

## Appendix 6 Assessment of Growth Options

### Introduction

#### Identification of strategies

**6.1** In order to identify potential areas for growth, the planning policy team undertook a survey of Harrogate Borough Council elected members (Members), parish councils (including parish meetings, town councils and Ripon City Council) and neighbourhood

planning teams. In addition workshops were held with Members, and transport stakeholders. The transport stakeholders' workshop included representatives from the local highway authority (North Yorkshire County Council), the passenger transport authority, Highways England, bus and rail companies serving the area, Harrogate Borough Council officers (representing parking services, environmental protection, refuse services, strategic development, and development management), and transport officers from local authorities covered by the duty-to-co-operate.

**6.2** This engagement identified the following views on potential areas for growth.

	Potential areas for growth	Survey of parish level councils	HBC Members' workshop	Transport stakeholders' workshop
1	Continue with existing approach. <i>As set out in the current Core Strategy</i>	+ -		
2	Focus growth in the largest settlements <i>Harrogate, Knaresborough, Ripon. Best access to jobs, shops and services. Possible extensions to existing bus services</i>	+		+
	Growth in Harrogate	+ -		+
	Growth in Knaresborough <i>For example: include Manse Farm</i>	+ -	+	+
	Growth in Ripon <i>More than currently - to reflect the closure of the barracks.</i>	+	+	+
3	Growth in the district's market towns <i>Boroughbridge, Masham, Pateley Bridge. Good access to jobs, shops and services.</i>	+		+
	Growth in Boroughbridge <i>May facilitate a viable bus service. Close to A1(M)</i>	+	+	+
	Growth in Masham			+
	Growth in Pateley Bridge			+
4	A dispersed approach, spreading development across the widest range of settlements. <i>All settlements could increase by a small set proportion. Help support existing services.</i>	+ -	+	-
4a	A dispersed approach across all appropriate defined settlements (including some growth in those currently Group C).	+ -	+	-
4b	A dispersed approach across all appropriate settlements (including some growth in those currently Group C and undefined).	+ -	+	-
5	A new settlement. <i>Accommodating a significant proportion of new development.</i>	+ -	+	+
	A new settlement close to the A1(M) on its eastern side	+ -	+	

	A new settlement close to the A1(M) on its western side	+ -	+	
6	Growth in sustainable village clusters. <i>Groups of closely related villages that together provide access to jobs, shops, services.</i>	+	+	+
7	Growth in villages close to Harrogate, Ripon and Knaresborough. <i>Potential to be supported by better transport links, increasing access to jobs, shops and services.</i>	+ -		+
8	Growth in villages close to market towns. <i>Potential to be supported by better transport links, increasing access to jobs, shops and services.</i>	+ -	+	
8a	Growth in villages close to market towns in Harrogate district (Boroughbridge, Masham, Pateley Bridge).	+	+	
8b	Growth in villages close to market towns in neighbouring districts. <i>Requires DTC (Duty-to-Co-operate).</i>	-	+	
	Growth in villages close to Wetherby (market town in Leeds district). <i>Requires DTC</i>	-	+	
	Growth in villages close to Otley (market town in Leeds district). <i>Requires DTC</i>			
	Growth in villages close to Ilkley (market town in Bradford district). <i>Requires DTC</i>			
9	Growth in selected villages with large areas of previously developed land. <i>For example: Airfields - Tockwith, Dishforth.</i>	+	+	
10	Concentrate future growth around key public transport corridors.	+ -	+	+
10a	Concentrate future growth around key public transport corridors- Harrogate rail line.	+ -	+	+
	Concentrate future growth around key public transport corridors- Harrogate rail line. <i>Harrogate to York</i>	+ -	+	+
	Concentrate future growth around key public transport corridors- Harrogate rail line. <i>Harrogate to Leeds (Green Belt)</i>		+	+
10b	Concentrate future growth around key public transport corridors - strategic bus routes.	+		+
	Concentrate future growth around key public transport corridors - strategic bus routes. <i>A61 road corridor (Key bus corridor)</i>	+		+
	Concentrate future growth around key public transport corridors - strategic bus routes. <i>Bus corridor to Pateley Bridge. Potential to increase bus viability.</i>	+		+
11	Concentrate future growth around strategic East/West road corridor. <i>A59 Harrogate to York. Potential to support introduction of viable bus service.</i>	+ -	+	+

