7 Whilst the following sites in paragraph 6.1.8 were identified as constrained, in terms of the scoring applied they came out as the best sites, taking into account the impact of development on the village form and important views along with flooding issues. The dwelling capacity for each of these sites was calculated on basis of 25 dwellings per hectare of the developable area, taking into account constraints, particularly in relation to flood risk. This was considered appropriate for the rural character of the area. However, if the density was increased, the potential capacity would be increased. The sites which accommodate 1 - 4 dwellings were not considered suitable as an allocation but a policy to manage the development of the sites which can accommodate 1 - 4 dwellings should be included in the Plan. (However the Parish Council subsequently agreed to include some small sites in the site allocations.)

**Table 1 Call for Sites Assessment Report 2015, Appendix 2 Site Assessment Scores**

Site Ref GA0	Existing Settlement	Food Prod'n	Brownfield Greenfield	Site Use	Access	Ground Conditions	Biodiversity Geodiversity Trees	National Park	Heritage Assets	Infrastructure Open Space	Minerals	Total	Capacity
01	14	5	5	2	12	4	15	5	8	19	5	94	10
03	15	5	5	6	12	6	15	5	4	18	5	96	1
04	14	5	5	10	14	6	14	5	10	20	5	108	11
05	14	5	1	6	11	4	13	5	4	12	5	80	3
09	9	3	1	6	8	10	14	3	10	10	5	79	81
010	13	5	1	6	11	6	14	5	8	14	5	88	5
012	11	5	5	2	12	4	15	5	6	19	5	89	22
014	14	1	1	6	9	6	13	5	6	12	5	78	4
017	13	3	1	2	10	6	15	5	8	10	5	78	62
019	11	5	1	6	10	6	14	5	10	14	5	87	0
020	13	3	1	10	11	6	14	5	10	10	5	88	29
021	9	5	1	6	8	6	12	5	8	12	5	77	8
022	8	3	1	6	7	10	15	3	8	8	5	74	70
023	13	1	1	6	9	6	15	5	4	10	5	75	31
025	12	1	1	6	11	6	15	5	10	8	5	80	29
027	9	3	2	6	10	10	12	5	10	14	5	86	3
028	12	1	1	6	8	6	15	5	4	10	5	73	31
029	11	1	1	6	8	6	15	5	4	10	5	72	44
030	11	3	1	6	8	6	14	5	8	8	5	75	103
031	12	3	1	6	8	6	14	5	10	10	5	80	45
032	8	5	5	10	8	4	15	5	10	10	5	85	1

- 6.1.8 Based on the site assessments, the following sites all scored at least 80 points and could be brought forward:

*Site GA004 – Neville House, Neville Crescent*

Site Area – 0.423 ha

Potential Capacity - 14 dwellings

*Site GA020 – West of Primary School, East of Anchor Bridge*

Site Area – 0.93 ha

Potential Capacity - 29 dwellings

*Site GA025 – Land north of Skipton Road, to the east of the Cricket and Football Grounds*

Site Area – 2.083 Ha

Potential Capacity - 29 dwellings

*Site GA031 – Land to the west of Walton Close*

Site Area – 1.38 hectares

Potential Capacity - 44 dwellings

**Possible additional sites included:**

*Site GA001 – Former Highways Depot, off Eshton Road*

Site Area – 0.504 ha

Potential Capacity - 10 dwellings

**However bringing this site forward for housing would result in the loss of commercial units. The Working Group considered that the loss of employment use would not be acceptable and the site should not be included as an option.**

*Site GA012 – Caravan Park and Warehousing, Eshton Road*

Site Area – 1.037 Ha

Potential Capacity - 22 dwellings.

**However development of this site would result in the loss of commercial/warehousing space in the village and accommodation for visitors. The Working Group considered that the loss of employment / tourist uses would not be acceptable and the site should not be included as an option.**

- 6.1.9 The following sites did not score at least 80 points, but in the mid to high 70s. However the Working Group considered that they should all still be considered as possible options for public consultation.

*Site GA014 – Land at Junction of Church Street and Marton Road*

Site Area – 0.192 ha

Potential Capacity - 4 dwellings

(78 points)

*Site GA017 – Low Green Farm, Middle Green*

Site Area – 3.325 ha

Potential Capacity - 62 dwellings  
(78 points)*Site GA023 – Land at south of Marton Road, west of Church Croft*

Site Area – 1.295 ha

Potential Capacity - 31 dwellings  
(75 points)

**Also the following sites scored highly but were constrained and not recommended for inclusion for Options. However the Working Group considered that they should still be included in the consultation.**

*Site GA27- Land off 52 Eshton Road, Gargrave*

Site Area - 0.2707 ha

Potential Capacity – 3 dwellings  
(86 points)

This is a house with open land to the south east on the edge of the village. Generally it has poor accessibility to services. Some policy constraints; it is identified as Special Landscape Area in the adopted Development Plan. It does not relate well to the village and the open land in the southern part of the site is important to the rural setting of Gargrave and to views of the National Park from the village and key amenity corridors, notably the Leeds and Liverpool Canal. The final assessment was it is inappropriate but the Working Group considered the site should be an option for housing.

*Site GA032 - The Old Saw Mill, Marton Road, Gargrave*

Potential Capacity – 1 - 3 dwellings (85 points)

This is the site of a converted mill and static caravans in the open countryside. 95% of the site is in Flood Zone 3a (high risk from surface water or any other source with high risk). The Final Assessment was that the site is inappropriate but the site has the benefit of a certificate of lawful development for the permanent residential occupation of caravans. The Working Group therefore considered the site could be an option for housing. **(However this site has been deleted in the revised submission NDP on the advice of Craven District Council due to its location in an area at high risk of flooding.)**

**Settlement Boundary**

- 6.1.10 The site assessment process was used by the Working Group to inform the preparation of the proposed settlement boundary. The boundary has been drawn tightly around the existing built form of the village of Gargrave, taking into consideration proposed development sites (such as site allocations and existing commitments), and the need to allow for some flexibility to support appropriate new development. The settlement boundary will allow for some small infill development which may come forward over the Plan period, subject to the criteria set out in Policy G1, in addition to the site allocations. The settlement boundary was amended to include the site identified for extra care provision off Eshton Road in the Pre-Publication Local Plan (GA009).

- 6.1.11 The following policy provides a cross-reference and signpost to statutory policies which will particularly relate to consideration of new housing and also includes extra criteria.

### **Policy G1 New Housing within the Settlement Boundary**

**Within the defined settlement boundary for Gargrave village (see Map 1 Policies Map) new housing development proposals will be permitted when they meet all of the following criteria and conform to other statutory planning policies, including those in this Plan:**

- 1. The development integrates with the built form and grain of the village as required by Policy G7 "Promoting High Quality Design";**
- 2. Sites have good accessibility and where possible connect with relevant footpaths and cycle ways;**
- 3. They do not have an adverse effect on areas or buildings of historic or architectural interest, or areas of nature conservation value or archaeological importance;**
- 4. They do not contravene Policy G9 "Local Green Space" and Policy G10 "Protecting and Enhancing Local Recreational Facilities";**
- 5. They do not lead to loss of sites or buildings in B Class<sup>16</sup> employment use unless that use can be proven as unviable or unsuitable as an allocation for that use on planning grounds;**
- 6. They are not at risk of flooding and they can demonstrate they will not increase the risk of flooding elsewhere in accordance with national policy and Plan policies G14 and G15;**
- 7. They have suitable provision for vehicular access and do not impact adversely on highway safety on existing highway networks and particularly narrow lanes in the village centre;**
- 8. Where possible they re-use empty and unused buildings which are of architectural or historic interest and in sound condition;**
- 9. They do not impede important views of adjoining landscapes or buildings of note and conform to Plan policy G12 "Significant Views in the Conservation Area and its Setting";**
- 10. They are of good design quality and of a character that relates well to the local vernacular architecture and conform to Plan policy G7, "Promoting High Quality Design".**
- 11. Local residential amenity is protected and new development does not have an unacceptable impact on neighbouring properties through disturbance from traffic, noise, overlooking etc.**

**Developments which support opportunities for self-build projects will be encouraged, subject to other planning policies.**

<sup>16</sup> As described in the T & CP (Use Classes Order) 1987, as amended.

### Site Allocations for New Housing

6.1.12 A number of sites are identified for new housing development in Gargrave. These sites were identified following informal public consultation on housing options in the summer of 2015 and taking into account representations made as part of this process and the formal consultation in Winter to Spring 2015/2016. The updated housing requirement for Gargrave provided by Craven District Council has been calculated as follows:

**Table 2 Gargrave Housing Requirement - Extract from Table 5, Publication Draft Craven Local Plan, January 2018**

Proportion of housing growth (%)	NET housing requirement based on 214 dpa 2012-2032	Total NET completions 01/04/2012 to 31/03/2017	NET residual housing requirement 2017 to 2032	Add 12% housing loss allowance to achieve NET delivery	GROSS total residual housing requirement 2017 to 2032	Outstanding planning permissions at 01 April 2017	GROSS residual housing requirement for allocation in the Local Plan
3.50%	160	19	141	17	158	42	116

NOTE: Individual figure may not sum to total figure due to rounding

6.1.13 Based on the figures set out in Table 2 above and in order to meet the housing requirement of 160 dwellings over the plan period of 20 years there is a need to allocate land to contribute towards the minimum of 116 dwellings in Gargrave.

6.1.14 Craven District Council has recently updated evidence relating to housing densities to be applied to the Craven Local Plan preferred housing sites. The conclusions of this work is that 32 dpha should be applied (based on looking at the density and mix of 10 housing schemes with planning permission around the plan area). This figure includes provision for dwellings, garages, gardens, parking spaces and access roads and the inclusion of public open space, (which were not incorporated in the previous figure of 37 dpha).

6.1.15 The overall strategy of the NDP and proposals for site allocations support the role of the planning system in contributing to the achievement of sustainable development. This is set out in paragraph 7 of the NPPF and is noted in Section 2.0 of the Gargrave NDP. In summary, in addition to policies guiding new development, and taking into consideration existing commitments, the proposed housing sites will contribute towards meet the objectively assessed housing need for Gargrave required by Craven District Council. The proposed sites are considered to be those which are most sustainable, in that they:

- are located within the settlement boundary and close to existing services, facilities, employment opportunities, and transport networks,
- do not have unacceptably adverse impacts on built or natural heritage assets,
- are generally in areas of lowest risk of flooding and
- do not use the best and most versatile agricultural land.

6.1.16 A number of sites are not being taken forward at the current time as there was insufficient community consensus or support and the housing requirement can be met from the allocated sites identified. The Consultation Statement sets out a detailed summary of representations



submitted during the summer 2015 informal consultation, including comments related to site options. In addition to lack of local community support:

- Site GA014 (Option G2/4) Land at Junction of Church Street and Marton Road is not allocated in the NDP as it is important in terms of the setting of the church and conservation area and is identified as a Local Green Space.
- Site GA017 (Option G2/5) Low Green Farm, Middle Green is not allocated in the NDP as it is in the Special Landscape Area and at risk of flooding and development could negatively impact on the enjoyment of key amenity corridors.
- Site GA020 (Option G2/6) West of Primary School, East of Anchor Bridge has planning permission and is now shown as a commitment.
- Site GA023 (Option G2/7) Land to the south of Marton Road, west of Church Croft is not allocated in the NDP as it is important in terms of the setting of the church and conservation area and is identified as a Local Green Space.
- Site GA025 (Option G2/8) Land north of Skipton Road, east of Cricket and Football Grounds is not in the Draft Plan as it is located within an area at high risk of flooding and does not adjoin the built up area / is in open countryside.
- Site GA027 (Option G2/9) Land off 52 Eshton Road is not allocated in the NDP due to highways grounds. The site does not include a sufficient frontage to enable an access of acceptable standards to be formed on to the public highway.
- Site GA032 (Option G2/5) The Old Saw Mill is not in the Draft Plan as it is located within an area at high risk of flooding.
- Site GA003 (Option G2/1) land to the east of West Street has no proven access to an adopted highway.
- Site GA010 (Option G2/3) Paddock at Knowles House has no proven access to an adopted highway.

6.1.17 The proposed sites also take into consideration the requirements and criteria set out in the other policies in the Plan. The proposed allocated housing sites together will support the provision of at least 61 new houses, therefore building in a degree of flexibility should one or more sites not come forward for various reasons. The Publication Draft Local Plan also includes provision for 60 dwellings (in the form of Extra Care homes) on site G4/1 allocated under Policy G4 for housing development, including extra care. The site Land West of Primary School and East of Anchor Bridge is no longer shown as a proposed site allocation, but is included as a commitment<sup>17</sup> on the Proposals Map as it now has planning consent.

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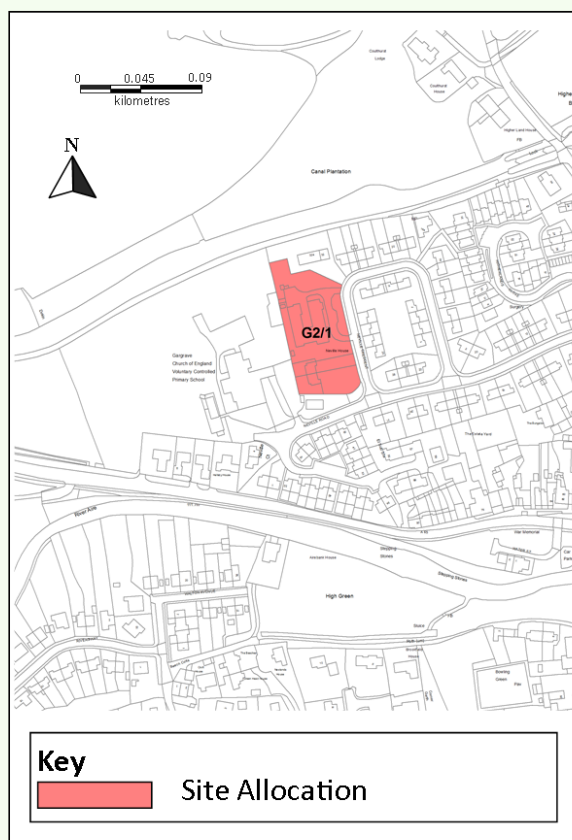
<sup>17</sup> A 'commitment' is where a proposal has already been granted planning permission since the start of the Plan period (2012) but has not yet been built, or where there is an existing allocated site from the previous plan which has yet to receive planning permission.

## Policy G2 Site Allocations—New Housing

The following sites are identified for new housing development to up 2032. The following guidance will be taken into account in the consideration of planning applications for the development of the sites:

- **Site Allocation G2/1 Neville House, Neville Crescent**  
Site Area: 0.425 ha  
Indicative Capacity: 14 dwellings

Site Plan G2/1



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This site has an aspect to the canal and that portion of any new development should reflect the location by having its principle elevation face the waterfront. Terraced houses or apartments are considered appropriate and in order to maximise the potential of the site where facing the canal side. They could possibly have the appearance of 2 ½ floors in order to create a scale which reflects the context of the area.

In particular the scale, massing and positioning of new development shall be respectful of existing single storey housing in Neville Crescent and the adjoining Primary School. New buildings should be orientated to minimize adverse effects of prevailing weather patterns from the West and maximize solar gain.

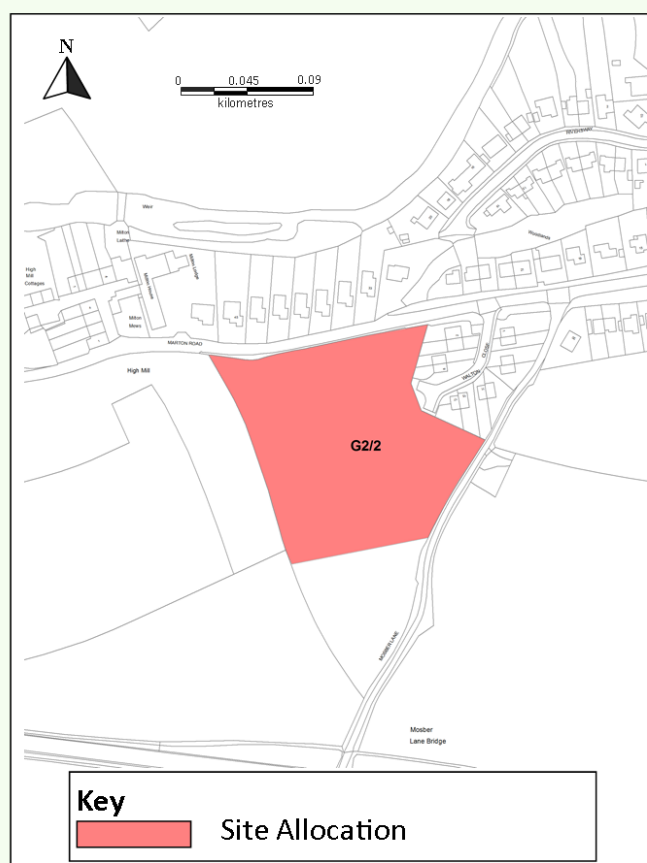
- *Site Allocation G2/2 Land to the west of Walton Close*

Site Area: 1.38 ha

Indicative Capacity: 44 dwellings

A buffer or landscaping scheme should be provided to mitigate any adverse impacts on the Pennine Way, which runs within close proximity of the site.

Site Plan G2/2



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### Providing for Local Housing Needs

- 6.1.18 The Craven Strategic Housing Market Assessment (SHMA) Update (Nov 2017)<sup>18</sup> provides some relevant information in terms of identifying and planning for future housing needs in the Craven area including Gargrave. The net affordable need across the Craven District according to the most up to date SHMA, published in November 2017, is 126 dwellings each year across Craven District with most of this need (87.4%) for 1 and 2 bedroom dwellings and 12.6% for 3 or more dwellings.
- 6.1.19 The 2016 Craven SHMA recommends a 60% market and 40% affordable housing split and an affordable housing tenure split of 75-85% rented and 15-25% intermediate. Determining an appropriate tenure split for housing has been traditionally based on the incomes and tenure aspirations of existing households in need and newly forming households. This is used to determine an appropriate split between rented and intermediate tenure dwellings. However, the increasing emphasis of Government policy to build affordable homes for sale through intermediate tenure options and the starter homes initiative, coupled with housing associations having to fund schemes for rent without subsidy, is expected to have a major impact on the scale and range of affordable housing to be delivered. The 2016 SHMA states that evidence from the housing register suggests that only a minority of households could afford intermediate tenure. On this basis the SHMA suggests a tenure split of 85% rented and 15% intermediate tenure.
- 6.1.20 The Craven Local Plan Viability Assessment Addendum (Nov 2017)<sup>19</sup> concludes that 30% affordable housing is viable. This viability assessment also concludes that provision of 30% affordable housing on small sites between the threshold of 5-10 dwellings is viable.
- 6.1.21 The Housing White Paper "Fixing our Broken Housing Market" 2017<sup>20</sup> sets out the Government's commitment to maintaining the Starter Homes Initiative. Para 4.14 sets out that starter homes will be targeted at first time buyers who would otherwise be priced out of the market. Starter homes, like shared ownership homes, should be available to households that need them most, with an income of less than £80,000 (£90,000 for London). Eligible first time buyers will also be required to have a mortgage in order to buy starter homes to stop cash buyers. Analysis of market prices indicates that a Starter Home price would be around £145,000 based on a 20% discount on the Craven median house price. Analysis of the potential need for starter homes considers two types of household: existing households who meet the criteria for starter homes and newly-forming households who would consider owner occupation which could be achieved through starter homes. The Craven SHMA 2016 suggests that there is a potential market for starter homes which is estimated to be 154 households over 5 years.
- 6.1.22 The Nov 2017 SHMA identifies the number of people across Craven District area aged 65 or over is projected to increase from 14,500 in 2016 to 21,200 by 2039 (a 46.2% increase) according to ONS 2014-based sub national population projections. When the current (2014) supply of accommodation is compared with change in demand to 2035, data would suggest a

<sup>18</sup> [https://www.cravenc.gov.uk/media/3007/craven\\_shma\\_report\\_2017\\_final.pdf](https://www.cravenc.gov.uk/media/3007/craven_shma_report_2017_final.pdf)

<sup>19</sup> [https://www.cravenc.gov.uk/media/3051/171130\\_addendum\\_viability\\_report\\_v9\\_inc\\_appends.pdf](https://www.cravenc.gov.uk/media/3051/171130_addendum_viability_report_v9_inc_appends.pdf)

<sup>20</sup>

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/590464/Fixing\\_our\\_broken\\_housing\\_market\\_-\\_print\\_ready\\_version.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/590464/Fixing_our_broken_housing_market_-_print_ready_version.pdf)

need to double the current level of provision for older people, particularly the provision of enhanced sheltered and extra care provision.

- 6.1.23 Planning Practice Guidance paragraph 031 (Ref ID23b-031-20160519)<sup>21</sup> has recently been reviewed (19/05/2016) and this sets out that:

*There are specific circumstances where contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small scale and self-build development. This follows the order of the Court of Appeal dated 13 May 2016, which give legal effect to the policy set out in the Written Ministerial Statement of 28 November 2014 and should be taken into account.*

*These circumstances are that;*

- *contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floorspace of no more than 1000sqm*
- *in designated rural areas, local planning authorities may choose to apply a lower threshold of 5-units or less. No affordable housing or tariff-style contributions should then be sought from these developments. In addition, in a rural area where the lower 5-unit or less threshold is applied, affordable housing and tariff style contributions should be sought from developments of between 6 and 10-units in the form of cash payments which are commuted until after completion of units within the development. This applies to rural areas described under section 157(1) of the Housing Act 1985, which includes National Parks and Areas of Outstanding Natural Beauty*
- *affordable housing and tariff-style contributions should not be sought from any development consisting only of the construction of a residential annex or extension to an existing home.*

- 6.1.24 Gargrave is a designated rural area and therefore Craven District Council can apply a lower threshold. It is proposed that Affordable Housing contributions should be provided on schemes of 6 to 10 units through financial contributions (see second bullet above) and that in schemes of 11 or more units Affordable Housing provision will be required on site subject to viability. This is a time of rapid and significant change and the Parish Council welcomes the opportunity of working closely on an ongoing basis with Craven District Council Strategic Housing to help identify ways in which to meet affordable housing need, as identified by the SHMA 2015.

- 6.1.25 Planning Practice Guidance also sets out advice in relation to vacant building credit (also updated 19/05/2016)<sup>22</sup>:

*National policy provides an incentive for brownfield development on sites containing vacant buildings. Where a vacant building is brought back into any lawful use, or is demolished to be replaced by a new building, the developer should be offered a financial credit equivalent to the existing gross floorspace of relevant vacant buildings when the local planning authority*

<sup>21</sup> <http://planningguidance.communities.gov.uk/blog/guidance/planning-obligations/planning-obligations-guidance/>

<sup>22</sup> Paragraph 021 Reference ID: 23b-021-20160519



*calculates any affordable housing contribution which will be sought. Affordable housing contributions may be required for any increase in floorspace.*

### **Policy G3 Ensuring an Appropriate Range of Tenures, Types and Sizes of Housing**

**Residential development of at least 116 units will be supported over the plan period, subject to policies G1 and G2 above.**

**All proposals for new housing development will have to demonstrate how they contribute to maintaining a mix of tenures, types and size of dwelling in the Parish.**

**Housing mix across all tenures shall be determined with reference to the latest housing needs data with an appropriate mix of 1,2,3 and 4 bedroom or more dwelling units. On sites of one and two dwellings the contribution such sites make to housing variety and mix will be considered separately to other scales of development but their contribution will be monitored and included in these policy requirements, if there is evidence to justify it.**

**Proposals that could cumulatively lead over time to an over provision of one tenure, type or size of dwelling will not be permitted.**

**Support will be also given to affordable housing and properties designed to be suitable for the elderly, which are located close to key facilities.**

#### **Affordable Housing<sup>23</sup>**

**On housing schemes of 6 to 10 units a financial or off site contribution to affordable housing will be required. On schemes of 11 or more units, on site contributions for affordable housing will be required. A target of 30% affordable housing will be sought in all schemes but this will be subject to viability.**

<sup>23</sup> **Affordable Housing** is defined in the NPPF, that is:

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency. Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable). Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing. Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.

**On sites containing vacant buildings, where a vacant building is brought back into lawful use or is demolished to be replaced by a new building, the developer will be offered a financial credit equivalent to the existing gross floor space of relevant buildings, as part of calculations for affordable housing contributions. Affordable housing contributions may be required for any increase in floor space.**

- 6.1.26 During the formal Regulation 14 consultation process, a representation was submitted by North Yorkshire County Council advising that the County Council has agreed its new 2020 North Yorkshire Care and Support Where I Live Strategy (2015)<sup>24</sup>. This strategy represents a significant part of the Council's vision to meet people's needs now and into the future. It sets out proposals for how Health and Adult Services will transform services to ensure people can remain safe and independent in their own homes, improve the amount and quality of accommodation with care and support across the County by 2020, and meet financial savings.
- 6.1.27 One of the key proposals within the Care and Support Where I Live Strategy is to build on the success of the existing extra care housing programme in North Yorkshire. It proposes to expand the number of extra care housing schemes that are provided across the County and to develop community hubs from some of these schemes. The strategy details the locations where there is an aim to have an extra care housing scheme in the future and Gargrave is one of these locations. In 2016, a more detailed assessment of the likely need, demand and requirements for an extra care scheme in Gargrave will be completed.
- 6.1.28 The residential site selection process in the emerging new Craven Local Plan identifies a site south of Eshton Road (GA009) as a housing allocation specifically to provide extra care accommodation. North Yorkshire County Council have indicated to Craven District Council that this scheme would be delivered within the next 5 years (between 2017 and 2022).

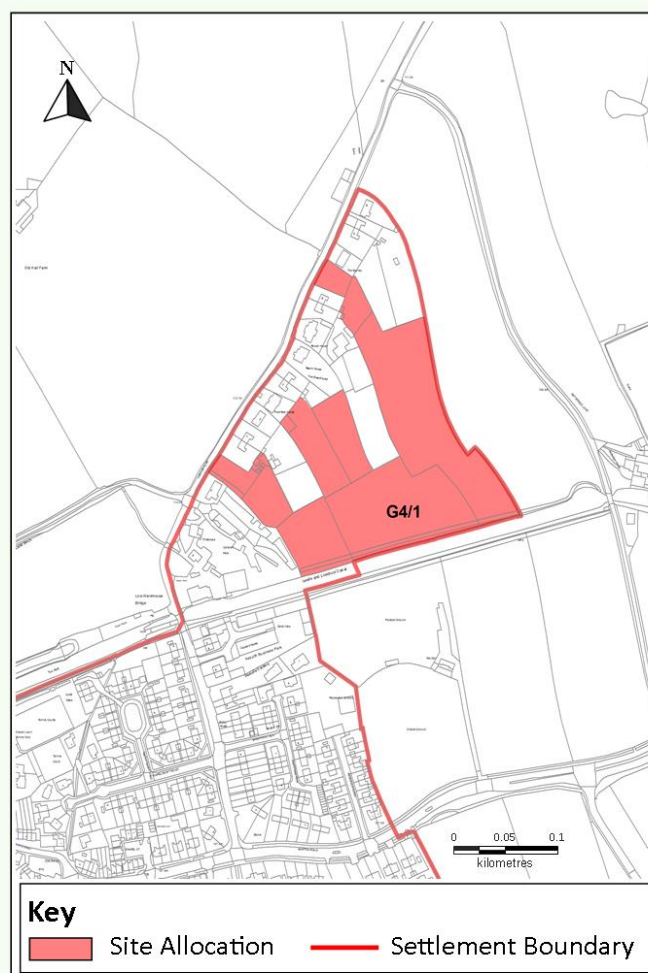
<sup>24</sup> <http://www.northyorks.gov.uk/article/30736/Our-care-and-support-where-i-live-strategy>

## Policy G4 Extra Care Housing in Gargrave

The following site is identified for housing development, including extra care housing:

- **Site Allocation G4/1 land south of Eshton Road**  
**Area: 3.759 ha**  
**Indicative Capacity 60 dwelling units**

Site Plan G4/1



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### Local Planning Policies

These Neighbourhood Development Plan Policies are supported by the following local planning policies:

Plan	Policies
Adopted Craven Local Plan, 1999	<b>Strategy Statement:</b> 2. Sustainable development 3. Development restraint 4. Settlement strategy 5. General development principles

	<p>H2. New residential development</p> <p>H3. Residential development within the development limits of Skipton, and the named local service centres</p> <p>H4. Residential development within the development limits of villages</p>
<p><b>Publication Draft Craven Local Plan Regulation 19 Draft Document For Publication January 2018</b></p>	<p>Draft Policy SD1: The presumption in favour of sustainable development</p> <p>Draft Policy SP1: Meeting housing need</p> <p>Draft Policy SP3: Housing mix and density</p> <p>Draft Policy SP4: Spatial strategy and housing growth</p> <p>Draft Policy SP10: Strategy for Gargrave – Tier 3</p> <p>Draft Policy H2: Affordable housing</p>

## 6.2 Employment



Fred Green & Sons Ltd

### Objectives

#### 1. Location of Development

- The Neighbourhood Plan should encourage utilisation of existing employment premises and encourage businesses on the High Street before looking to develop new sites.

#### 2. Type of development

- The scale of any employment development should be based on the employment needs of Gargrave and the immediate surrounding area. It should be small scale and in keeping with the character of the village. The type of employment development permitted should be determined by the Neighbourhood Plan. The neighbourhood plan and the emerging Craven Local Plan do not identify any future employment land allocations in Gargrave over the plan period 2012 - 2032.
- Any development, residential or employment, should be of high quality, visually appealing and in keeping with the character of the village and its surroundings. The Neighbourhood Plan should therefore address issues of density and quality of design and build.
- The impact of any development on tourism in Neighbourhood Plan area should be considered.





**A65 West towards Settle, leaving village confines, 3 entrances  
1 Hotel and Public House, 1 Garden Centre, 1 Log Distribution Centre**

### **Tourism and Rural Businesses**

- 6.2.1 Gargrave is already a destination for visitors for day trips and longer stays and has a buoyant tourist economy. There are significant opportunities for Gargrave to enhance and expand its role as a tourism destination building on its location on the edge of the Yorkshire Dales National Park, on the Leeds Liverpool Canal transport corridor, its attractive buildings and interesting local heritage and accessibility by road and rail to major centres such as Leeds and Bradford.
- 6.2.2 The caravan site off Eshton Road is currently used as a caravan and camping site, and includes a warehouse and office buildings (Canal Wharf). The site has already been partially developed for business units and therefore further careful development of this site is supported. However local residents and the Parish Council are concerned that this is currently an important tourist facility and losing it could mean loss of tourism business in the village. Therefore the Neighbourhood Plan should support sensitive redevelopment of the site, appropriate to its rural location. Consultation results showed that there was concern that the location of the site means any development must be extremely sensitive to the surrounding area – it is near to the National Park boundary, it is alongside the important tourist “assets” of the canal, national cycle way and Pennine Way and that the neighbourhood plan for Gargrave should address in detail the types of employment use to be permitted.
- 6.2.3 The adopted Craven Local Plan supports the conversion of existing rural buildings to tourism related uses subject to various criteria in saved Policy EMP14. The new Local Plan supports the growth of appropriate tourism related businesses in Draft Policy EC4: Tourism which sets out that tourism will grow in a sustainable way, so that it helps to improve the economy, environment and quality of life.
- 6.2.4 The results of the public consultation indicated that in all cases the type and quality of development was seen as important to residents. Brownfield sites were preferred to green field in general and brownfield sites should be redeveloped before greenfield sites are

considered. Economic and business development was supported and there was a strong desire to ensure that this does not impact negatively on the village. A priority for many was focussing on existing businesses, particularly on the High Street where there are empty business premises, rather than building business units elsewhere. Empty units on the industrial estate and Eshton Wharf were also a concern.

- 6.2.5 The environmental and amenity value of sites was very important to residents. For some residents this was the most important concern. In particular the area around the canal and Chew Lane was seen as valuable for its amenity to both residents and tourists. The possibility of any development harming tourist “assets” and impacting negatively on visitors’ experiences of Gargrave was a concern to many residents. The Pennine Way, the National Cycle Way, the Canal, the river and greens, and the proximity to the National Park are seen as “pull factors” encouraging tourists to visit as are the generally rural and agricultural feel of the village. The character and heritage of the village is greatly treasured and many express their wish to see this protected.
- 6.2.6 The existing adopted Local Plan policies aim to promote business and tourism development in an environmentally sensitive manner. Only in exceptional cases are new buildings allowed outside the village development limits but change of use of buildings is supported in most cases. The policies also support sustainable tourism. This is consistent with the overriding local opinion conveyed by the consultation on this Plan.
- 6.2.7 This Plan fully supports the existing saved Local Plan policies and National Park Local Plan relating to employment, as listed below.

### Local Planning Policies

These Neighbourhood Development Plan Policies are supported by the following local planning policies:

Plan	Policies
<b>Adopted Craven Local Plan 1999</b>	<p>Strategy Statement: 5. General development principles</p> <p><u>Employment Development</u></p> <p>EMP4. Employment Development within Development Limits and Established Industrial Areas</p> <p>EMP5. New Employment Development outside Development Limits and Established Industrial Areas (Excluding Conversions)</p> <p>EMP6. Extensions to Existing Employment Uses</p> <p>EMP7. Change of Use from Industrial to Non-Industrial</p> <p>EMP8. Conversion of Buildings to Employment Use</p> <p>EMP9. Conversion of Buildings to Employment Generating Uses with Ancillary Living Accommodation</p> <p>EMP14. Rural buildings for tourism related use</p>

	<u>Tourism and Tourist Development</u> EMP10. Tourist Attractions EMP11. Tourist Development Opportunity Sites EMP14. Rural Buildings for Tourism Related Use EMP15. Camping Barns EMP16. Static Caravans and Chalets EMP17. Camping and Touring Caravan Sites EMP18. Permanent Buildings on Camping, Caravanning and Chalet Developments EMP19. Occupancy Conditions
<b>Publication Draft Craven Local Plan Regulation 19 Draft Document For Publication January 2018</b>	Draft Policy SP2: Economic activity and business growth Draft Policy EC3: Rural economy Draft Policy EC4: Tourism
<b>Yorkshire Dales National Park Local Plan 2015 - 2030 Adopted 2016</b>	SP1 Presumption in favour of sustainable development SP2 National park purposes T4 Visitor facilities BE1 Business development sites BE2 Business development sites BE3 Business development sites BE4 Business development sites BE5 Business development sites BE6 Business development sites BE7 Business development sites T1 Camping T2 Touring caravan sites T3 Sustainable self catering visitor accommodation T5 Indoor visitor facilities

## 6.3 Protecting the Environment, Green Spaces and Character of Gargrave



Marton Road

### Objectives

#### 2. Type of development

- Any development, residential or employment, should be of high quality, visually appealing and in keeping with the character of the village and its surroundings. The Neighbourhood Plan should therefore address issues of density and quality of design and build.
- Any development should include adequate green spaces and environmental considerations.

#### 4. Protection from development

- The Neighbourhood Plan should identify areas which will be protected from development. These should include valuable green spaces and amenities such as the greens, tennis, football and cricket clubs and playground. Protected areas should include “assets” such as the areas adjacent to the Leeds-Liverpool Canal, Pennine Way, and National Cycle Route which are valuable to residents and to the tourist economy.
- The protection and enhancement of the historic features of the village and the natural environment should be included in the Neighbourhood Plan. This could include recognition and protection of important sites.

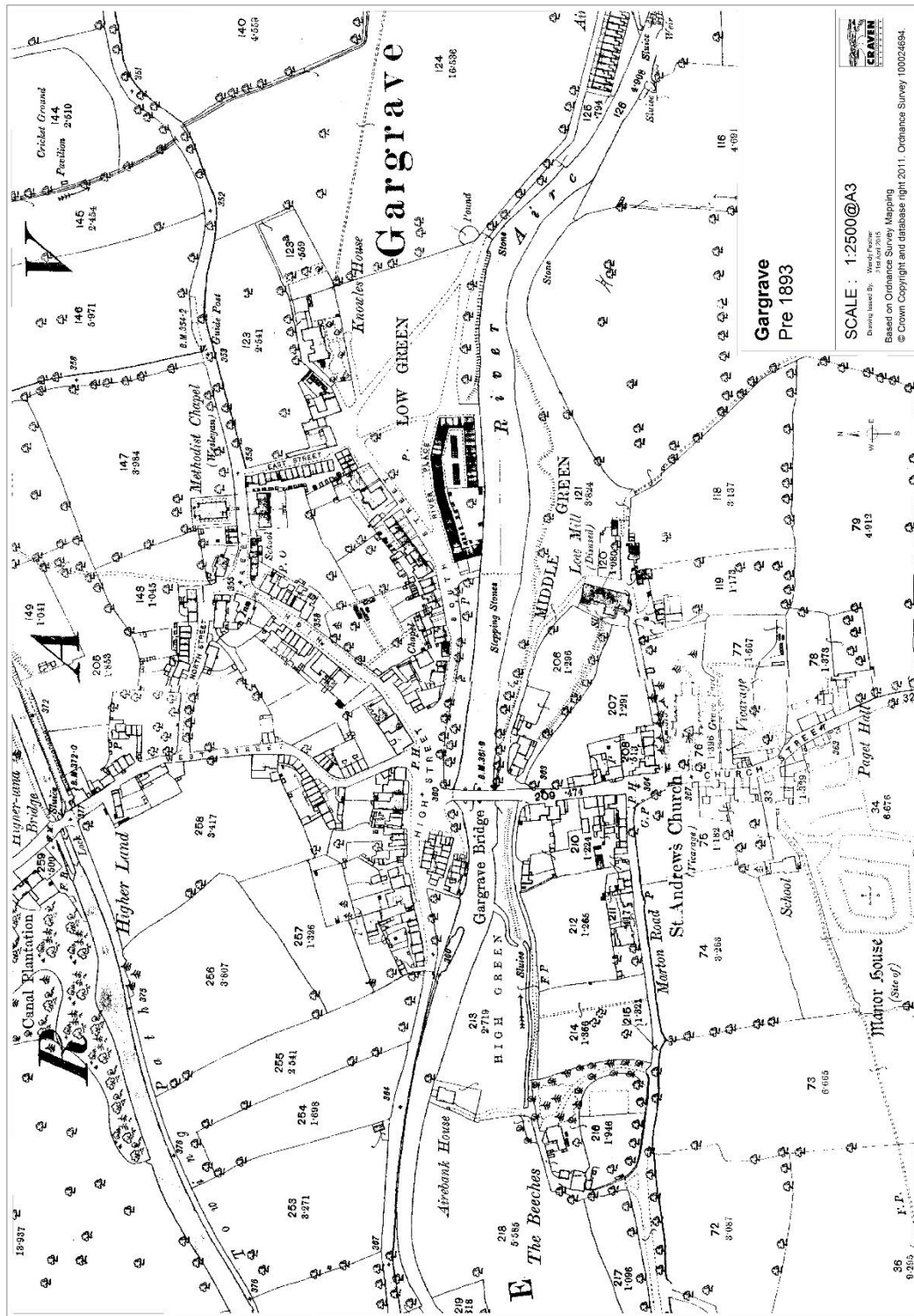


### **Built Heritage**

- 6.3.1 Gargrave occupies a strategic central position in the Aire Gap, the lowest crossing point from west to east through the Pennine Chain. From earliest pre-historic times to the present day this route has been used as the most convenient crossing point for military and commercial purposes. Roman roads and Scandinavian trade routes to the west used the Aire Gap between the Pennine hills and there are several sites of Roman origin including Kirk Sink, a villa to the south east of the village, and ford river crossing. The village is mentioned in the Domesday record and had 2 manors; the moated manor on the south side of river was held by the Percy family and to the north the manor was held by the Nevilles.
- 6.3.2 The location on the banks of the Aire provided opportunities for industrial development and at least 5 village mills using water power have stood along the river at various times. The opening of the section of Leeds Liverpool Canal in the 1770s, followed by the railway brought in coal, grain and cotton and transported meal, flour and spun cotton on to other markets. Carters from Grassington mines brought lead ore for removal by barge and returned with coal for Grassington villages.
- 6.3.3 Today the settlement is bounded to the north by the Leeds and Liverpool canal and to the south by the Leeds-Carlisle railway line. The River Aire meanders through the heart of the settlement. Old Ordnance Survey Maps below indicate how the pattern of the village has developed over the last century. These demonstrate that the proposals in the NDP are a continuation of the historical development pattern of the village.