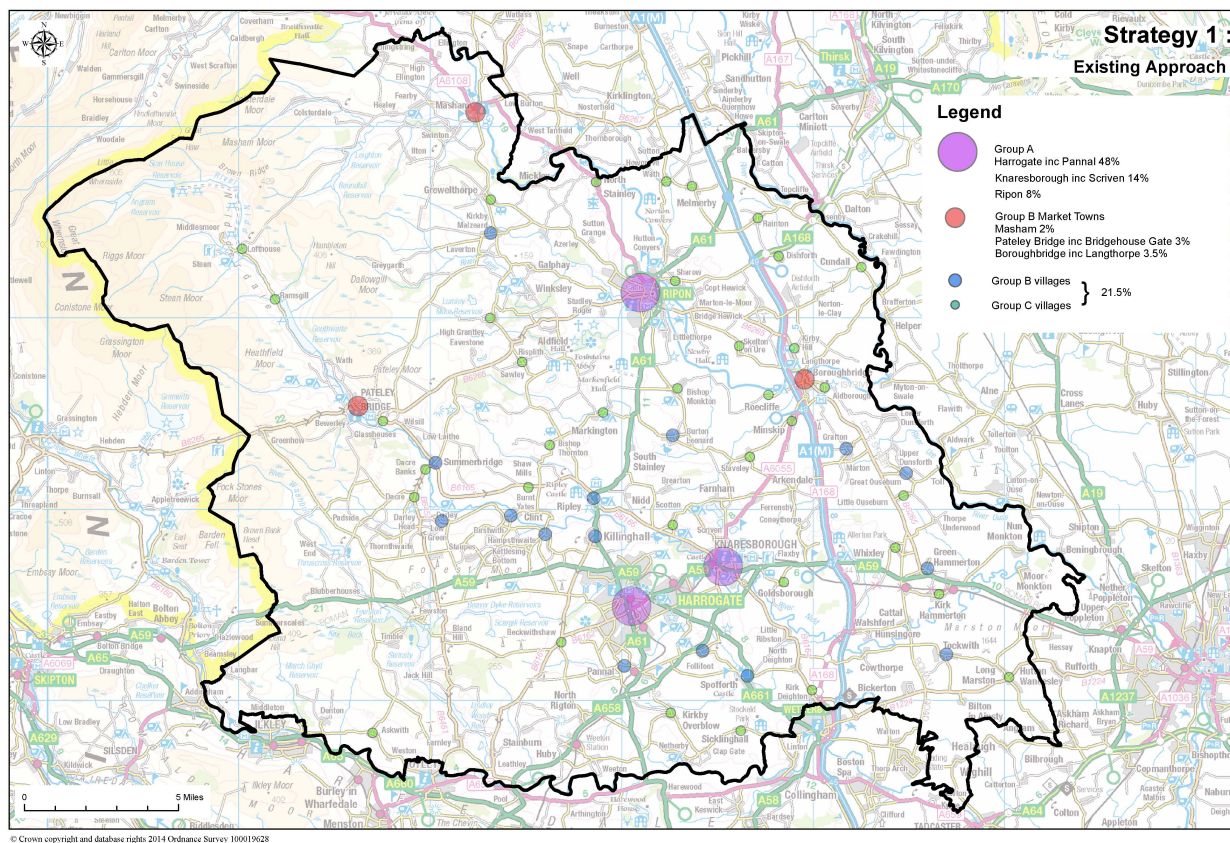
Table 6.1 Potential areas for growth

- 6.3** A further workshop was held with the council's internal consultancy team to identify their thoughts in relation to conservation, design, landscape and transport issues.
- 6.4** The results of this engagement were used to identify the following strategies to be investigated further:
1. The existing approach.
  2. Focus growth in the largest settlements.
  3. Growth in the district's market towns.
  4. A dispersed approach.
  5. A new settlement (close to the A1(M)).
  6. Growth in sustainable village clusters.
  7. Growth in villages close to Harrogate, Knaresborough and Ripon.
  8. Growth in villages close to market towns.
  9. Growth in selected villages with large areas of previously developed land.
  10. Concentrate growth in strategic public transport corridors.
  11. Concentrate growth in the strategic east west road corridor.

#### **Assessment of strategies**

- 6.5** The main part of the assessment involved a small group of officers from the policy and consultancy teams identifying the key high level pros and cons of each option in terms of the Sustainability Appraisal's (SA) 16 draft objectives. This provided a detailed picture of the potential overall social, economic and environmental effects of each strategy. The pros and cons have then been used to identify the main benefits, risks, disadvantages, and potential mitigation measures associated with each option.
- 6.6** In order to facilitate a comparative assessment, each option was then scored against a set of simplified criteria drawn from the SA objectives. The criteria were developed in order to pick out the key elements within the SA objectives that are most relevant to a strategic assessment. For each criterion the strategies were scored green: generally positive or red: generally negative. Where there was considerable uncertainty about effects, an uncertain score was included.