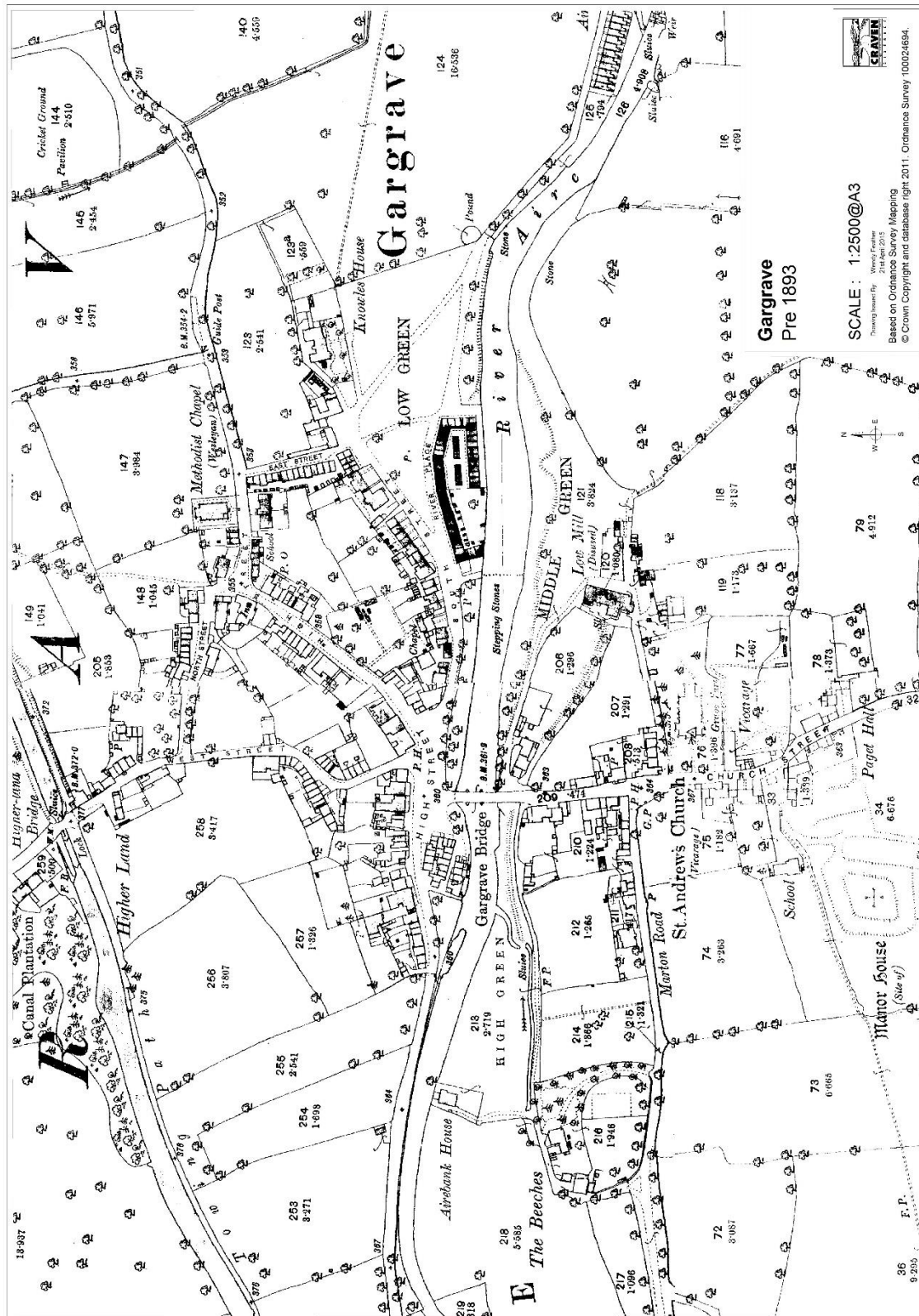


Map 3 Gargrave Pre 1893



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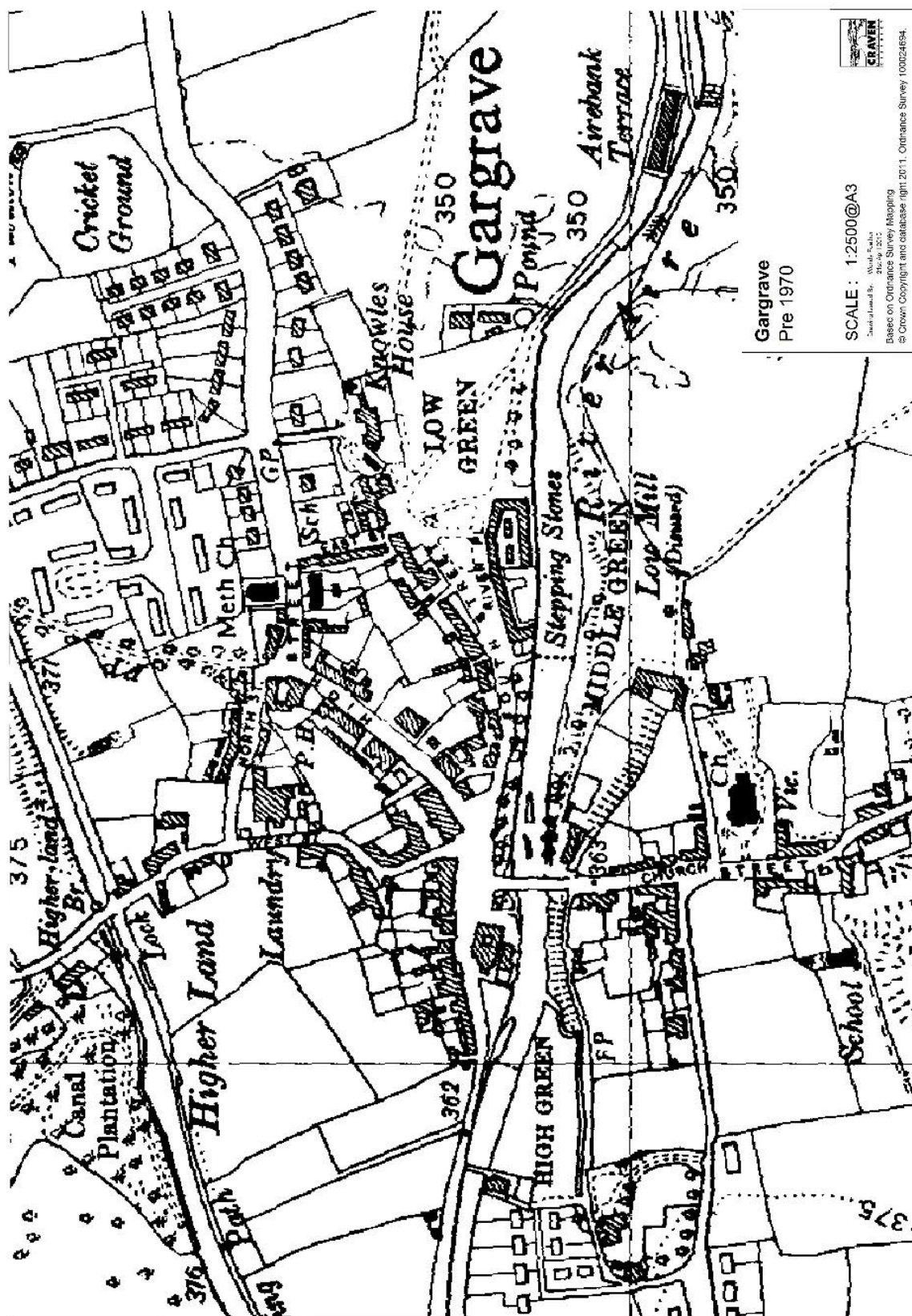
Map 4 Gargrave Pre 1912



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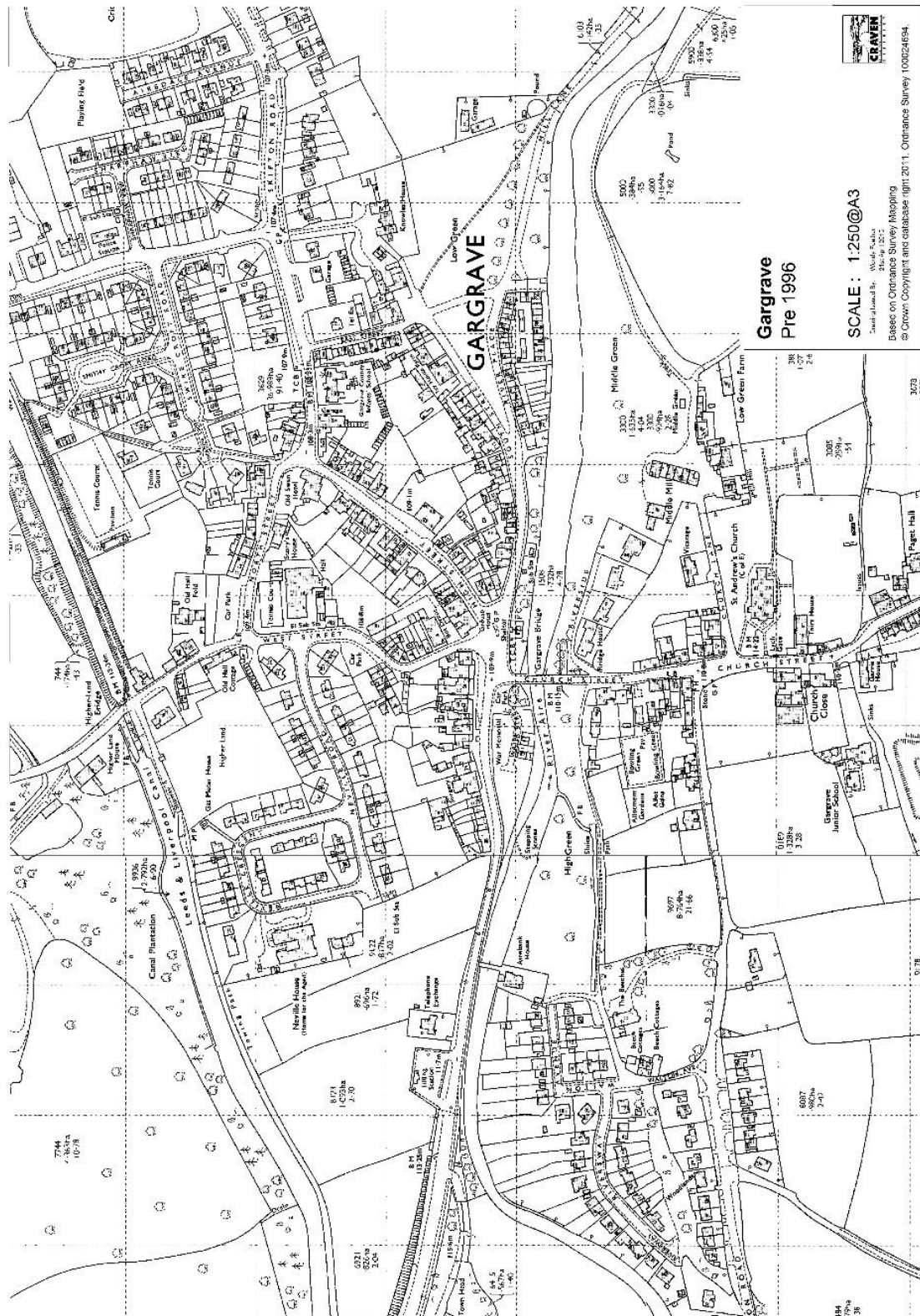


### Map 5 Gargrave Pre 1970



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Map 6 Gargrave Pre 1996



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- 6.3.4 Gargrave is a typical Dales village which has developed over a long period; more than 2000 years in total. It has a great variety of types and styles but these have some common characteristics, particularly in terms of scale and materials. The use of local sandstone and limestone are a great consistent and unifying visual tie between the various forms of dwellings, agricultural, industrial and other buildings.
- 6.3.5 Of particular note is the section of the High Street running west of West Street on the A65. This contains many of the village's Listed Buildings, each having distinct, high quality facades facing the main road, and whilst differing considerably in style and configuration, they present an attractive interplay of buildings resulting in a most delightful combined elevation. None of these buildings line up or directly relate to their neighbour, as they will have slowly been assembled over the years, but they complement each other in a very pleasing manner. It is this kind of gradual development that gives the village its timeless character and robust quality.
- 6.3.6 Gargrave has 41 Listed Buildings within the Parish and 2 Scheduled Monuments, the site of a Roman Villa at Kirk Sink (in the south east of the Parish) and the moated site west of Paget Hall. A complete list of Listed Buildings is provided in Appendix II (insert). Gargrave Conservation Area was designated in 1980 and the area focusses on the river and High, Middle and Low Greens. Beyond the Greens are High Street, West Street, Church Street and South Street which have attractive groups of buildings, a number of which are listed.
- 6.3.7 The village includes the remains of a sizeable Romano-British agrarian settlement at Kirk Sink about half a mile south east of St Andrew's Church. Many Gargrave field names are of Scandinavian origin, such as Scaleber (hut on a hill) and Scarland (a divided field), probably linked to occupation by Saxons and other Norse invaders. At the time of the Domesday Book (1086 AD) Gargrave was divided into two parts by the River Aire, the fee of Clifford to the north and Percy on the south side. West of the Parish Church is a field called Garris, where once the manor house of Gargrave stood, in early medieval times the home of the Gargrave family.
- 6.3.8 The late 18<sup>th</sup> and all of the 19<sup>th</sup> century witnessed the foundation of the cotton industry in Gargrave with the erection of three cotton mills, High Mill, Middle Green Mill and Airebank Mill. Former cotton spinning Airebank Mill was occupied by Johnson & Johnson from 1934 and used for the production of medical products.
- 6.3.9 A selection of historic photographs below provides an interesting insight into the village's historical development.





Gawmless circa 1950  
Showing men in High Street and no traffic



Canal when it was working enterprise  
Circa 1910



The Old Co-Op  
Circa 1920



East Street Shop owned by Tom Pilchills, Grocer  
Circa 1920

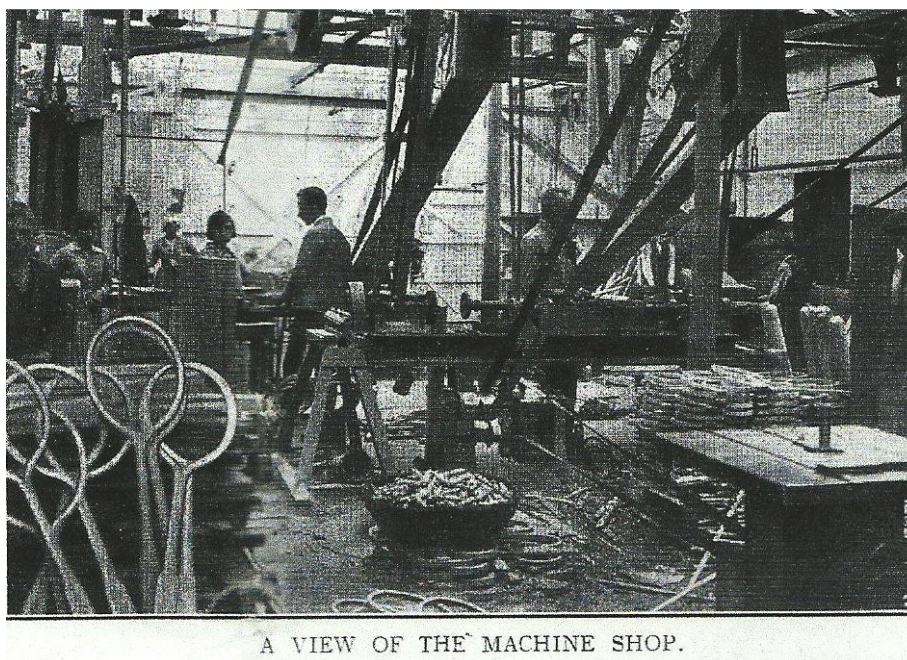




The Train Station  
Circa 1912



Sibcy Farrier, old rural industries  
Circa 1912



**Tennis racquet manufacture at the New Brighton Factory  
Circa 1920**

- 6.3.10 In addition to the numerous statutorily protected heritage assets, Gargrave has a number of locally significant heritage assets which are considered worthy of protection. These include for instance the cricket pavilion, Summer Seat and the railway waiting room on the platform for trains to Hellifield and the north. The Parish Council will work to identify a local list of locally significant heritage assets in partnership with residents and Craven District Council.

### **Policy G5 Protecting Local Heritage Assets**

**Designated and non-designated heritage assets enhance local distinctiveness and should be preserved in a manner appropriate to their significance in accordance with guidance in the National Planning Policy Framework.**

**All development should seek to protect and, where possible enhance, both designated and non-designated heritage assets and historic landscape character, and put in place measures to avoid or minimise impact or mitigate damage.**

### **Gargrave Conservation Area**

- 6.3.11 Craven District Council has commissioned Conservation Area Appraisals for those Conservation Areas within Craven currently without an up to date appraisal, including Gargrave. The Gargrave Conservation Area Appraisal 2016<sup>25</sup> identified a number of important buildings and key views and considers those elements which contribute to the special character of the area such as materials, scale, height, massing etc. The Parish Council supports

<sup>25</sup> <http://m.cravenc.gov.uk/CHttpHandler.ashx?id=11215&p=0>

the principles in the document and the Neighbourhood Plan brings these forward into the planning policy below. (Significant views are considered in Policy G12 below).