## Strategy 1: The Existing Approach

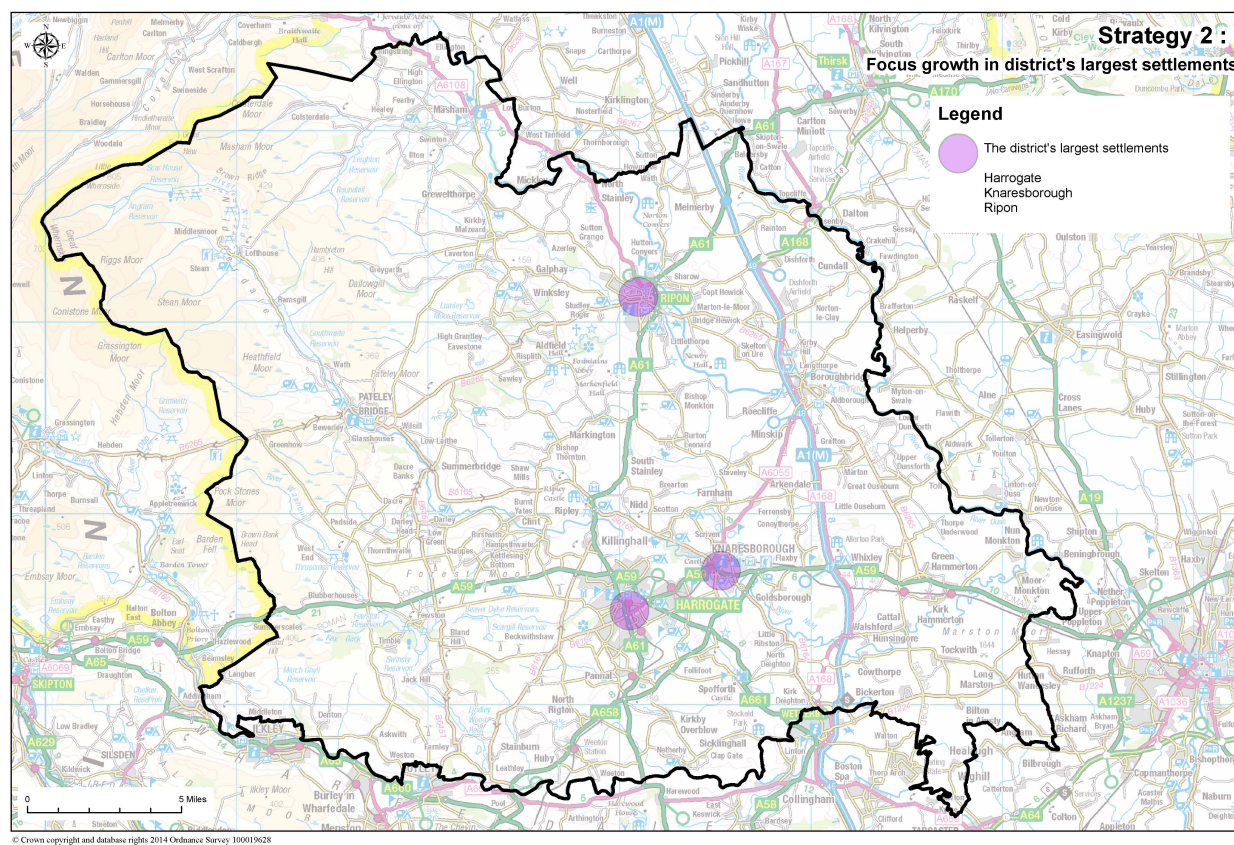


Map 6.1 Strategy 1: The existing approach

This strategy is the approach currently being followed, as set out in the Harrogate District Core Strategy (adopted 2009). Unlike the other strategies in this assessment, which concentrate on a single strategic element to help ensure that a high level assessment of the element is possible, strategy 1 includes several elements that would make a high level assessment less reliable. As a number of these elements are covered by the other strategies in this document, and because the Core Strategy was subject to a full sustainability appraisal, this strategy was not assessed further.



## Strategy 2: Focus Growth in the Largest Settlements (Harrogate, Knaresborough, Ripon)



Map 6.2 Strategy 2: Focus growth in the largest settlements (Harrogate, Knaresborough and Ripon)

Under this strategy most growth would take place in Harrogate, Knaresborough and Ripon. In line with previous adopted strategies, at this stage Harrogate is considered to include Pannal, and Knaresborough is considered to include Scriven.