### **Policy G6 New Development in the Conservation Area**

**New development in the Conservation Area is required to respond positively to the area's distinctive character and should be designed to enhance the setting of existing buildings and open spaces. The Draft Gargrave Conservation Area Appraisal, 2016 (or subsequent final versions) will be a relevant factor in determining the distinctive local character.**

**Designs should seek to maintain the existing height and scale of buildings in the two character areas as described in the Gargrave Conservation Area Appraisal. In Character Area 1, buildings should consider carefully the surrounding buildings and be of 2 or 3 storeys, with pitched roofs and front the back of pavement or be set behind low stone walls and small front gardens. In Character Area 2 development should be less dense and more rural in character, with a maximum of two storeys.**

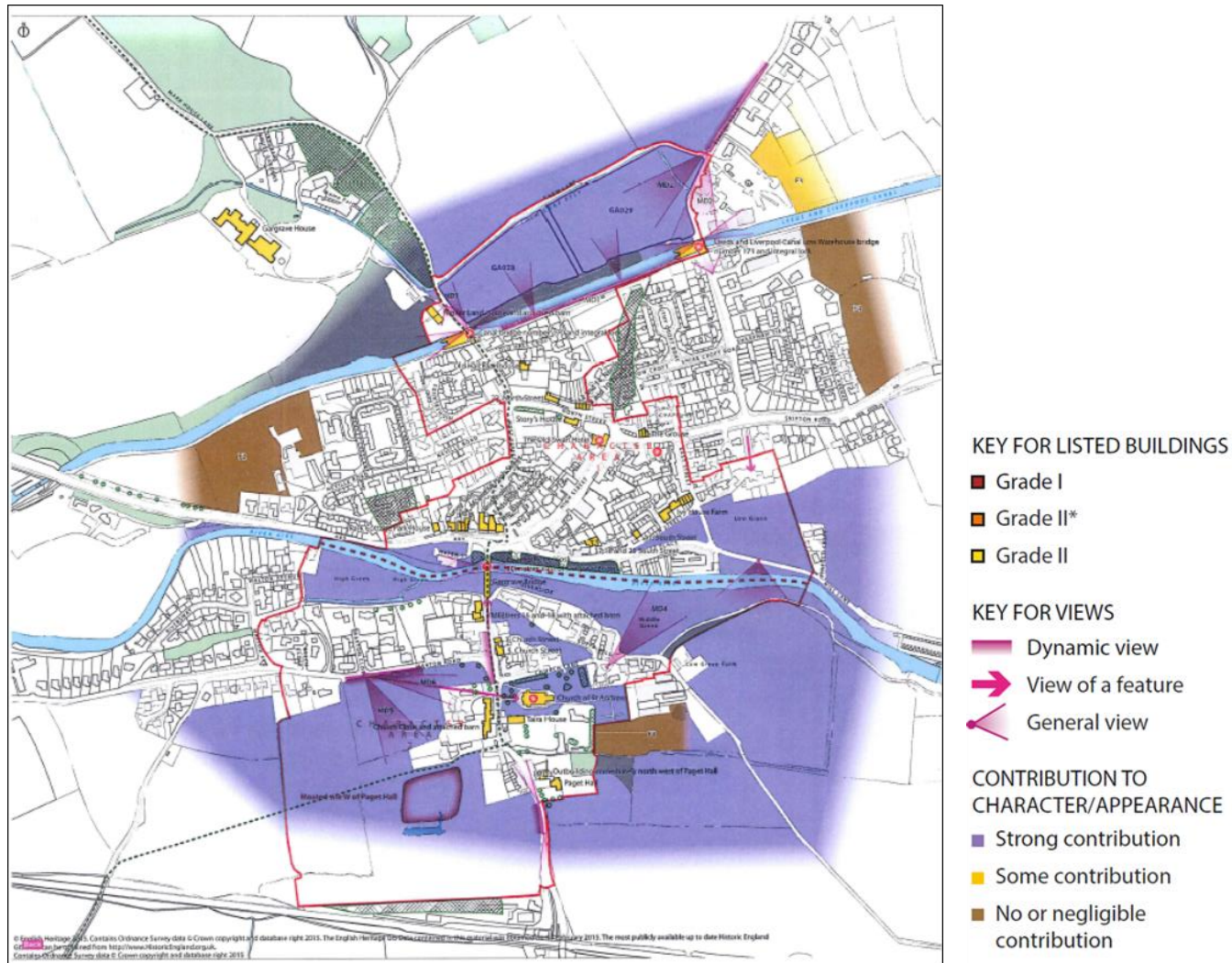
**Use of traditional materials is encouraged including incorporation of the following:**

- **Yorkshire gritstone for walls, set in random courses**
- **Tooled gritstone around windows and for gateposts**
- **Grey slates for roofing such as Yoredale sandstone and Westmoreland slates**
- **Timber framed windows. UPVC replacement windows detract from the character of the Conservation Area and are not encouraged.**

6.3.12 The Gargrave Conservation Area Appraisal recognises the role of all the proposed local green spaces as open spaces that make a strong contribution to the character and appearance of the Conservation Area (see Map 7 p63). More detail about this is provided in the background document, Assessment of Proposed Local Green Spaces, using the Craven District Council Methodology.



Map 7 Conservation Area Appraisal



- 6.3.13 Today the village is characterised by a historic heart of traditional York stone cottages, predominantly two stories in height with York stone slate roofs and small, wooden framed windows. Buildings are set close to the pavement edge with small yards at the rear. More modern housing estates have been constructed after the First World War. Consultation responses indicated that local residents feel very strongly that new development should be designed sensitively in order to enhance this high quality built environment.

### **Policy G7 Promoting High Quality Design**

**All new development proposals will be required to demonstrate how they have taken account of the following:**

- 1. New development should enhance and reinforce the local distinctiveness of the area and proposals should show clearly how the general character, scale, mass, and layout of the site, building or extension fits in with the “grain” of the surrounding area within design and access statements.**
- 2. New development should be of a scale, mass and built form which responds to the characteristics of the site and its surroundings. Care should be taken to ensure that building(s) height, scale, and form, including the roofline, do not disrupt the visual amenities of the street scene and impact on any significant wider landscape views. Design and Access Statements should demonstrate how proposals take account of the locally distinctive character of the area.**
- 3. Extensions shall be subordinate in scale to the original building.**
- 4. New buildings should follow a consistent design approach in the use of materials, fenestration and the roofline to the building. Materials should be chosen to complement the design of a development and add to the quality or character of the surrounding environment. Where possible materials should include traditional York stone for elevations, welsh slate for roofs, wooden doors and window frames and timber frames. Reclaimed materials should be used where possible.**
- 5. Redevelopment, alteration or extension of historic farmsteads and agricultural buildings within the Parish should be sensitive to their distinctive character, materials and form.**
- 6. Proposals should minimise the impact on general amenity and give careful consideration to noise, odour and light. Light pollution should be minimised wherever possible and security lighting should be appropriate, unobtrusive and energy efficient.**
- 7. Appropriate use of hard and soft landscaping will be required using locally appropriate materials such as York stone and local species in landscaping schemes to enhance local biodiversity.**
- 8. At canal side locations, developments need to achieve a character which strikes a balance between the canal and rural settings. They should also take into account site ground levels and accommodation needs to be configured appropriately and orientated towards the waterfront.**
- 9. Overall development should be designed to maximise sustainability in terms of energy and resource consumption including siting and design to**

**maximise solar gain and minimise impacts of prevailing adverse weather in exposed locations.**

- 6.3.14 During the Regulation 14 formal consultation period, a representation was submitted by North Yorkshire Police advising that the NDP should promote create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. North Yorkshire Police provided an analysis of police recorded incidents over a twelve month period from the 1 February 2015 to the 31 January 2016. In summary, over the twelve month period, there were 52 crimes and 19 anti-social behaviour incidents recorded. It was therefore concluded, taking into consideration the size of the study area, that crime and anti-social behaviour is an issue for Gargrave. This has placed a significant demand on police resources. Based on the analysis, it is important that any development proposals for Gargrave must consider crime and disorder implications. Therefore a new policy has been included in the NDP to promote designs which aim to reduce crime. The advice should be sought of a Police Designing out Crime representative for all developments of 10 or more dwellings.

### **Policy G8 Planning Out Crime**

**Proposals will be expected to demonstrate how the design has been influenced by the need to plan positively to reduce crime and the fear of crime and how this will be achieved.**

### **Green Spaces**



**Green Spaces - River Aire and its Roman Ford between Middle Green and the Plantation**

- 6.3.15 High Green, Middle Green and Low Green form a green swathe of land through the centre of the settlement immediately to the north and south of the river and provide an important wildlife area much valued by walkers, bird watchers and local residents. Herons, wrens and kingfishers are regularly seen. These Greens are an important characteristic of the village, setting built form back from the river and smaller watercourses. The Greens are all owned and

managed by the Parish Council and they are registered as Village Green (VG62) which affords them protection from development under the Open Spaces Act 1906. The area to the north of the village around Chew Lane provides a much valued amenity used by many groups, foot, cycle, horse riding etc. It is bordered by the National Cycleway, the Pennine Way and is an important space to the approach of the National Park. The canal wharf sited is an important heritage asset and should be preserved.

Other important open spaces include the following:

- Grounds to St Andrews Church which protect the setting of church
- Field and part of field north of Church Close Farm, off Marton Road, which permits long distance views of the Parish Church from Marton Road
- Fields and field west of old School House / Cottage, located within the Conservation Area and containing a moat (Scheduled Monument) so of important in terms of the setting of a heritage asset
- Smaller linear pasture bounded by Church Street, Church Lane and Riverside – visually important undeveloped space in Conservation area

6.3.16 Neighbourhood Plans can identify and protect local greenspace under the NPPF paras 76- 77. The Local Green Space designation will not be appropriate for most green areas or open space. The designation should only be used:

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

**Table 3 Local Green Spaces – NPPF Criteria**

Local Green Space	Close Proximity to Community	Demonstrably Special	Local in Character
1. High Green	Broad green swathe through centre of Gargrave. Main footpath to west end of village.	Trees, picnic area, stepping-stones a feature across the River Aire.	Important community space with relics of industrial historical past with the Mill Dam.
2. Middle Green	Broad green swathe which forms an integral part of the character of the settlement.	Well used play area for visitors and residents.	The topography lends itself for large village events such as the Boxing Day Hunt.
3. Low Green	Broad green swathe overlooked by a number of historic cottages	Middle of the conservation area.	A section used as a community space i.e. football and rounders.
4. Grounds to St Andrews Church	Situated in the extensive grounds of this parish church. Forms an important	A Grade II listed building, parts dating back to Medieval times	Burial Ground.



Local Green Space	Close Proximity to Community	Demonstrably Special	Local in Character
	setting to this listed building.		
5. Field and part of field north of Church Close Farm, off Marton Road	This land permits important long distant views of the listed parish church from Marton Road.	It lends open views to the Pennine Way.  The green space forms a significant part of the setting for a scheduled monument (Moated Site west of Paget Hall), a significant heritage asset - and the site is shortly to be excavated again.	Important setting of settlement and distant views of the Railway.
6. Fields and field west of old School House / Cottage	Within conservation area, contains ancient site (moat).	The green space forms a significant part of the setting for a scheduled monument (Moated Site west of Paget Hall), a significant heritage asset - and the site is shortly to be excavated again.	This is the Pennine Way footpath.
7. Smaller linear pasture bounded by Church Street, Church Lane and Riverside	Important open green space within the village.	This land is considered to be visually important undeveloped space in Gargrave Conservation Area.	Historical site which lends itself to an archaeological dig.
8. Field bounded by Chew Lane, Mark House Lane, Eshton Road and Leeds Liverpool Canal.	Well used local circular walk on the level for all abilities. This is an enclosed piece of ground bordered by Chew Lane, Mark House Lane, Eshton Road and Leeds Liverpool Canal.	Donated benches where locals like to sit as it is an area of tranquillity and richness of wildlife (eg kingfishers are regularly seen here).  The fields in the area to the north of the village off Chew Lane are recognised in the Gargrave Conservation Area Appraisal as an open space that makes a strong contribution to the character and	Important open green space accessed by the listed bridges over the Canal. Chew Lane Beck was a diversion of streams during the building of the Leeds Liverpool Canal.



Local Green Space	Close Proximity to Community	Demonstrably Special	Local in Character
		appearance of the Conservation Area (see Map 7). The area has a particular importance and ambience as old, new and future ways criss-cross and draw visitors and residents alike.	

**Note – all of the above are in the Conservation Area. Further, more detailed information setting out the justification for each Local Green Space is provided in the accompanying background document Gargrave NDP Proposed Local Green Spaces Assessment by Gargrave Neighbourhood Plan Working Group (GNPWG) (Using Craven District Council Methodology for Assessing Sites, 2015), Spring 2016.**

### **Policy G9 Local Green Spaces**

**The following sites as shown on Map 8 are designated as local green space:**

- 1. High Green**
- 2. Middle Green**
- 3. Low Green**
- 4. Grounds to St Andrews Church**
- 5. Field and part of field north of Church Close Farm, off Marton Road**
- 6. Fields and field west of old School House / Cottage**
- 7. Smaller linear pasture bounded by Church Street, Church Lane and Riverside**
- 8. Field bounded by Chew Lane, Mark House Lane, Eshton Road and Leeds Liverpool Canal.**

**Development will not be allowed in these local green spaces unless it is ancillary to the use of the local green space and does not diminish its character as a local green space or it is demonstrated there are very special circumstances in which to make an exception.**

Map 8 Local Green Spaces



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### Public Open Green Spaces

- 6.3.17 Other important examples of local green infrastructure which enjoy additional protection but which are not identified as local green spaces include:

**Riverside Land off South Street**, east of Gargrave Bridge – this land, used by the community for walking and other informal activities is owned by the Parish Council and forms a valuable addition to the green riverside areas. The area is protected by a Tree Preservation Order (TPO).

**Towpath adjacent to the Leeds and Liverpool Canal** – this area forms a very important stretch of recreation space of high visual amenity value.

**War memorial and grassed land** west of Gargrave Bridge, High Street – this land lies at the heart of the settlement and forms an important physical reference point for the community.

**All trees in Conservation Area** regardless of a TPO or not need permission from CDC Tree Officer and the Parish Council to be worked on if they are above a specific trunk girth.

These do not satisfy the criteria for local green spaces in the NPPF but nonetheless they all make an important contribution to the character of Gargrave and their value should be recognised in the NDP.

- 6.3.18 Gargrave Cricket Club and Football Club are highly valued facilities and should be protected from development. The changing accommodation and toilets at this site need attention according to Pitch and Outdoor Sports Facilities Assessment (2008) and this work has not been undertaken to date. Significant local recreation facilities which should be protected are:

**Football ground and cricket ground**, Skipton Road – located at the eastern entrance to the settlement, these recreational sites provide an importance “green” approach to the village and emphasise the setting of the village in the countryside.

**Children’s play area**, north of Airedale Avenue – an important recreational area, bringing the countryside into the settlement.

**Bowling green** off Marton Road – contribute to community life and enhance the Conservation Area.

**Playing field, Gargrave Primary school** – a green setting to the attractive canal side walk and functional recreational use for the school.

**Tennis courts off Smithycroft Road** – an important and valuable open space within the built up area of Gargrave and a recreational amenity for the village.

**Croquet lawn.**

- 6.3.19 The Assessment Of Open Space, Playing Pitch, And Sports Facilities For Craven District Council Area Craven District Council, February 2016<sup>26</sup> identifies several key issues of relevance to Gargrave including the following:

- *Gargrave Sports Field - This site was identified as having drainage issues and a poor ancillary facility, which are not fit for purpose for competitive football.*

<sup>26</sup> <http://www.cravencd.gov.uk/article/4456/Planning-policy-facts--figures>

- *Allotments - One appears redundant (Gargrave)*
- *Amenity Greenspace - Standards variable dependent upon care taken by local community, e.g .... generally high in Gargrave*
- *Parish Council comments - Gargrave*
  - *Cemetery may need extension in future*
  - *Some improved equipment required for children and young people*
  - *Some upgrade required for children and young people.*

### **Policy G10 Protecting and Enhancing Local Recreational Facilities**

**The following local recreational facilities as shown on Map 9 are protected:**

- **Cricket Club**
- **Football Pitch**
- **Children's Playground**
- **Bowling Green**
- **Playing Field, Gargrave Primary School**
- **Tennis Courts**
- **Croquet Lawn**

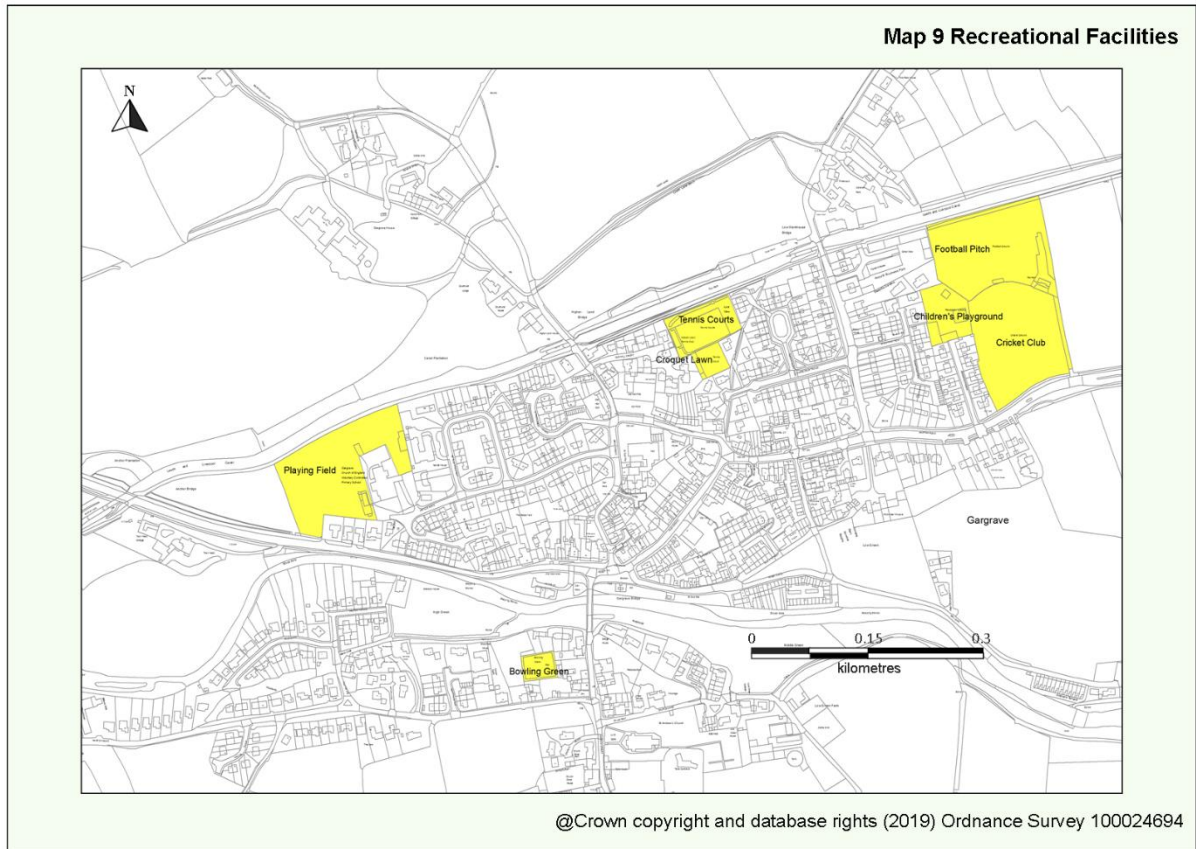
**There will be a presumption in favour of the re-use of such facilities for recreational, health, community type uses. The loss of existing facilities to other uses will not be permitted unless the following can be demonstrated:**