**Strategy 2: Assessment**

<b>1. Quality housing available to everyone</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Provides housing in the areas where need and demand are greatest.</li> <li>Greater potential to accommodate large site allocations means it would be easier to provide for specific specialist housing needs e.g. extra care housing.</li> </ul>	<ul style="list-style-type: none"> <li>Limits rural housing, potentially not meeting needs, as a result will deliver less affordable housing in rural areas.</li> <li>Possible uncertainties to delivery due to sufficient land and infrastructure capacity.</li> <li>Gypsum under Ripon will reduce the number of potential sites.</li> </ul>
<b>2. Conditions to engender good health</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Greater access to health services.</li> <li>Greater opportunities to access jobs, shops and services by walking and cycling.</li> <li>Easier and more cost effective to expand health services in response to increased demand.</li> </ul>	<ul style="list-style-type: none"> <li>Potential to reduce open space in urban areas used for informal recreation.</li> <li>Potential to reduce air quality , including in Air Quality Management Areas.</li> </ul>
<b>3. Safety and security for people and property</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>More likely to require large sites that would require master planning, master planning would make it easier to incorporate designing out crime principles.</li> </ul>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>4. Vibrant communities that participate in decision making (including reducing the potential for social isolation)</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Potential for larger sites should yield a higher proportion of affordable housing and a wider range of market housing.</li> <li>Greater access to services and facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Less affordable housing in rural areas making it more difficult to provide services in these areas.</li> </ul>
<b>5. Culture, leisure and recreation activities available to all</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Greater access to a wider range of cultural, leisure and recreational activities.</li> <li>Greater potential for access by public transport, walking, cycling.</li> </ul>	<ul style="list-style-type: none"> <li>Non identified.</li> </ul>
<b>6. Local needs met locally</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Reduced need to travel longer distances to access services.</li> <li>Greater potential for access by public transport, walking and cycling.</li> </ul>	<ul style="list-style-type: none"> <li>Provides limited support for rural services e.g. primary schools where numbers may be falling.</li> </ul>
<b>7. Education and training skills that build on the skills and capacity of the population</b>	
Pros	Cons

<ul style="list-style-type: none"> <li>• Greater choice of accessible primary and secondary schools.</li> <li>• Greater access to further education.</li> <li>• Larger sites have greater potential to concentrate new demand for primary schooling in a single location which makes providing additional school places more cost effective and more easily delivered.</li> </ul>	<ul style="list-style-type: none"> <li>• Provides limited support for existing services in rural areas.</li> </ul>
<b>8. Biodiversity and attractiveness of the natural environment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Directs development away from areas covered by the following national and international designations: AONB, SPA, SAC but not all SSSIs most notably Hay-a Park and Quarry Moor.</li> <li>• More efficient use of land- concentrated development requires less land to be set aside for infrastructure.</li> <li>• Large sites will enable master planning that will help to ensure properly planned GI within developments as well as a greater potential to finance investment in nearby off-site GI improvements.</li> </ul>	<ul style="list-style-type: none"> <li>• May necessitate new road building that could have negative ecological and landscape affects.</li> <li>• Directs development to areas covered by the Special Landscape Area local designation.</li> <li>• Potential to reduce green space within urban areas.</li> <li>• Potential for coalescence of Harrogate and Knaresborough unless current policy is maintained.</li> </ul>
<b>9. Minimal pollution levels</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Lead to lower increase in polluting travel and potential to encourage modal shift from polluting travel.</li> <li>• Lead to greater re-use of previously developed land (PDL), potential to re-use contaminated land.</li> </ul>	<ul style="list-style-type: none"> <li>• Greater potential to negatively affect Air Quality Management Areas (AQMAs).</li> <li>• Potential to increase traffic related air pollution, noise, and vibration in Harrogate, Knaresborough and Ripon.</li> </ul>
<b>10. A transport system that maximises access whilst minimising detrimental impacts</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Supports any future business case for securing funding to improve rail infrastructure and services.</li> <li>• Supports bus viability in Harrogate, Knaresborough and Ripon.</li> <li>• Potential to use development to contribute to investment in safer cycling routes and encourage more cycling.</li> <li>• Potential to contribute to new highway infrastructure.</li> <li>• Potential to contribute to highway capacity improvements in Harrogate, Knaresborough and Ripon.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential for increased rail congestion, at least in the short term.</li> <li>• Potential to increase road congestion in and around Harrogate, Knaresborough and Ripon.</li> <li>• Bus services outside of the main urban areas (often the least viable) will not be supplied with significant numbers of additional potential users.</li> </ul>
<b>11. Minimise greenhouse gas emissions and a managed response to climate change</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Greater potential for use of Combined Heat and Power (CHP) and similar technologies.</li> <li>• Potential for less use of polluting travel.</li> </ul>	<ul style="list-style-type: none"> <li>• Responding to extent of flood prone areas may limit available land for development (especially Ripon).</li> </ul>
<b>12. Prudent and efficient use of energy and natural resources with minimal production of waste</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Greater potential to adopt new more sustainable construction techniques.</li> </ul>	<ul style="list-style-type: none"> <li>• Will involve development on higher quality agricultural land.</li> </ul>
<b>13. Protect and enhance the historic environment</b>	
Pros	Cons

<ul style="list-style-type: none"> <li>• Less impact on setting of rural Conservation Areas.</li> <li>• May offer encouragement/support for the re-use of vacant heritage buildings.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to impact on World Heritage Site and World Heritage Site buffer zone.</li> <li>• Potential to change the established character of Harrogate, Knaresborough and Ripon, especially in the urban fringes and setting of conservation areas.</li> </ul>
<b>14. A quality built environment and efficient land use patterns that make good use of derelict sites, minimise travel and promote balanced development</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Greater potential to re-use previously developed land (PDL).</li> <li>• Greater ability to achieve higher densities without compromising amenity.</li> <li>• Greater access to jobs, shops, services generally.</li> <li>• Larger sites will provide services within walking distance.</li> </ul>	<ul style="list-style-type: none"> <li>• Sufficient sites may not be available without a review of Green Belt boundaries.</li> </ul>
<b>15. Good quality employment opportunities available to all</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Closer to major employment areas, accessible by a wider range of modes.</li> <li>• Greater potential for mixed use sites that provide employment.</li> </ul>	<ul style="list-style-type: none"> <li>• Will lead to greater concentration of employment in the main urban area, less accessible to those living outside these areas.</li> </ul>
<b>16. Conditions for business success, economic growth and investment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Potential to contribute to new highway infrastructure- increase business competitiveness and improve attractiveness of employment sites to the market.</li> <li>• May support investment to improve rail services and infrastructure. Rail investment would support a range of businesses including tourism (business and leisure).</li> <li>• Greater potential to support local business as larger numbers are located in main urban areas.</li> <li>• Improved connectivity to other business markets through proximity to rail network / other businesses.</li> </ul>	<ul style="list-style-type: none"> <li>• Provides limited support for new economic growth in the rural parts of the district.</li> </ul>

Table 6.2 Strategy 2: Assessment

**Strategy 2: Conclusions**

<p><b>What are the benefits of this option?</b></p> <p>Focussing growth in Harrogate, Knaresborough and Ripon provides the opportunity to provide a range of house types including family accommodation, older people’s housing, smaller units, rented property and social housing, in a location where the need is greatest. The expansion of established communities with a wide range of jobs, shops, health and education services, recreation and open space, which can be added to and improved incrementally as the settlement grows, avoids the challenges of providing these from scratch, although some local services will need to be provided as part of development proposals. This option would also result in the upgrade of existing town centre facilities and services and enable mixed use development including employment sites.</p> <p>Development would provide the necessary funding to transform the traffic situation through better public transport, safer cycling and new roads to unlock development sites. This would in turn benefit existing communities by reducing congestion, improving air quality, noise and vibration, and by encouraging modal shift.</p> <p>There would be little or no impact on any SPA, SAC, or AONB designations in the west of the district or on conservation areas and their setting within the settlements. This option would allow for the introduction of combined heat and power providing the density of development was at an appropriate level, with potential opportunities to link into adjacent developments. A comprehensive approach to waste, water, materials, renewable energy, car share and green infrastructure can also be achieved.</p>
<p><b>What are the uncertainties/risks to delivery?</b></p>

A key risk of this option is the delivery of new transport infrastructure in order to accommodate the amount of development required. The lead in time for the delivery of such infrastructure may mean limited development is provided in the short to medium term. This would put pressure on other settlements to accommodate growth in order to meet the five year housing supply. There may not be sufficient sites available to accommodate all growth in the three urban centres. In Harrogate and Knaresborough a review of Green Belt boundaries may be required and Ripon has some significant development constraints.

**What are the disadvantages of the option?**

This option will result in less housing being delivered in rural areas and as a consequence less affordable housing in these areas. It will also mean less support for existing or new services in rural areas such as bus services and local schools. Infrastructure requirements and new development may have negative ecological and landscape effects and lead to a loss of grade 2 agricultural land. There may be an impact on local landscape areas designated as Special Landscape Areas and there is also the potential to reduce green spaces in the urban areas as opportunities for infill development are taken up. In Ripon, ground instability issues relating to gypsum, flood risk and impact on the World Heritage Site and World Heritage Site Buffer Zone may limit the availability of suitable sites. Increased development would lead to increased commuting, congestion, air quality, noise, vibration and light issues, and overcrowding on public transport.

**What mitigation measures would be required?**

Provision of new transport infrastructure as part of an integrated transport strategy supported by robust traffic modelling and assessment will be a key requirement for this growth option. Master Planning will be the key to ensuring new development is linked to previous settlement extensions, is linked by public transport, integrated into wider green infrastructure networks, and includes new recreation, sport and ecological facilities. Implementation of a design and landscape policy will be required in order to integrate future development and reduce environmental impact on the established character of the settlements.