- 1. The proposal includes alternative provision, on a site within the locality, of equivalent or enhanced facilities. Such sites should be accessible by public transport, walking and cycling and have adequate car parking; or**
- 2. There is no longer a need for the facility, and this can be demonstrated to the satisfaction of the District Council.**

**Development which contributes towards the improvement of existing, or provision of new recreational facilities will be encouraged in line with the latest open space, playing pitch and sports facilities assessments and updates.**

**A Green Infrastructure (GI) approach will be promoted for all new public open space proposals in order to support community access and protect and enhance the natural and historic environment. Proposals must be designed to provide open space, sport and recreation uses which:**

- **Are accessible to all;**
- **Safeguard and enhance the natural and historic environment; and**
- **Protect priority species and enhance habitats and sites of special biodiversity interest.**





### Landscape Character and Setting



Looking east over village towards Sharphaw

- 6.3.20 Gargrave lies on the border of 2 National Character Areas; 35 Lancashire Valleys<sup>27</sup> and 21 Yorkshire Dales<sup>28</sup>. Gargrave has a distinctive rural landscape character and setting, typical of the Yorkshire Dales area.
- 6.3.21 The Craven District Landscape Appraisal, October 2002<sup>29</sup> identified that the majority of the Parish is identified in the Craven LCA as having a 'Rolling Drumlin Field Pasture' landscape character type. A smaller area to the east of the village of Gargrave is characterised as 'Flat Open Floodplain' and at the local scale the floodplain character also extends, more narrowly, along valley bottoms. In the more broadly mapped Yorkshire Dales LCA the north eastern part of the Parish falls within the 'Southern Dales Fringe' landscape character area but at the scale of the neighbour plan the landscape of this area is in practice an extension of the 'Rolling Drumlin Field Pasture' landscape type. Geographically the drumlins are oriented north west-south east and are part of a much larger 'drumlin field', giving a rolling 'basket of eggs' topography through which the River Aire and the Leeds and Liverpool Canal pass in a generally east-west direction. Visually, the area is strongly influenced by the proximity of the uplands<sup>30</sup>.

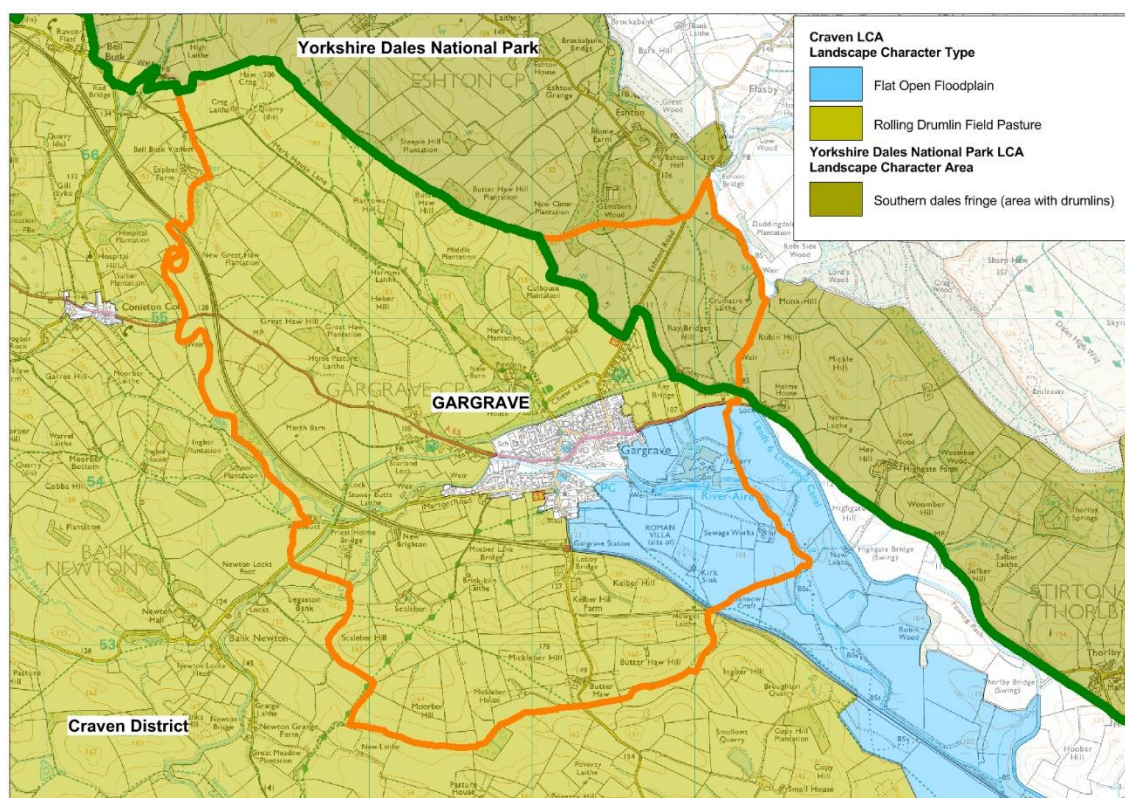
<sup>27</sup> <http://publications.naturalengland.org.uk/publication/12237027?category=587130>

<sup>28</sup> <http://publications.naturalengland.org.uk/publication/4674002?category=587130>

<sup>29</sup> <http://www.cravendc.gov.uk/CHttpHandler.ashx?id=7325&p=0>

<sup>30</sup> Definition of Drumlin: Oval or elongated hill believed to have been formed by the streamlined movement of glacial ice sheets across rock debris, or till.

Map 10 Gargrave Landscape Character Types



### Valley Pasture 1. Flat Open Floodplain

#### Description:

The flat open floodplain landscape types comprise areas of extensive, broad alluvial floodplain containing the meandering course of the rivers Ribble and Aire. The rivers meander gently within their broad floodplains and contain floodplain features such as meanders, islands and flood defences. The rivers have fairly steep banks, often artificially raised, with limited riverside vegetation. The landscape is large-scale, open, and flat with very limited vegetation, providing extensive views along the valley bottom, framed by high ground rising to either side. Mainly flat, or slightly undulating improved pasture forms the principal land use within the floodplain to the rivers Ribble and Aire, and is subject to periodic flooding. Medium to large-scale open fields of improved pasture are enclosed by fences, occasional dry-stone walls and hedgerows, providing fertile grazing land.

There are two main areas of flat open floodplain. The most extensive comprises a long, linear area within the River Aire valley extending between Gargrave and Glusburn.

Stone bridges mark ancient bridging points of the rivers; in Gargrave these include Gargrave Bridge, Holme Bridge over the A65 and the Aqueduct Bridge on Marten Road. The floodplain has largely remained free of built development, with the exception of a factory east of Gargrave.

## Semi Enclosed Lowland 8. Rowling Drumlin Field Pasture

### **Description:**

*The Rolling Drumlin Field Pasture type comprises a 'field' of elongated, oval shaped drumlin forms. The succession of regular hillocks with steep sides and broad rounded tops create a distinctive, undulating topography. The consistent orientation of interlocking hillocks gives the landscape a uniform grain, although sometimes difficult to appreciate from within the field. The landscape has a semi-enclosed character with short distance views from within the drumlins due to the varied landform, and a feeling of openness and exposure from the drumlin tops. A low, markedly undulating, medium-scale pastoral landscape, with medium tree cover of boundary and hedgerow trees, clumps and small pockets of woodland. This includes areas of Ancient Woodland at Black Wood, south west of Burton-in-Lonsdale; Old Wood, west of Burton-in-Lonsdale; Bentham Wood, east of High Bentham; and Langber Wood, south west of Coniston Cold (see Appendix 5). Designed landscapes associated with large country houses contribute to the rural wooded character of the rolling drumlin pastoral landscape. There are two Parks and Gardens of Special Historic Interest within the Study Area, comprising Broughton Hall and Gledstone Hall, which are both located within the rolling drumlin field pasture landscape character type near Gargrave.*

*Small to medium-scale irregular fields are contained by a mix of dry-stone walls and hedgerows, which rise up over the hillocks accentuating the relief of the hills. Hilltop copses on the skyline enhance the rolling drumlin landform. The intricate sequence of pasture, hedgerows, and small copses and woods, superimposed on an undulating landform makes this landscape particularly distinctive. This combination of landform, hedgerow matrix and woodland creates a small, intimate scale landscape with a sense of enclosure. The rolling drumlin field pasture is generally sheltered and much less exposed than higher areas and is therefore more comfortable and hospitable. Settlement is scattered in small hamlets and villages built in local stone. The road network is sparse with roads enclosed by trimmed hedgerows and walls winding through the area.*

- 6.3.22 In 2011 North Yorkshire County Council published the North Yorkshire and York Landscape Characterisation Project. The study provides a useful reference document for everyone with an interest in the sustainable management of the landscapes which are a defining characteristic of the countryside, coast and settlements of North Yorkshire and York. Most of the Parish falls within the 'Drumlin Valleys' landscape character type while the small section within the Yorkshire Dales National Park is 'Moors Fringe'. The report provides Guidance for Managing Landscape Change for these character areas which have been used to provide the basis for landscape design and built heritage policies in the Neighbourhood Plan. It should be kept in mind that these are county-wide landscape character types, and it is likely that not all the guidance will be relevant to a specific neighbourhood plan area.

### **Drumlin Valleys (32)**

#### **Guidance for Managing Landscape Change**

##### **Physical and Ecological Character**

- Establish localised and long distance ecological networks that extend beyond the Drumlin Fields;
- Seek opportunities for the re-introduction of traditional management of coppiced woodlands;



- Conserve and maintain distinctive clumps of trees;
- Conserve semi-natural habitats, such as grasslands and inter-drumlin wetlands;
- Conserve and restore inter-drumlin wetlands and semi-natural grasslands wherever these occur;
- Encourage continued management of the hedgerow network;
- Avoid loss or damage to mature field trees through intensification of agricultural practices.

#### **Cultural and Historic Character**

- Conserve the distinctive rolling landform by minimising vertical elements such as communication masts and windfarms;
- Avoid built development on ridgelines and hilltops.
- Conserve the intact network of limestone walls at field boundaries, which contribute to distinctive landscape pattern;
- Avoid ribbon development which may detract from the characteristic dispersed pattern of groups of buildings in a rural setting;
- Restrict built development on the skyline of drumlins; buildings should be sited on the midslopes, above poorly drained land;
- Encourage the repair of stone walls where in decline or dilapidated, utilising local vernacular materials (limestone);
- Conserve the dispersed pattern of stone villages, hamlets and farmsteads located in sheltered locations on the mid-slopes of the drumlins;
- Conserve the archaeological and historic environment in order to maintain a rich cultural landscape;
- Ensure that highway improvement schemes respect and reflect local character and encourage the use of traditional signage where possible;

#### **Aesthetic and Perceptual Character**

- Maintain the predominantly open character of the landscape;
- Protect key views to and from the area from tall and vertical large-scale developments that may erode the open and undeveloped character of the area;
- Shelter built development within the undulating landform and seek to avoid ridgelines or hill tops.

#### **Wildlife In and Around Gargrave**

- 6.3.23 With the River Aire running through the centre of Gargrave and the Leeds and Liverpool Canal round the edge of the Village, the wildlife is varied. In years gone by up to the late 1960s the River Aire was regarded as a prominent trout and grayling river, second only to the River Wharfe. However, in the last 20 years it has declined both in size and importance. It still however carries a smaller population of breeding brown trout and the occasional grayling, further downstream it also carries a population of coarse fish, Chub, Perch, Roach and Pike towards Skipton and beyond. The river banks are home to Mallard Ducks, Swans and Water hens and in the sandy banking's towards Bank Newton. Sand Martins nest year on year. Recently a pair of otters have been observed on Eshton Beck just out of Gargrave, the first for quite a few years. Along all the waterways a Kingfisher can usually be spotted and Swallows and House Martins nest in and on buildings all through the village.

- 6.3.24 The Heronry is still present and off Mark House Lane is a Badger Sett which has been there for many years. The canal now heavily laden with Pleasure Boats, provides cover for Swans, Goosanders and Cormorants. Also Water Voles which have declined dramatically recently. Birds of Prey are also present, Kestrels are fairly widespread and slightly further afield other Hawks are found. Rabbits are in abundance while the Hare has become fairly scarce due partly to hunting but more to loss of habitat through drainage and farming practices. Hopefully it will return in years to come. The Environment Agency hope to re-introduce a run of Salmon and Sea Trout up through Gargrave but this may be some time off due to the many Weirs they would have to travel up, although the last reported Sea Trout was at Bingley.
- 6.3.25 Foxes are present on the wooded slopes around the village, their numbers have risen slightly recently with an “Urban Fox” having been reportedly spotted near Swire Croft a couple of years ago. Deer have been spotted both on Mark House Lane and sometimes early in the morning below Systagenix towards Holme Bridge, having wandered down from Flasby.
- 6.3.26 The trees in the village Square are the home of Crows, and Jackdaws, who nest there year on year. All in all the River, Canal and Lanes provide ample cover and vegetation for all.
- 6.3.27 Gargrave House, although now converted to private apartments has extensive grounds virtually undisturbed where many birds nest, it also had a large market garden (now gone) but once contained a thriving vine reported to be the most northerly vine to live and thrive in Britain. North Yorkshire County Council have advised that the grounds of Gargrave House are shown as a historic designed landscape on the 1st edition OS map though the extent seems to have varied over time. Some of the site is included within the settlement limit but none of it is in the Conservation Area. Some features may remain or could be restored. Eshton Park, which still has a large area of parkland, also lies in the plan area, partly within the Yorkshire Dales National Park. It is described in the UK Parks and Gardens Database<sup>31</sup>.

#### **Soils, Yorkshire Dales National Park and Pennine Way**

- 6.3.28 Natural England advised (at Regulation 14 consultation stage) that the NDP should give appropriate weight to the roles performed by the area’s soils. These should be valued as a finite multi-functional resource which underpin our well-being and prosperity. Decisions about development should take full account of the impact on soils, their intrinsic character and the sustainability of the many ecosystem services they deliver. Furthermore, proposals will be assessed in relation to the National Planning Policy Framework (NPPF), which encourages protection of the most versatile agricultural land.
- 6.3.29 Yorkshire Dales National Park is found both within and adjacent to the neighbourhood development plan’s northern boundary. An impact risk has been identified for any development proposals with significant impacts on landscape within 2km of Yorkshire Dales National Park. Therefore, proposals within this buffer should consider the potential impacts on the natural beauty and special qualities of the National Park with adverse effects avoided or mitigated for. Haw Crag Quarry SSSI is located within the north west corner of the designated neighbourhood area
- 6.3.30 The Pennine Way National Trail runs through the neighbourhood development plan area. An impact risk has been identified for any development proposals with significant impacts on

<sup>31</sup> <http://www.parksandgardens.org/places-and-people/site/1268?preview=1>. Old parkland sites and hedgerows may contain veteran trees.



landscape within 2km of the Pennine Way National Trail. Therefore proposals within this buffer should consider the potential impacts on the National Trail with adverse effects avoided or mitigated for.

## **Policy G11 Protecting and Enhancing the Rural Landscape Setting and Wildlife of Gargrave**

### **Enhancing Landscape Setting and Wildlife**

New development is required to take into careful consideration the landscape setting of Gargrave. Proposals should demonstrate a positive contribution to the following landscape design principles:

1. Development proposals outside the settlement boundary should respect, safeguard, and wherever possible, restore or enhance the landscape character of the area. Proposals should have regard to the Craven District Landscape Appraisal, 2002, (or successor documents) and specifically to the different landscape character types that are identified in the plan area. Regard should also be had to the North Yorkshire and York Landscape Characterisation Project (2011) (or successor documents). Proposals will show how they respond to the particular character type they are located within.
2. Views towards and from the Yorkshire Dales National Park and the key amenity corridors of the Leeds Liverpool Canal and the Pennine Way are particular areas of landscape, which should be protected from intrusive development.
3. Lost field boundaries should be restored to strengthen the existing landscape structure; this could include for instance reinstatement of lost field boundary hedgerows, including replanting hedgerow trees, and reinforcement of existing hedgerows with replanting and management; and reinstatement of dry-stone walls.
4. Landscaping schemes should incorporate opportunities for habitat creation particularly along the River Aire and other watercourses, to reinforce existing riverside planting and restore riverside vegetation.
5. Development proposals should support the preservation, enhancement and creation of priority habitats where these opportunities exist. Proposals should support opportunities for provision of riverside and canalside walks to enhance access to, and enjoyment of, the floodplain landscape.
6. Proposals are encouraged to incorporate features into new build or retro fitted buildings which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes.
7. Historic stone bridges such as Gargrave Bridge, Holme Bridge and Aqueduct Bridge should be protected and enhanced as important features of the landscape.
8. Areas of Ancient Woodland and other woodland should be conserved and enhanced.

9. The conservation, enhancement and restoration of historic parks and gardens and associated features is encouraged.

### Soils

The area's soils are valued as a finite multi-functional resource which underpins well-being and prosperity. Proposals should take full account of their impact on soils, their intrinsic character and the sustainability of the many ecosystem services they deliver by focussing built development on areas of lower value. Development proposals should minimise the loss of the most fertile soil and avoid use of the most fertile versatile agricultural land.

### Yorkshire Dales National Park

In the national park proposals will be considered in relation to the statutory duty under the Environment Act 1995 to conserve and enhance the landscape character of the national park. Development proposals within the 2 km buffer of the Yorkshire Dales National Park Boundary should consider the potential impacts on the natural beauty and special qualities of the National Park. Proposals should set out how any adverse effects on wildlife sites such as Haw Crag Quarry SSSI, and the National Park will be avoided or mitigated.

### Pennine Way

Proposals within the 2km buffer of the Pennine Way National Trail should consider the potential impacts on the National Trail with adverse effects avoided or mitigated for.

Overall, development should be located away from the most sensitive areas to minimise any negative environmental impacts. Mitigation measures should be considered only when this is not possible.