Table 6.3 Strategy 2: Conclusions

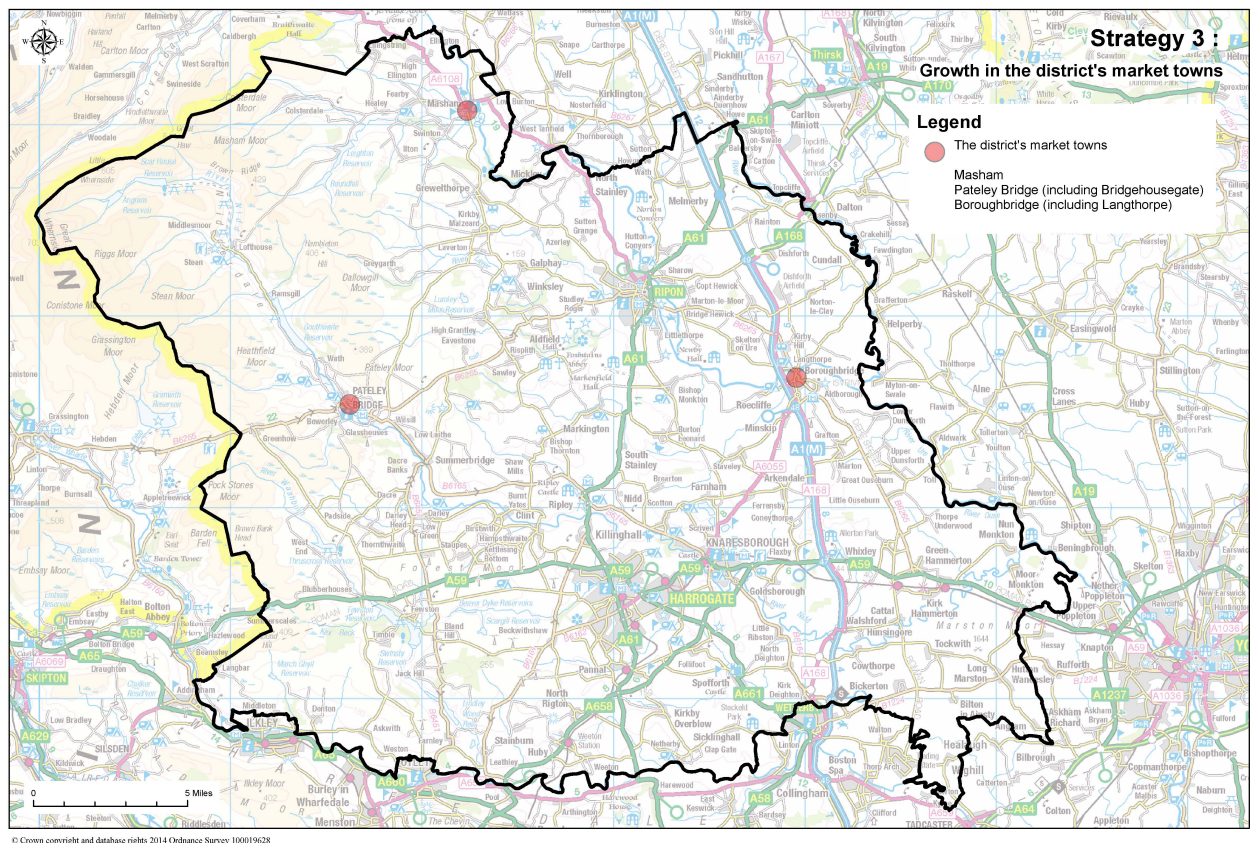
Strategy 2: Focus growth in the largest settlements (Harrogate, Knaresborough, Ripon). Summary											
1. Provides housing in rural areas?	2. Provides housing in urban areas?	3. Delivery without the need for major new infrastructure?	4. More likely to support delivery of major new infrastructure, which provides wider benefits to the district?	5. More likely to support provision for employment?	6. Avoids adverse impacts on SPA/ SAC/SSSI/AONB?	7. Prevents the loss of excellent and very good agricultural land (grades 1 and 2)?	8. Reduces potential impacts on conservation areas and their settings?	9. Avoids loss of Green Belt land?	10. Encourages access to employment and day-to-day services / facilities by walking and cycling, or public transport?	11. Encourages access to a wider range of employment and services / facilities by walking and cycling, or public transport?	12. Enables a comprehensive approach to waste, water, materials, renewable energy etc.?
RED	GREEN	RED	GREEN	GREEN	GREEN	GREEN	GREEN	WHITE	GREEN	GREEN	GREEN

Table 6.4 Strategy 2: Summary

**GREEN:** Generally positive    **WHITE:** Uncertain    **RED:** Generally negative



### Strategy 3: Growth in the District's Market Towns (Boroughbridge, Masham, Pateley Bridge)



Map 6.3 Strategy 3: Growth in the district's market towns (Boroughbridge, Masham, Pateley Bridge)

Under this strategy most growth would take place in Pateley Bridge, Masham and Boroughbridge. In line with previous adopted strategies, at this stage Pateley Bridge is considered to include Bridgehousegate, and Boroughbridge is considered to include Langthorpe.

**Strategy 3: Assessment**

<b>1. Quality housing available to everyone</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Enables rural housing needs, including needs for affordable housing, in the north, north-west and east of the district to be accommodated in settlements that are more sustainable.</li> </ul>	<ul style="list-style-type: none"> <li>Limited provision for needs in main urban areas or parts of the district remote from a market town.</li> <li>May not be sufficient number of sites to accommodate the necessary level of development.</li> <li>Potential lack of sufficient developer interest.</li> </ul>
<b>2. Conditions to engender good health</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Market towns more able to provide for day-to-day health needs than smaller settlements in the countryside.</li> <li>Opportunities to access some jobs, shops and services by healthy travel modes (walking and cycling).</li> <li>Development concentrated in a smaller number of areas helps to ensure that expansion of services can be more cost effective.</li> </ul>	<ul style="list-style-type: none"> <li>If a lack of sites is identified, development may be unintentionally directed towards vacant open space within the towns currently used for informal recreation.</li> <li>Potential to reduce air quality.</li> </ul>
<b>3. Safety and security for people and property</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Likely to require some large sites that would need master planning, master planning would make it easier to incorporate designing out crime principles.</li> </ul>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>4. Vibrant communities that participate in decision making (including reducing the potential for social isolation)</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>The inclusion of larger sites are more likely to deliver affordable housing and a better mix of market housing.</li> <li>Potential to provide for rural affordable housing needs in settlements that have more facilities and services to reduce social isolation.</li> </ul>	<ul style="list-style-type: none"> <li>Unlikely to meet affordable housing needs within villages, the main urban areas or parts of the district remote from a market town.</li> <li>Facilities in the three larger settlements will be difficult to access from Boroughbridge and Masham by non-car modes.</li> <li>Potential for high levels of newcomers to relatively small towns- may have different views to existing populations that result in social tensions.</li> </ul>
<b>5. Culture, leisure and recreation activities available to all</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Access to local facilities by walking and cycling.</li> <li>Will support existing facilities and has potential to encourage additional facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Limited access by non-car means to settlements with a wider range of facilities both within and beyond the district.</li> </ul>
<b>6. Local needs met locally</b>	
Pros	Cons

<ul style="list-style-type: none"> <li>• Good access to a range of local facilities by walking and cycling as well as other sustainable modes of travel.</li> <li>• Will support service centre role/existing facilities and has potential to encourage additional facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Limited access by non-car means to settlements with a wider range of facilities and job opportunities both within and beyond the district.</li> </ul>
<b>7. Education and training skills that build on the skills and capacity of the population</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Pressure on primary schools restricted to a limited number where achieving a critical mass would mean the necessary expansion would be easier to quantify and more likely to be viable.</li> <li>• Potential to support rural secondary schools in Pateley Bridge and Boroughbridge.</li> </ul>	<ul style="list-style-type: none"> <li>• Limited support for schools in rural villages.</li> <li>• May encourage increased travel to access the most popular secondary schools and to access Further Education.</li> <li>• Travel costs for young people and those on low wages to access education may be expensive and prohibitive.</li> </ul>
<b>8. Biodiversity and attractiveness of the natural environment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Potential to provide good access to the natural environment.</li> <li>• Development on the edge of the settlements has potential to improve accessible Green Infrastructure to all residents.</li> <li>• Development is directed away from areas covered by the Special Landscape Area local designation.</li> <li>• Concentrates the impact on the AONB in a small number of locations.</li> <li>• Potential to redefine settlement edges (woodland and/or tree cover) and improve their contribution to the wider landscape.</li> </ul>	<ul style="list-style-type: none"> <li>• Pateley Bridge is within the AONB; development may lead to negative impacts on the AONB and nearby SACs SPAs and SSSIs.</li> <li>• Masham is close to the AONB; development may lead to negative impacts on the nearby AONB, SACs SPAs and SSSIs.</li> <li>• Potential for large scale development to negatively impact on the landscape setting of the market towns.</li> <li>• Potential for local highway capacity improvements to have negative landscape impacts.</li> </ul>
<b>9. Minimal pollution levels</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Potential to lead to lower increase in polluting travel where housing supports local workers.</li> <li>• New housing provided in areas with generally good air quality.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to increase traffic related air pollution, noise and vibration within the market towns.</li> <li>• Some potential to increase traffic related air pollution, noise and vibration in Harrogate, Knaresborough and Ripon as new residents require access to higher order facilities and employment opportunities.</li> <li>• Some potential to negatively affect AQMAs.</li> </ul>
<b>10. A transport system that maximises access whilst minimising detrimental impacts</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Potential to support viability and/or increase frequency of current bus services, for example: Harrogate to Pateley Bridge; Harrogate to Boroughbridge; Ripon to Masham; and Ripon to York via Boroughbridge.</li> </ul>	<ul style="list-style-type: none"> <li>• May increase congestion on the narrow streets within the towns.</li> <li>• Development in Boroughbridge may increase commuting traffic on the A1(M).</li> <li>• Greater traffic flows on rural roads connecting market towns with larger urban areas.</li> </ul>
<b>11. Minimise greenhouse gas emissions and a managed response to climate change</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Opportunities to access some employment, day to day shopping and facilities/services within the market towns by walking and cycling.</li> <li>• Some potential for less polluting travel to access the district's three largest settlements and beyond.</li> </ul>	<ul style="list-style-type: none"> <li>• Potentially a greater need to use traditional building materials that would reduce the ability to use less polluting construction materials and techniques.</li> <li>• Flood zones in Pateley Bridge may limit developable area.</li> </ul>
<b>12. Prudent and efficient use of energy and natural resources with minimal production of waste</b>	