### Views



Eshton Road looking east towards Sharphaw

- 6.3.31 Gargrave is a crossing point with many beautiful views from all points of the compass. The Pennine Way, National Cycle Way and Sustrans Route pass through Gargrave in a north-south direction and the Leeds-Liverpool canal crosses the settlement from east to west. All three converge in West Street. The road system also follows the same cruciform shape ensuring that from a 360° perspective all views on entering or leaving Gargrave are of local significance to the rural setting of the village and its continued success in attracting visitors to the area.
- 6.3.32 The results of the public consultations indicated that local people are very keen to protect this distinctive and highly attractive landscape. Gargrave's tourist and visitor economy is an important contributor to local employment opportunities and the landscape setting of the village within a bowl, with views towards and from the Yorkshire Dales National Park, is an important aspect of the area's attractiveness to visitors. The Neighbourhood Plan has a role in defining and protecting this landscape character and ensuring new development is sympathetic in terms of siting, design and landscaping schemes.
- 6.3.33 The Conservation Area Appraisal identifies a number of significant views which contribute to the character of the Conservation Area. These have been carried forward into Policy G12 below.

### **Policy G12 Significant Views in the Conservation Area and its Setting**

#### **Significant Views**

**The following views are identified as significant in the Conservation Area Appraisal and are indicated on Map 7.**

**Development should not be intrusive and block the visual appreciation of the Conservation Area or its setting. The approach should be set out clearly in any design and heritage statements.**

**The Significant Views are:**

**View 1 (HD1 in Conservation Area Appraisal) View out of the Conservation Area looking north along West Street just south of Higherlands Bridge over the Canal with open fields beyond.**

**View 2 (MF1 in Conservation Area Appraisal) From Gargrave Bridge looking along the course of the river to east and west.**

**View 3 (MF2 in Conservation Area Appraisal) North towards Gargrave Bridge from just north of St Andrew's Church.**

**View 4 (MF3 in Conservation Area Appraisal) Along the Canal east and west from Higherlands Bridge.**

**View 5 (MD1 in Conservation Area Appraisal) Views east and west from the Canal towpath along the Canal.**

**View 6 (MD2 in Conservation Area Appraisal) The View of the Canal and village from Eshton Road looking south west with fields in the foreground.**

**View 7 (MD3 in Conservation Area Appraisal) Views towards the Conservation Area along Church Street and leaving the village along the same road going south.**

**View 8 (MD4 in Conservation Area Appraisal) View east over Middle Green from Church Lane.**

**View 9 (MD5 in Conservation Area Appraisal) View from Marton Road looking south towards the Scheduled Monument.**

**View 10 (MD6 in Conservation Area Appraisal) View from Marton Road south east towards St Andrew's Church (across the fields south of Marton Road).**

### Local Planning Policies

These Neighbourhood Development Plan Policies are supported by the following local planning policies:

Plan	Policies
<b>Adopted Craven Local Plan 1999</b>	Strategy Statement: 2. Sustainable development 3. Development restraint 4. Settlement strategy 5. General development principles  SRC11. The Leeds & Liverpool canal SRC12. Protection of public rights of way
<b>Publication Draft Craven Local Plan Regulation 19 Draft Document For Publication January 2018</b>	Draft Policy SD1: The presumption in favour of sustainable development Draft Policy ENV1: Countryside and landscape Draft Policy ENV2: Heritage Draft Policy ENV3: Good design Draft Policy ENV4: Biodiversity Draft Policy ENV5: Green infrastructure Draft Policy ENV7: Land and air quality Draft Policy ENV10: Local green space Draft Policy INF3: Sport, open space and recreation facilities
<b>Yorkshire Dales National Park Local Plan 2015 - 2030 Adopted 2016</b>	SP1 Presumption in favour of sustainable development SP2 National park purposes SP4 Development quality L1 Heritage assets W1 Wildlife sites, species and networks W2 Biodiversity enhancement



## 6.4 Infrastructure



Higherlands Lock, Leeds Liverpool Canal

### Objectives

#### 4. Infrastructure

- The Neighbourhood Plan should encourage improved public transport links and address safety issues regarding the roads in and around Gargrave.
- Any development should take into consideration ease of access and impact on traffic and roads within Gargrave.
- The Neighbourhood Plan should encourage the development of a cycle route along the canal towpath as proposed by Sustrans.
- Policies should require development to demonstrate consideration of its impact on the sewage system and include investment measures as appropriate.
- Any development which is likely to increase pressures on the school and other services within the Neighbourhood Plan area should be required to provide appropriate investment to support improved services.

#### Walking and Cycling

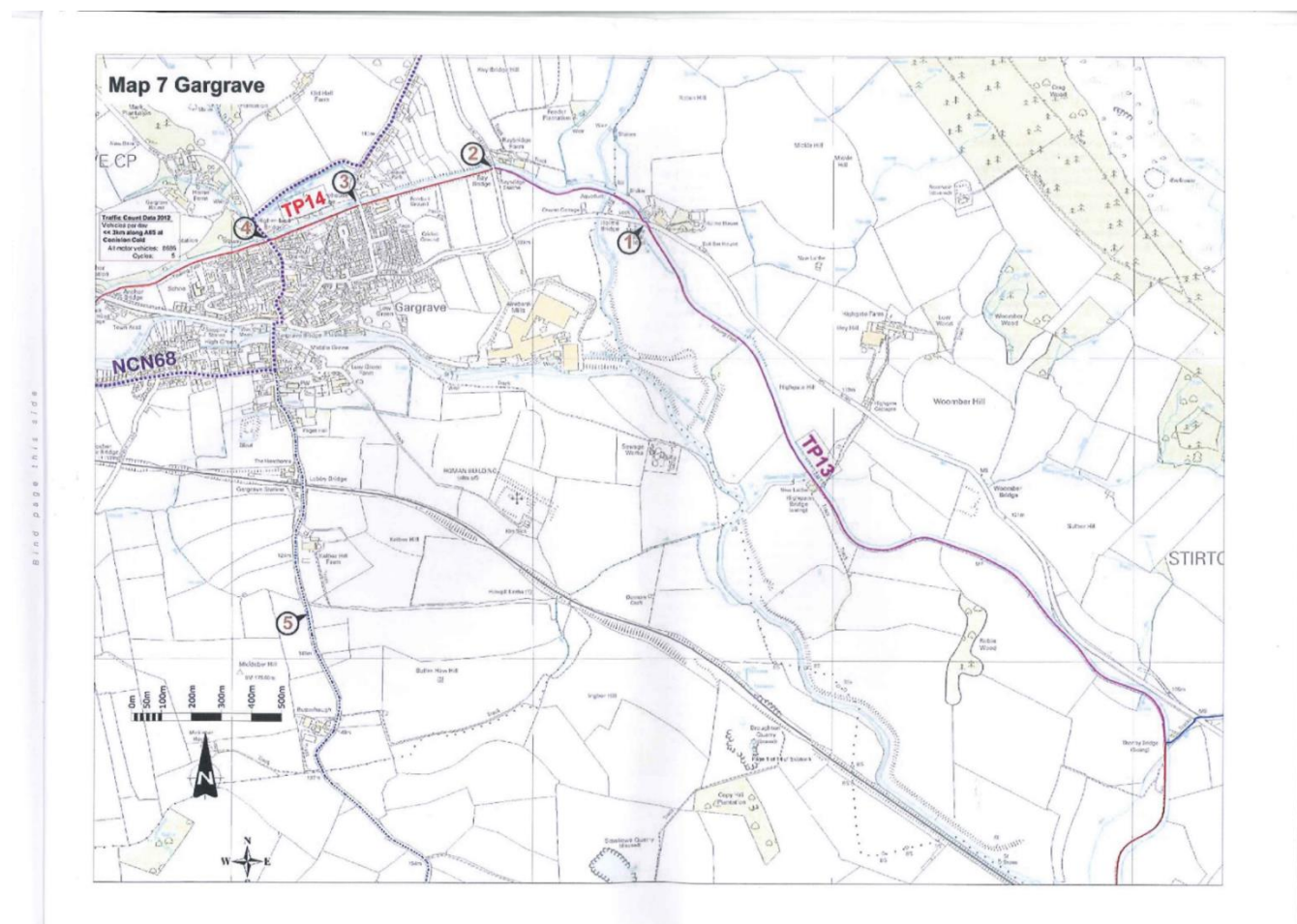
- 6.4.1 Gargrave is likely to continue to grow over the Plan period and beyond. New development proposals will place additional pressures on the existing, limited infrastructure of a relatively small, rural community and there is a need to ensure that improvements to accessibility, transport and wider infrastructure such as flood management, drainage and community facilities are undertaken to support this growth, and to ensure that Gargrave has a sustainable future. The Neighbourhood Plan has a role in identifying any potential shortfalls in local

infrastructure provision and ensuring that sustainable patterns of transport and movement are promoted wherever possible.

**Leeds Liverpool Canal (Leeds and Liverpool Canal Towpath Access Development Plan, Sustrans, Draft February 2014)**

- 6.4.2 The Leeds Liverpool Canal Towpath Access Development Plan assesses the infrastructure opportunities available to address the need to increase levels of walking and cycling in the area. The map for Gargrave identifies a range of proposals for improving the canal towpath to improve accessibility by walking and cycling and this is reproduced as Map 11 in the NDP below. The Neighbourhood Plan supports these proposals as part of an overall aim to enhance links between existing areas of the village and new development sites to the canal towpath to add value to the proposals. These proposals are shown below (Reference: The Leeds Liverpool Canal Towpath Access Development Plan, Draft February 2014 p39 and p40).

**Map 11 Sustrans Proposals**





Leeds and Liverpool Canal Towpath Access Development Plan • Benefits to the Aire Valley through Bradford, Craven and Pendle of a high quality walking and cycling network • Report Prepared for Craven District Council

## Map 7 : Gargrave

## Towpath Section TP13

Towpath upgrade between Thorlby Bridge and Ray Bridge. CRT specify a Breedon Gravel surface. On the route to Gargrave, this section is a high priority as there is no viable or continuous alternative.

## Towpath Section TP14

Towpath upgrade between Ray Bridge and Anchor Bridge. CRT specify a Breedon Gravel surface. On the route to Gargrave, this section as far as West Street is a high priority to make the connection with NCN68. Beyond to Anchor Bridge has funding identified already through a s106 contribution.

## Point 1

At Holme House lock, the towpath passes under the A65 and then immediately climbs up a shallow flight of steps to an open area next to the lock and a gated access to the A65. It may be possible to ease the gradient of these steps to create a steep but useable ramp. The vehicular access gate is a new feature as there was only a pedestrian access gate here up until recently. The vehicle gate was probably installed to facilitate installation of the new lock gates. If pedestrian only access can be reinstated, there would be greater scope and space for a better graded ramp with retained sides. If still required, the vehicle gate could be reinstated to the west side of the pedestrian gate to give more space for the ramp feature.



As towpath goes under A65 it sweeps left up steps next to the lock wall.



Regrade slope as much as possible to improve gradient, needs detailed design with CRT necessary to achieve assured NCN acceptance.



Regrade slope as much as possible to improve gradient, vehicle gate could be relocated to right of pedestrian gate giving more space for regrading of slope.



Regrade slope as much as possible to improve gradient, needs further talks with CRT, gate position is new and could be relocated to right of pedestrian gate giving more space for regrading of slope.

## Point 2

At Ray Bridge, the towpath crosses the road. A red stripe would highlight the crossing point to road users. Access control features would be improved and dealt with as part of CRT works.

## Point 3

At Low Warehouse Bridge, the towpath crosses the road. A red stripe would highlight the crossing point to road users. Access control features would be dealt with as part of CRT works.

## Point 4

At Mark House Lane, the towpath crosses the road. A red stripe would highlight the crossing point to road users. Access control features would be dealt with as part of CRT works. The towpath route intersects with the existing NCN68 route

## Point 5

Church Street, Gargrave Road, the A59 and Heslaker Lane together provide a direct and well used link for experienced cyclists from South Skipton and Carleton-in-Craven to Gargrave and on into the national park. However, this route choice in its current format could not be promoted as NCN due to the lack of provision on the A59 and the derestricted speeds and feel of the more minor roads. If the A59 shared used verge path proposal was taken forward then it should be expected that more cyclists will want to use this road link between Broughton Hall and Gargrave.

Map No.	Point no.	Description of works	Works Cost	Total Cost*	Deliverability**
7	TP13	Towpath upgrade between Thorlby Bridge and Ray Bridge. CRT specify a Breedon Gravel surface. On the route to Gargrave, this section is a high priority as there is no viable or continuous alternative.	£132,472	£149,031	1
7	TP14	Towpath upgrade between Ray Bridge and Anchor Bridge. CRT specify a Breedon Gravel surface. On the route to Gargrave, this section as far as West Street is a high priority to make the connection with NCN68. Beyond to Anchor Bridge has funding identified already through a s106 contribution.	£338,723	£381,064	1
7	1	At Holme House lock, the towpath passes under the A65 and then immediately climbs up a shallow flight of steps to an open area next to the lock and a gated access to the A65. It may be possible to ease the gradient of these steps to create a steep but useable ramp. The vehicular access gate is a new feature as there was only a pedestrian access gate here up until recently. The vehicle gate was probably installed to facilitate installation of the new lock gates. If pedestrian only access can be reinstated, there would be greater scope and space for a better graded ramp with retained sides. If still required, the vehicle gate could be reinstated to the west side of the pedestrian gate to give more space for the ramp feature.	£40,400	£45,450	4
7	2	At Ray Bridge, the towpath crosses the road. A red stripe would highlight the crossing point to road users. Access control features would be dealt with as part of CRT works.	£880	£990	1
7	3	At Low Warehouse Bridge, the towpath crosses the road. A red stripe would highlight the crossing point to road users. Access control features would be dealt with as part of CRT works.	£880	£990	1
7	4	At Mark House Lane, the towpath crosses the road. A red stripe would highlight the crossing point to road users. Access control features would be dealt with as part of CRT works.	£880	£990	1
7	5	Church Street, Gargrave Road, the A59 and Heslaker Lane together provide a direct and well used link for experienced cyclists from South Skipton and Carleton-in-Craven to Gargrave and on into the national park. However, this route choice in its current format could not be promoted as NCN due to the lack of provision on the A59 and the derestricted speeds and feel of the more minor roads. If the A59 shared used verge path proposal was taken forward then it should be expected that more cyclists will want to use this road link between Broughton Hall and Gargrave.	£-	tbc	2

\*Total Cost with allowance for preliminaries, signing and contingency (+12.5%)

## \*\*Deliverability

1 = Thought to be within CRT, Highways or council ownership. Easily achieved if funding available.  
 2 = Thought to be within Highways or council ownership. Like likely to require in-depth stakeholder consultation, detailed design or planning permission.  
 3 = Third party landowner but foresee no insurmountable objection  
 4 = Third party landowner with obvious likely objection (but not impossible)

6.4.3 Developers may be asked to provide contributions for infrastructure by way of the new Community Infrastructure Levy (CIL). Craven District Council is considering the introduction of CIL. Where a neighbourhood plan is made, the Parish Council may receive up to 25% of charges levied in the neighbourhood area. Any decision by Craven District Council about whether to introduce CIL is unlikely to be made before the adoption of the new Local Plan and therefore developer contributions will be sought in line with Draft Local Plan Policy SP12 and the Infrastructure Delivery Plan set out in Appendix C of the new Local Plan.

6.4.4 Advice from North Yorkshire County Council Children and Young Peoples' Services at Regulation 14 consultation suggested that Gargrave Primary School is currently nearing capacity. As such the County Council would be seeking education contributions from developers where developments are allocated within Gargrave.

6.4.5 Priorities for the expenditure on local infrastructure by the Parish Council include the following:

- The proposals by SusTrans as set out above
- Improved bus services to local towns and facilities

- Cycle paths through the village and support for the village to become a more focused cycling centre
- Traffic calming measures and speed limits
- Footpaths and pavements linking residential areas to local facilities such as the village hall
- Traffic calming to A65 including widening pavements with tree planting to slow traffic
- Improving village infrastructure and landscaping
- A review of traffic flow and parking in minor roads, including consideration of a possible one way system for streets north of the A65 and parking restrictions
- Development of the Sustrans proposals
- Support for a new marina for pleasure boating
- New and improved community facilities such as improvements to the village hall and local school / education provision
- Street lighting
- Development / expansion of local sporting facilities
- Improvements to the existing play area and establishment of new play areas
- Conservation, protection and enhancement of existing historic buildings and sites to support local tourism
- Improved accessibility for all to northbound platform at Gargrave Station.

### **Policy G13 Supporting Improvements to Accessibility**

**Proposals to improve existing public transport links to local towns and facilities, and to improve routes and networks for walking and cycling in the Parish will be supported.**

**Artist's Impression of High Street in 2032**





## Flooding

- 6.4.6 Gargrave has a history of flooding problems related to surface water drainage and water courses, in particular around the River Aire.
- 6.4.7 Local Plans should be supported by Strategic Flood Risk Assessments, and Neighbourhood Development Plans prepared for areas at risk of flooding should develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies. Plans should apply a sequential, risk based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account the impacts of climate change. The Craven District Council Level 1 Strategic Flood Risk Assessment Report 2017<sup>32</sup> provides a Level 1 SFRA update for the Craven LPA area. The report notes that parts of Gargrave are at risk of flooding. The EA Historic Flood Map identifies that rural and agricultural land and some properties and transport infrastructure have suffered flooding from the River Aire (see para 4.61). para 4.63 notes *that some of the district's roads have been affected by flooding in the past; most notably .... and smaller roads near Gargrave.*
- 6.4.8 On 6th March 2014 the Department for Communities and Local Government (DCLG) launched a Planning Practice Guidance web-based resource<sup>33</sup>. The Guidance on Flood Risk and Coastal Change sets out in paragraph 001 the general planning approach to development and flood risk. *The main steps to be followed ... are designed to ensure that if there are better sites in terms of flood risk, or a proposed development cannot be made safe, it should not be permitted.*

### *Avoid Flood Risk:*

- *In plan-making, local planning authorities should apply a sequential approach to site selection so that development is, as far as reasonably possible, located where the risk of flooding (from all sources) is lowest, taking account of climate change and the vulnerability of future uses to flood risk. In plan-making this involves applying the 'Sequential Test' to Local Plans and, if needed, the 'Exception Test' to Local Plans.*
- *In decision-taking, where necessary, local planning authorities also apply the 'sequential approach'. In decision-taking this involves applying the Sequential Test for specific development proposals and, if needed, the Exception Test for specific development proposals, to steer development to areas with the lowest probability of flooding.*

Paragraph 61 sets out how neighbourhood planning should take account of flooding:

The overall approach in paragraph 100 of the National Planning Policy Framework applies to neighbourhood planning.

*In summary, the qualifying bodies involved in neighbourhood planning should:*

- *seek to ensure neighbourhood plans and neighbourhood development/community right to build orders are informed by an appropriate assessment of flood risk;*

<sup>32</sup> <http://www.cravencd.gov.uk/article/4463/Strategic-flood-risk-assessment>

<sup>33</sup> <http://planningguidance.communities.gov.uk/blog/guidance/flood-risk-and-coastal-change/>

- *ensure policies steer development to areas of lower flood risk as far as possible;*
- *ensure that any development in an area at risk of flooding would be safe, for its lifetime taking account of climate change impacts;*
- *be able to demonstrate how flood risk to and from the plan area/ development site(s) will be managed, so that flood risk will not be increased overall, and that opportunities to reduce flood risk, for example, through the use of sustainable drainage systems, are included in the plan/order.*

6.4.9 New housing development is classified as a “more vulnerable” use and is therefore considered appropriate in flood zones 1, low or very low risk from surface water or any other source with low risk, and flood zone 2, medium risk from surface water or any other source with medium risk. Proposals in flood zone 3, high risk from surface water or any other source with high risk and flood zone 2, and sites over 1ha would have to submit a Flood Risk Assessment with any planning application which also includes a sequential test of alternative sites in lesser flood zones. If following the sequential test, it is not possible to locate the development within a lower probability of flooding i.e. flood zone 1 or 2 then the Exception Test should be applied. For the Exception Test to be passed:

- it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and
- a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

Both elements of the test will have to be passed for development to be allocated or permitted.

6.4.9 The Parish Council has significant concerns in relation to the need for new development to be sited and designed to reduce risk of flooding to both existing and new properties in Gargrave. New housing should be sited in areas at low risk of flooding and should not contribute to existing problems associated with flooding of local water courses and surface water flooding. The site allocations identified in Section 6.1 above are generally located within flood zones 1 or 2. If other sites come forward during the Plan period which are located within flood zones 2 or 3 or are over 1ha flood risk assessments will be required with any planning applications.

#### **Policy G14 Design for Flood Resilience and Resistance**

**Developments which are allowed within Flood Zone 2 and 3 should ensure appropriate flood mitigation measures are implemented, particularly the following:**

- **The use of water-resistant materials for floors, walls and fixtures**
- **The siting of electrical controls, cables and appliances at a higher than normal level**
- **Setting the ground floor level where practical / feasible sufficiently high not to be affected by the flood**

- **Raising land to create high ground where this would not result in increased flood risk elsewhere.**

**The lowest floor level must be raised above the predicted flood level, and consideration must be given to providing access for those with restricted mobility.**

**New development must also incorporate flood-resistant construction to prevent entry of water or to minimise the amount of water that may enter a building, where there is flooding outside. This could include boundary walls and fencing such as solid gates with waterproof seals, and where possible integral drains or fencing where the lower levels are constructed to be more resistant to flooding.**

### **Policy G15 Design to Reduce Surface Water Run Off**

**New development should be designed to maximise the retention of surface water on the development site and to minimise runoff. Sustainable drainage systems (SUDS) should be implemented wherever possible.**

**The design of new buildings and infrastructure should take account of existing topography to manage the flow of water along specific flow routes away from property and into appropriate storage facilities.**

**Water attenuation facilities such as lagoons, ponds and swales should be provided within development sites.**

**Sustainable design of buildings such as use of “green” or “living” roofs and “blue roofs” which support rain water harvesting are supported. Storage of rain water for non-drinking water purposes such as watering gardens and flushing toilets is encouraged.**

### **Local Services and Community Facilities**

- 6.4.10 The feedback from the informal consultations showed that there were local concerns about ability of the sewage system and roads to cope with new development. The lack of good transport connections was an issue many would like to see addressed, in particular bus and train services. There was also a desire to protect existing leisure sites such as the cricket and football grounds, the greens and the tennis club. The Parish Council will work with Craven District Council to protect local services and facilities such as schools, health facilities etc and ensure that new development is accompanied by appropriate investment in infrastructure to provide sustainable development which continues to meet the needs of residents, today and in the future.
- 6.4.11 The Parish Council will also continue to raise the need to address sewerage problems with relevant bodies. The Parish Council will, as part of standing orders, always comment on the need for the development management process to consider sewerage and drainage.

### Sustainability

6.4.12 In addition to the protection of the rural environment the village also has an agenda to leave a sustainable legacy for future generations. The following actions have been suggested by The Green Energy Group and should be incorporated into a strategic plan for sustainability drawn up in consultation with local residents:

1. Promoting the use of non-polluting technologies to generate clean energy from renewable resources. These might typically include but not be limited to, solar panels, small scale wind turbines, micro hydro-electric generating systems in the river Aire and district heating schemes.
2. Maintaining diligence in recycling, being careful in the use of resources and avoiding the use of toxic materials.
3. Encouraging householders, public institutions and businesses to adopt energy saving measures such as the use of low carbon heating systems and low energy lighting installations.

### Local Planning Policies

These Neighbourhood Development Plan Policies are supported by the following local planning policies:

Plan	Policies
<b>Adopted Craven Local Plan 1999</b>	Strategy Statement: 2. Sustainable development 3. Development restraint 4. Settlement strategy 5. General development principles  SRC12. Protection of public rights of way
<b>Publication Draft Craven Local Plan Regulation 19 Draft Document For Publication January 2018</b>	Draft Policy SP12: Infrastructure, strategy and development delivery Draft Policy ENV6: Flood risk
<b>Yorkshire Dales National Park Local Plan 2015 - 2030 Adopted 2016</b>	T4 Visitor Facilities CC2 Flood risk

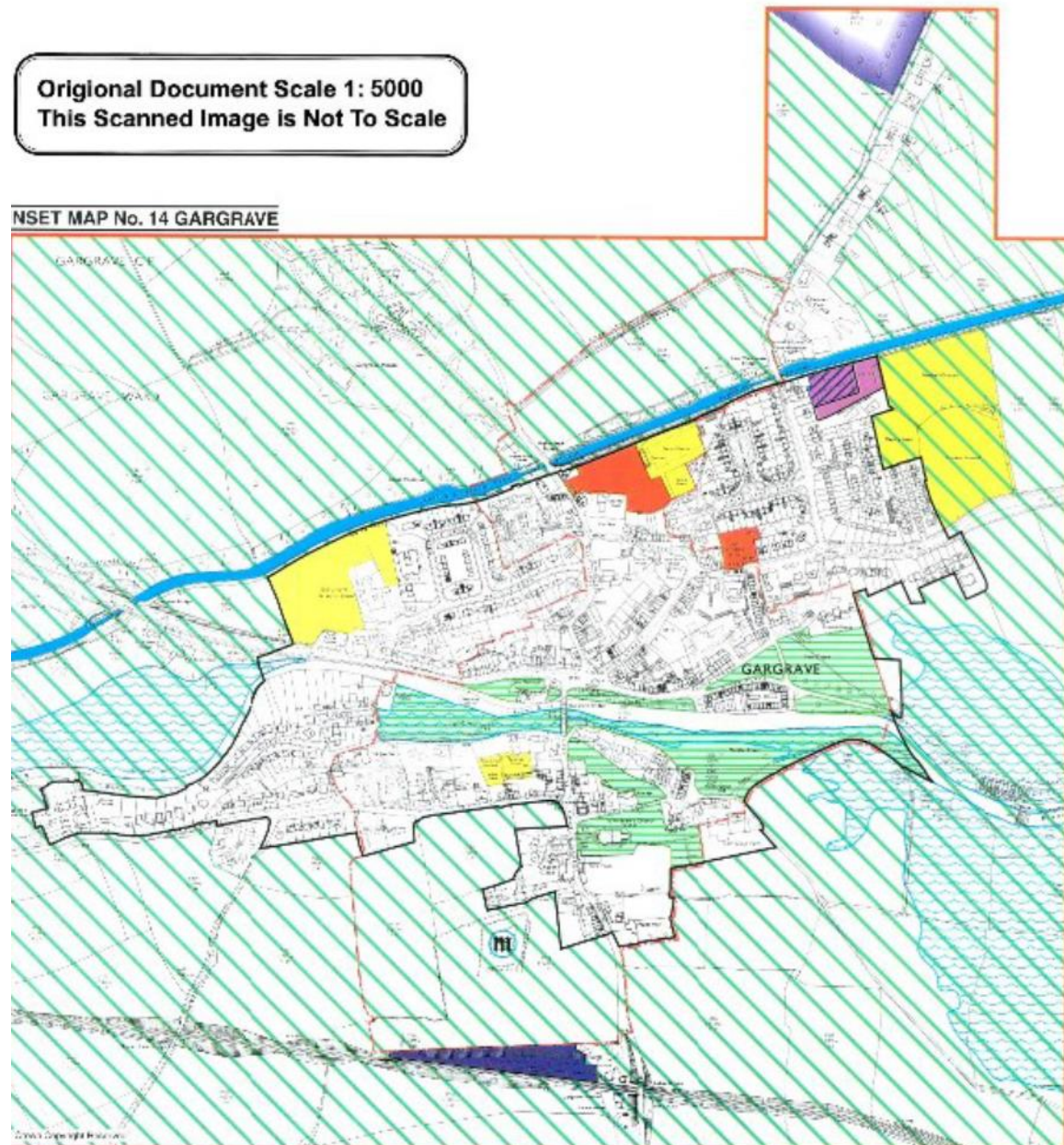


## Appendices

## Appendix I Craven Local Plan Inset Map

Craven District Adopted Local Plan, 1999<sup>34</sup>


Local Plan Proposals Map - Gargrave Inset



<sup>34</sup> <http://www.cravencd.gov.uk/article/4459/Current-Local-Plan>

## Key Notation and Relevant Policies

### Landscape

-  Area Included in the Special Landscape Area ENV1, ENV2, ENV4, R7, R17, UT12.
-  Flood Risk Area ENV15.





### Towns and Villages

-  Development Limit ENV1, BE1, H1, H3, H4, H5, H12, H13, H17, H18, EMP4, EMP5, EMP12, EMP13, R1, R2, R5, R7, R9, R10, SRC3, SRC10.
-  Area Unsuitable For Frontage Development H5.
-  Important Open Space BE1, H3, H4, EMP4, EMP5, R2, UT12.
-  Existing Recreation/Amenity Space H3, H4, EMP4, EMP6, R2, SRC1, SRC2, SRC4, SRC9.
-  Conservation Area BE10, BE11, BE12, BE14, H13, H18, EMP4, EMP5, EMP6, EMP12, SRC1, ENV9, ENV10, R5, R8, R11, T3, T4, UT11, UT12, UT17, UT18, UT19.
-  Settle - Carlisle Conservation Area BE10, BE11, BE12, BE14, H13, H18, EMP4, EMP5, EMP6, EMP12, SRC1, ENV9, ENV10, R5, R8, R11, T3, T4, UT11, UT12, UT17, UT18, UT19.



### Housing and Employment

-  Existing Housing Commitment H1.
-  Site for Employment Use/Retention of Lapsed Consents EMP1, EMP3, R2, R7.
-  Existing Employment Commitment EMP1, EMP2, R7.
-  Established Industrial Area EMP4, EMP5, R7.
-  Tourism Development Site EMP10, EMP11, EMP12, EMP13.

### Safeguard Land and Transport

-  Safeguarded Land for Road Scheme T1.
-  Protection of Railway Trackbeds and Infrastructure T7.
-  Leeds - Liverpool Canal Corridor SAC11.
-  Scheduled Ancient Monument ENV12, ENV13, BE15, H3, H4, H5, H8, H12, H13, H14, H18, EMP4, EMP5, EMP6, EMP10, EMP12, EMP14, EMP16, EMP17, R2, R5, R6, R7, R8, SRC3, SRC5, SRC6, SRC7, SRC8, SRC11, T5, UT11, UT12, UT15, UT17, UT18.

### Other

-  Plan Area Boundary
-  Inset Map Area

## INSET MAP 14

### Gargrave

**CRAVEN DISTRICT LOCAL PLAN**  
(Outside the Yorkshire Dales National Park)

**Adopted**  
**July 1999**

Based upon the Ordnance Survey map with  
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Inset Maps should be read in conjunction with the Written Statement



## Appendix II - Listed Buildings in Gargrave Parish – Historic England<sup>35</sup>

### Gargrave Listed Buildings - 41 results

#### **11, SOUTH STREET**

Heritage Category: Listing

Grade: II

Location: 11, SOUTH STREET, Gargrave, Craven, North Yorkshire

#### **OLD HALL FARMHOUSE**

Heritage Category: Listing

Grade: II

Location: OLD HALL FARMHOUSE, WEST STREET, Gargrave, Craven, North Yorkshire

#### **CANAL BRIDGE NUMBER 170 AND INTEGRAL LOCK**

Heritage Category: Listing

Grade: II

Location: CANAL BRIDGE NUMBER 170 AND INTEGRAL LOCK, WEST STREET, LEEDS AND LIVERPOOL CANAL, Gargrave, Craven, North Yorkshire

#### **CHURCH OF ST ANDREW**

Heritage Category: Listing

Grade: II

Location: CHURCH OF ST ANDREW, CHURCH STREET, Gargrave, Craven, North Yorkshire

#### **NUMBERS 16 AND 18 WITH ATTACHED BARN**

Heritage Category: Listing

Grade: II

Location: NUMBERS 16 AND 18 WITH ATTACHED BARN, 16 AND 18, CHURCH STREET, Gargrave, Craven, North Yorkshire

#### **THE OLD SWAN HOTEL**

Heritage Category: Listing

Grade: II

Location: THE OLD SWAN HOTEL, HIGH STREET, Gargrave, Craven, North Yorkshire

#### **ENDSLEIGH HOUSE**

Heritage Category: Listing

Grade: II

Location: ENDSLEIGH HOUSE, 56, HIGH STREET, Gargrave, Craven, North Yorkshire

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<sup>35</sup> <http://www.historicengland.org.uk/listing/the-list/>

**PARKCOTTAGE****PARK HOUSE**

Heritage Category: Listing

Grade: II

Location: PARK HOUSE, 72, HIGH STREET, PARK COTTAGE, 74, HIGH STREET, Gargrave, Craven, North Yorkshire

**LEEDS AND LIVERPOOL CANAL PRIEST HOLME BRIDGE NUMBER 68**

Heritage Category: Listing

Grade: II

Location: LEEDS AND LIVERPOOL CANAL PRIEST HOLME BRIDGE NUMBER 68, LEEDS AND LIVERPOOL CANAL, Gargrave, Craven, North Yorkshire

**LEEDS AND LIVERPOOL CANAL ANCHOR LOCK**

Heritage Category: Listing

Grade: II

Location: LEEDS AND LIVERPOOL CANAL ANCHOR LOCK, LEEDS AND LIVERPOOL CANAL, Gargrave, Craven, North Yorkshire

**MILTON HOUSE**

Heritage Category: Listing

Grade: II

Location: MILTON HOUSE, MARTON ROAD, Gargrave, Craven, North Yorkshire

**12 AND 14, NORTH STREET**

Heritage Category: Listing

Grade: II

Location: 12 AND 14, NORTH STREET, Gargrave, Craven, North Yorkshire

**CONISTON BRIDGE AND CAUSEWAY TO EAST**

Heritage Category: Listing

Grade: II

Location: CONISTON BRIDGE AND CAUSEWAY TO EAST, A65, Gargrave, Craven, North Yorkshire

**GARGRAVE BRIDGE**

Heritage Category: Listing

Grade: II

Location: GARGRAVE BRIDGE, CHURCH STREET, Gargrave, Craven, North Yorkshire

**TAIRA HOUSE**

Heritage Category: Listing

Grade: II

Location: TAIRA HOUSE, CHURCH STREET, 13, CHURCH STREET, Gargrave, Craven, North Yorkshire

**CHURCH CLOSE AND ATTACHED BARN**

Heritage Category: Listing



Grade: II

Location: CHURCH CLOSE AND ATTACHED BARN, CHURCH STREET, Gargrave, Craven, North Yorkshire

**SUNNYSIDE**

Heritage Category: Listing

Grade: II

Location: SUNNYSIDE, 70, HIGH STREET, Gargrave, Craven, North Yorkshire

**LEEDS AND LIVERPOOL CANAL AQUEDUCT AT PRIEST HOLME**

Heritage Category: Listing

Grade: II

Location: LEEDS AND LIVERPOOL CANAL AQUEDUCT AT PRIEST HOLME, LEEDS AND LIVERPOOL CANAL, Gargrave, Craven, North Yorkshire

**LEEDS AND LIVERPOOL CANAL SCARLAND LOCK**

Heritage Category: Listing

Grade: II

Location: LEEDS AND LIVERPOOL CANAL SCARLAND LOCK, LEEDS AND LIVERPOOL CANAL, Gargrave, Craven, North Yorkshire

**LEEDS AND LIVERPOOL CANAL LOW WAREHOUSE BRIDGE NUMBER 171 AND INTEGRAL LOCK**

Heritage Category: Listing

Grade: II

Location: LEEDS AND LIVERPOOL CANAL LOW WAREHOUSE BRIDGE NUMBER 171 AND INTEGRAL LOCK, LEEDS AND LIVERPOOL CANAL, Gargrave, Craven, North Yorkshire

**8 AND 10, NORTH STREET**

Heritage Category: Listing

Grade: II

Location: 8 AND 10, NORTH STREET, Gargrave, Craven, North Yorkshire

**IVY HOUSE FARM**

Heritage Category: Listing

Grade: II

Location: IVY HOUSE FARM, 6, SOUTH STREET, Gargrave, Craven, North Yorkshire

**22, NORTH STREET**

Heritage Category: Listing

Grade: II

Location: 22, NORTH STREET, Gargrave, Craven, North Yorkshire

**17, 18 AND 25, SOUTH STREET, 17, 18 AND 25, HIGH STREET**

Heritage Category: Listing

Grade: II

Location: 17, 18 AND 25, SOUTH STREET, 17, 18 AND 25, HIGH STREET, Gargrave, Craven, North Yorkshire

**HIGHER LAND HOUSE AND ATTACHED BARN**

Heritage Category: Listing

Grade: II

Location: HIGHER LAND HOUSE AND ATTACHED BARN, WEST STREET, Gargrave, Craven, North Yorkshire

**BRIDEHOLME**

Heritage Category: Listing

Grade: II

Location: BRIDEHOLME, 58, HIGH STREET, Gargrave, Craven, North Yorkshire

**K6 TELEPHONE KIOSK 30 METRES EAST OF GARGRAVE BRIDGES**

Heritage Category: Listing

Grade: II

Location: K6 TELEPHONE KIOSK 30 METRES EAST OF GARGRAVE BRIDGES, HIGH STREET, Gargrave, Craven, North Yorkshire

**LEEDS AND LIVERPOOL CANAL AQUEDUCT AT HOLME BRIDGE**

Heritage Category: Listing

Grade: II

Location: LEEDS AND LIVERPOOL CANAL AQUEDUCT AT HOLME BRIDGE, LEEDS AND LIVERPOOL CANAL, Gargrave, Craven, North Yorkshire

**5, CHURCH STREET**

Heritage Category: Listing

Grade: II

Location: 5, CHURCH STREET, Gargrave, Craven, North Yorkshire

**OUTBUILDING IMMEDIATELY NORTH WEST OF PAGET HALL**

Heritage Category: Listing

Grade: II

Location: OUTBUILDING IMMEDIATELY NORTH WEST OF PAGET HALL, CHURCH STREET, Gargrave, Craven, North Yorkshire

**THE DALESMAN CAFE**

Heritage Category: Listing

Grade: II

Location: THE DALESMAN CAFE, 54, HIGH STREET, Gargrave, Craven, North Yorkshire

**3, CHURCH STREET**

Heritage Category: Listing

Grade: II

Location: 3, CHURCH STREET, Gargrave, Craven, North Yorkshire

**PAGET HALL**

Heritage Category: Listing

Grade: II

Location: PAGET HALL, 15, CHURCH STREET, Gargrave, Craven, North Yorkshire

**THE GROUSE**

Heritage Category: Listing

Grade: II

Location: THE GROUSE, 1-3, HIGH STREET, Gargrave, Craven, North Yorkshire

**64, 66 AND 68, HIGH STREET**

Heritage Category: Listing

Grade: II

Location: 64, 66 AND 68, HIGH STREET, Gargrave, Craven, North Yorkshire

**LEEDS AND LIVERPOOL CANAL STEG NECK LOCK AND BRIDGE NUMBER 169**

Heritage Category: Listing

Grade: II

Location: LEEDS AND LIVERPOOL CANAL STEG NECK LOCK AND BRIDGE NUMBER 169, LEEDS AND LIVERPOOL CANAL, Gargrave, Craven, North Yorkshire

**LEEDS AND LIVERPOOL CANAL RAY BRIDGE NUMBER 173**

Heritage Category: Listing

Grade: II

Location: LEEDS AND LIVERPOOL CANAL RAY BRIDGE NUMBER 173, LEEDS AND LIVERPOOL CANAL, Gargrave, Craven, North Yorkshire

**STORY'S HOUSE**

Heritage Category: Listing

Grade: II

Location: STORY'S HOUSE, NORTH STREET, Gargrave, Craven, North Yorkshire

**GARGRAVE HOUSE**

Heritage Category: Listing

Grade: II

Location: GARGRAVE HOUSE, WEST STREET, GARGRAVE, Gargrave, Craven, North Yorkshire

**Moated site W of Paget Hall**

Heritage Category: Scheduling

Grade:

Location: Gargrave, Craven, North Yorkshire

**Roman villa at Kirk Sink**

Heritage Category: Scheduling

Grade:

Location: Gargrave, Craven, North Yorkshire

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## Appendix IV

### North Yorkshire County Council Highways

#### Comments on Proposed Site Allocations

#### CRAVEN LDF SITE ALLOCATIONS

Settlement : **GARGRAVE**

Site ref : **G2/1**

Location : **Back of village hall**

Area (ha) :

Proposal:

#### HIGHWAYS & TRANSPORTATION RESPONSE

##### Access from the Existing Highway

Acceptable on to West Street

##### Impact on the existing highway network & off site highway works

Negligible

TA required?	YES	NO	X
Travel Plan (TP) required?	YES	NO	X

##### Routes for pedestrians & cyclists

To reflect desire lines through the site to the nearest service centre/village

<b>SITE REF</b>		
<b>NYCC schemes</b>		
None		
<b>PROW</b>		
<b>Passenger Transport Issues</b>		
The site is not likely to generate significant travel demand		
<b>Accessibility criteria met</b>	<b>YES</b>	<b>NO</b>
	X	
<b>Internal road layout</b>		
To comply with NYCC highway design standards		
<b>Additional works required</b>		
Not applicable		
<b>Other comments</b>		

None	
<b>Contact Officer</b>	F. Crossley
<b>Telephone</b>	5563
<b>e-mail</b>	Frank.crossley@northyorks.gov.uk
<b>Date</b>	16/7/15

### CRAVEN LDF SITE ALLOCATIONS

**Settlement:** GARGRAVE

**Site ref :** G2/3

**Location :** Low Green

**Area (ha) :**

**Proposal:**

### HIGHWAYS & TRANSPORTATION RESPONSE

#### Access from the Existing Highway

Acceptable from A65 but needs demolition of property

#### Impact on the existing highway network & off site highway works

Negligible

**TA required?**

**YES**

**NO**

**X**

<b>Travel Plan (TP) required?</b>	<b>YES</b>	<b>NO</b>	<b>X</b>
<b>Routes for pedestrians &amp; cyclists</b>			
To reflect desire lines through the site to the nearest service centre/village			
<b>SITE REF</b>			
<b>NYCC schemes</b>			
None			
<b>PROW</b>			
<b>Passenger Transport Issues</b>			
The site is not likely to generate significant travel demand			
<b>Accessibility criteria met</b>	<b>YES</b>	<b>X</b>	<b>NO</b>
<b>Internal road layout</b>			
To comply with NYCC highway design standards			
<b>Additional works required</b>			

None	
<b>Other comments</b>	
None	
<b>Contact Officer</b>	Frank Crossley
<b>Telephone</b>	5563
<b>e-mail</b>	Frank.crossley@northyorks.gov.uk
<b>Date</b>	16/7/15

<b>CRAVEN LDF SITE ALLOCATIONS</b>	
<b>Settlement :</b>	<b>GARGRAVE</b>
<b>Site ref :</b>	<b>G2/4</b>
<b>Location :</b>	Marton Road/Church Street
<b>Area (ha) :</b>	
<b>Proposal:</b>	

<b>HIGHWAYS &amp; TRANSPORTATION RESPONSE</b>
<b>Access from the Existing Highway</b>
Acceptable on to Church Street
<b>Impact on the existing highway network &amp; off site highway works</b>



Negligible			
TA required?	YES	NO	X
Travel Plan (TP) required?	YES	NO	X
<b>Routes for pedestrians &amp; cyclists</b>			
To reflect desire lines through the site to the nearest service centre/village			
<b>SITE REF</b>			
<b>NYCC schemes</b>			
None			
<b>PROW</b>			
<b>Passenger Transport Issues</b>			
The site is not likely to generate significant travel demand			

Accessibility criteria met	YES	X	NO
<b>Internal road layout</b>			
To comply with NYCC highway design standards			
<b>Additional works required</b>			
None			
<b>Other comments</b>			
None			
<b>Contact Officer</b>	Frank Crossley		
<b>Telephone</b>	5563		
<b>e-mail</b>	Frank.crossley@horthyorks.gov.uk		
<b>Date</b>			

### CRAVEN LDF SITE ALLOCATIONS

**Settlement :** GARGRAVE

**Site ref :** G2/5

**Location :** Church Lane (Low Green Farm)

**Area (ha) :**

**Proposal:**

### HIGHWAYS & TRANSPORTATION RESPONSE

Access from the Existing Highway			
Acceptable on to Church Lane but no footway in situ			
Impact on the existing highway network & off site highway works			
Works will be required to improve the existing major road and extend the existing footway / street lighting to serve the site			
TA required?	YES	NO	X
Travel Plan (TP) required?	YES	NO	X
Routes for pedestrians & cyclists			
To reflect desire lines through the site to the nearest service centre/village			
SITE REF			
NYCC schemes			
None			
PROW			

<b>Passenger Transport Issues</b>		
The site is not likely to generate significant travel demand		
<b>Accessibility criteria met</b>	<b>YES</b>	<b>NO</b>
	X	
<b>Internal road layout</b>		
To comply with NYCC highway design standards		
<b>Additional works required</b>		
Land purchase for footway construction		
<b>Other comments</b>		
None		
<b>Contact Officer</b>	Frank Crossley	
<b>Telephone</b>	5563	
<b>e-mail</b>	Frank.crossley@northyorks.gov.uk	
<b>Date</b>		

<b>CRAVEN LDF SITE ALLOCATIONS</b>	
<b>Settlement :</b>	<b>GARGRAVE</b>

**Site ref :G2/7**

**Location :** Marton Road

**Area (ha) :**

**Proposal:**

## HIGHWAYS & TRANSPORTATION RESPONSE

### Access from the Existing Highway

Acceptable from Marton Road with access located centrally

### Impact on the existing highway network & off site highway works

Minor works may be required to extend existing footway / street lighting to serve the site

<b>TA required?</b>	<b>YES</b>	<b>NO</b>	<b>X</b>
<b>Travel Plan (TP) required?</b>	<b>YES</b>	<b>NO</b>	<b>X</b>

### Routes for pedestrians & cyclists

To reflect desire lines through the site to the nearest service centre/village



<b>SITE REF</b>			
<b>NYCC schemes</b>			
None			
<b>PROW</b>			
<b>Passenger Transport Issues</b>			
The site is not likely to generate significant travel demand			
<b>Accessibility criteria met</b>	<b>YES</b>	<b>X</b>	<b>NO</b>
<b>Internal road layout</b>			
To comply with NYCC highway design standards			
<b>Additional works required</b>			
None			
<b>Other comments</b>			
None			
<b>Contact Officer</b>	Frank Crossley		
<b>Telephone</b>	5563		

<b>e-mail</b>	Frank.crossley@northyorks.gov.uk
<b>Date</b>	16/7/15

### CRAVEN LDF SITE ALLOCATIONS

**Settlement :** GARGRAVE

**Site ref :** G2/9

**Location :** Eshton Road

**Area (ha) :**

**Proposal:**

### HIGHWAYS & TRANSPORTATION RESPONSE

#### Access from the Existing Highway

The site does not include a sufficient frontage to enable an access of acceptable standards to be formed on to the public highway

#### Impact on the existing highway network & off site highway works

**TA required?**

**YES**

**NO**

**Travel Plan (TP) required?**

**YES**

**NO**

#### Routes for pedestrians & cyclists

<b>SITE REF</b>		
<b>NYCC schemes</b>		
<b>PROW</b>		
<b>Passenger Transport Issues</b>		
<b>Accessibility criteria met</b>	<b>YES</b>	<b>NO</b>
<b>Internal road layout</b>		
<b>Additional works required</b>		
<b>Other comments</b>		

<b>Contact Officer</b>	Frank Crossley
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<b>Date</b>	16/7/15

### CRAVEN LDF SITE ALLOCATIONS

**Settlement :** GARGRAVE

**Site ref :** G2/10

**Location :** Marton Road adjacent Walton Road

**Area (ha) :**

**Proposal:**

### HIGHWAYS & TRANSPORTATION RESPONSE

#### Access from the Existing Highway

Acceptable on to Marton Road at western end of site

#### Impact on the existing highway network & off site highway works

Works will be required to improve the existing major road and extend existing footway / street lighting to serve the site

<b>TA required?</b>	<b>YES</b>	<b>NO</b>	<b>X</b>
<b>Travel Plan (TP) required?</b>	<b>YES</b>	<b>NO</b>	<b>X</b>
<b>Routes for pedestrians &amp; cyclists</b>			
To reflect desire lines through the sit to the nearest service centre/village			
<b>SITE REF</b>			
<b>NYCC schemes</b>			
None			
<b>PROW</b>			
<b>Passenger Transport Issues</b>			
The site is not likely to generate significant travel demand			
<b>Accessibility criteria met</b>	<b>YES</b>	<b>X</b>	<b>NO</b>
<b>Internal road layout</b>			
To comply with NYCC highway design standards			



<b>Additional works required</b>	
Provision of footway along Marton Road	
<b>Other comments</b>	
None	
<b>Contact Officer</b>	Frank Crossley
<b>Telephone</b>	5563
<b>e-mail</b>	Frank.crossley@northyorks.gov.uk
<b>Date</b>	

<b>CRAVEN LDF SITE ALLOCATIONS</b>	
<b>Settlement :</b>	<b>GARGRAVE</b>
<b>Site ref :</b>	<b>G2/11</b>
<b>Location :</b>	The Old Saw Mill Marton Road
<b>Area (ha) :</b>	
<b>Proposal:</b>	

<b>HIGHWAYS &amp; TRANSPORTATION RESPONSE</b>	
<b>Access from the Existing Highway</b>	
Acceptable on to Marton Road	

Impact on the existing highway network & off site highway works						
Works will be required to improve the existing major road and extend the existing footway / street lighting						
TA required?	YES	NO	X			
Travel Plan (TP) required?	YES	NO	X			
Routes for pedestrians & cyclists						
To reflect desire lines through the site to the nearest service centre/village						
SITE REF						
NYCC schemes						
None						
PROW						
Passenger Transport Issues						

The site is not likely to generate significant travel demand		
<b>Accessibility criteria met</b>	<b>YES</b>	<b>X</b>
<b>Internal road layout</b>		
To comply with NYCC highway design standards		
<b>Additional works required</b>		
None		
<b>Other comments</b>		
None		
<b>Contact Officer</b>	Frank Crossley	
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<b>Date</b>	16/7/15	

## Appendix V

### Glossary

Term	Abbreviation	Meaning
<b>Ancient or veteran tree</b>		A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.
<b>Ancient woodland</b>		An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).
<b>Biodiversity</b>		The variety of plant and animal life found in an ecosystem and the variation in their genetic makeup. Biodiversity is a measure of the health of an ecosystem, with healthy ecosystems having greater variety and variation in plant and animal life than unhealthy ones.
<b>Biodiversity Action Plan</b>	<b>BAP</b>	A plan which sets out proposals to protect and improve the places where trees, plants, animals and insects live.
<b>Brownfield land</b>		See previously developed land.
<b>Community facilities</b>		Facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.
<b>Community Infrastructure Levy</b>	<b>CIL</b>	Was introduced in the Planning Bill in 2007 and empowers local authorities to make charges on new developments to help finance the infrastructure needed to support growth.
<b>Consultation</b>		A process by which people and organisations are asked their views about planning decisions, including the Local Plan. The terms involvement and participation are also used and mean the same thing.
<b>Deliverability</b>		The likelihood of a proposal (for example, a housing site) happening. The things that affect deliverability are the cost of developing a site, how desirable the area in which the site is, and the availability of funding.
<b>Density</b>		Density is the number of houses in a given area. In the Local Plan it is used mainly in relation to housing.
<b>Designated heritage asset</b>		A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Term	Abbreviation	Meaning
<b>Designations</b>		Policies and proposals which are shown on the policies map. This can, for example, include sites specifically proposed for development such as housing. It can also include sites where new development is limited, for example, areas which are Green Belt.
<b>Development Plan Document</b>	<b>DPD</b>	A document that will form part of our Statutory Development Plan which is used to make decisions on proposals for development. In Barnsley, DPDs are the equivalent of the old Development Plan Document Unitary Development Plan (UDP). Most DPDs include policies and proposals which apply to specific areas or sites, these are shown on the Policies Map. Once adopted the Local Plan, together with the Joint Waste Plan, will be the statutory development plan for Barnsley.
<b>Employment allocations</b>		Sites specifically set aside for employment development. Employment in this context mainly refers to industry, storage and distribution, but can include other uses.
<b>Environmental Impact Assessment</b>	<b>EIA</b>	By law, some planning applications for larger development need to be accompanied by a detailed document which looks at the effects the proposal will have on wildlife, water quality, air quality and living conditions.
<b>Farm diversification</b>		This is where a farm is used for other things as well as agriculture. Bed-and-breakfast accommodation is an example of this.
<b>Footprint</b>		The amount of land a development takes up. The footprint of a building is the amount of land it takes up.
<b>Green Belt</b>		A policy or land use designation used to retain areas of largely undeveloped, wild, or agricultural land surrounding or adjacent to urban areas.
<b>Green Infrastructure</b>	<b>GI</b>	Strategic infrastructure made up of a network of connected, multi-functional green spaces throughout the borough.
<b>Green space</b>		'Green' open areas. They include village greens, local open spaces, country parks, formal gardens, cemeteries, allotments, woodlands, wildlife areas, recreation grounds, sports pitches and parks.
<b>Infill development</b>		Development that goes in the gaps between existing buildings. It is usually small in scale. An infill housing development will usually include one to 10 houses.
<b>Local housing need</b>		The number of homes identified as being needed through the application of the



Term	Abbreviation	Meaning
		standard method set out in national planning guidance, or a justified alternative approach.
<b>Local Plan</b>		A document which will be used to make decisions on proposals for development over the next 19 years or so.
<b>Low carbon energy</b>		Low carbon energy is associated with a lower carbon output than traditional fossil fuels. Examples include district heating or combined heat and power (using the heat generated from other processes) and air or ground source heat pumps
<b>Major development</b>		For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m <sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
<b>National Planning Policy Framework</b>	<b>NPPF</b>	A document produced by Central Government which sets out national planning policy.
<b>National Planning Practice Guidance</b>	<b>NPPG</b>	A web-based resource which brings together planning guidance on various topics into one place.
<b>National trails</b>		Long distance routes for walking, cycling and horse riding.
<b>Neighbourhood Development Plan (or Neighbourhood Plan)</b>	<b>NDP</b>	A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.
<b>Open space</b>		All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
<b>Planning obligation</b>		A legal agreement between us and a developer which is needed before a development can go ahead. It will usually deal with things that need to happen away from the development site, including improvements to roads and open spaces.
<b>Planning Policy Statements/ Planning Policy Guidance</b>	<b>PPS PPG</b>	National statements of planning policy prepared by the government and which councils are expected to take into account when preparing LDFs. Planning Policy Guidance notes are being replaced by Planning Policy Statements.
<b>Policies Map</b>		A plan which shows policies and proposals for specific sites and locations. These are shown on an Ordnance Survey map.
<b>Previously Developed Land</b>		Land which is or was occupied by a permanent structure, including the curtilage of the

Term	Abbreviation	Meaning
		developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.
<b>Regeneration</b>		Doing things that will make an area a better place to live and work in.
<b>Renewable Energy</b>		Is a natural source of energy that is not depleted when used, including wind, water and solar. Renewable energy production includes the use of wind turbines, solar panels (on houses/ Renewable Energy other buildings or in commercial energy 'farms') and hydro-electric installations to harness the energy from running water.
<b>River corridor</b>		A river and its immediate surroundings. A river corridor tends to be smaller in width than a river valley which can be several miles wide.
<b>Rural exception sites</b>		Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.
<b>Safeguarded land</b>		This is land which is allocated in case it is needed for development in the long term. It is not available for development in the short term and the need to develop safeguarded land will be considered when the Local Plan is reviewed.
<b>Sequential approach</b>		Considering options for sites for development in a particular order. For example, in terms of new shops, we would first look for sites within a shopping centre and then for sites on the edge of the shopping centre before looking at

Term	Abbreviation	Meaning
		sites outside the centre. The same approach is applied to finding land for housing.
<b>Setting of a heritage asset</b>		The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
<b>Settlement hierarchy</b>		A way in which towns, villages and hamlets are categorised depending on their size and role. It can help make decisions about new development.
<b>Site of Special Scientific Interest</b>	<b>SSSI</b>	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
<b>Statutory</b>		Something that is directly needed by law, usually by a government act or regulation.
<b>Stepping stones</b>		Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.
<b>Supplementary Planning Document</b>	<b>SPD</b>	A document which helps explain how policies and proposals in DPDs will be applied. An example of this would be a document that sets out detailed requirements or guidance about building design.
<b>Sustainable drainage</b>	<b>SUDS</b>	SUDS aim to mimic within urban areas the way rainfall drains in natural systems. They provide effective surface water drainage, ensuring the greatest degree of flood risk protection over the long term both within and downstream of the development and prevent pollution. However, SUDS approaches can bring wider benefits too; integrating with the landscape design to add amenity for the community as well as bringing biodiversity value and providing environmental protection by treating the quality as well as the quantity of surface water run-off.
<b>Topography</b>		The form and structure of the surface of the land including the man made and natural physical surface features of an area such as lakes, mountains, hills, and valleys.
<b>Trans Pennine Trail</b>	<b>TPT</b>	A national coast to coast route for recreation and transport – for walkers, cyclists and (in parts) horse riders. It links Hornsea on the east Yorkshire coast to Southport on the north west coast.
<b>Transport assessment</b>		A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to

Term	Abbreviation	Meaning
		the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development.
<b>Transport statement</b>		A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.
<b>Travel plan</b>		A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.
<b>Viability</b>		The property of being viable, the ability to succeed or to be achievable in a practical and useful way.
<b>Wildlife corridor</b>		Areas of habitat connecting wildlife populations.
<b>Windfall sites</b>		Sites not specifically identified in the development plan.



Gargrave Parish Council

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