Pros	Cons
<ul style="list-style-type: none"> <li>Pateley Bridge- unlikely to involve use of excellent and very good agricultural land.</li> </ul>	<ul style="list-style-type: none"> <li>Potentially a greater need to use traditional building materials that would reduce the ability to use less polluting construction materials and techniques.</li> <li>Boroughbridge- higher chance that development will be required on excellent and very good agricultural land.</li> </ul>
<b>13. Protect and enhance the historic environment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>May offer encouragement/support for the re-use of vacant heritage buildings.</li> <li>Potential impact on Conservation Areas largely limited to those within the market towns.</li> </ul>	<ul style="list-style-type: none"> <li>Potential to unintentionally direct development to former battlefield sites.</li> <li>Potential impact on the market town Conservation Areas.</li> </ul>
<b>14. A quality built environment and efficient land use patterns that make good use of derelict sites, minimise travel and promote balanced development</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Potential to reuse vacant previously developed land (PDL) where sites exist.</li> <li>Efficient land use possible if a mix of appropriate densities employed.</li> </ul>	<ul style="list-style-type: none"> <li>Increased traffic on the narrow High Street in Pateley Bridge may have negative impacts on the shopping environment.</li> <li>Inefficient land use possible if suburban densities used throughout.</li> </ul>
<b>15. Good quality employment opportunities available to all</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Provides access to local jobs (albeit a narrow range) by a range of means.</li> <li>Potential to deliver live/work units in desirable locations.</li> </ul>	<ul style="list-style-type: none"> <li>Limited ability to attract interest in large scale employment allocations (except around Boroughbridge).</li> <li>Most opportunities for employment will be away from the market towns and will involve significant travel.</li> </ul>
<b>16. Conditions for business success, economic growth and investment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Support for the service centre role of the market towns.</li> </ul>	<ul style="list-style-type: none"> <li>Potential to undermine tourism related businesses- particularly in Pateley Bridge and Masham.</li> </ul>

Table 6.5 Strategy 3: Assessment

**Strategy 3: Conclusions**

<p><b>What are the benefits of this option?</b></p> <p>Growth in the district's market towns enables rural housing needs, including needs for affordable housing, in the north, north-west and east of the district to be accommodated in settlements that are more sustainable.</p> <p>The market towns would cater for a range of day-to-day needs in locations that can be accessed by walking and cycling, including shopping, leisure, recreation and cultural facilities. They also contain basic health and other services, primary schools (and a secondary school in Pateley Bridge), as well as providing a range of job opportunities. Development in the market towns will support their service centre role to the benefit of existing, as well as new residents, and has the potential to encourage investment in new businesses and the expansion of services.</p> <p>Development for employment uses has the potential to increase the quantity, quality and range of job opportunities available in the rural areas which could increase the proportion of people working closer to where they live. The option supports existing rural bus services between the market towns and the district's three main urban areas and has the potential to support increased service frequency.</p> <p>Development on the edge of the market towns would have little impact on the district's Special Landscape Areas, but has the potential to provide housing in areas with good air quality and good access to the natural environment. Planned development on the edge of these settlements also has the potential to improve accessible green infrastructure for all residents. In addition, development in Boroughbridge would have little effect on the AONB, SPA, SAC or SSSIs.</p>
<p><b>What are the uncertainties/risks to delivery?</b></p> <p>The major risks to delivery would be, firstly, whether sufficient numbers of appropriate sites to deliver this level of development would be available; and secondly, whether there would be sufficient developer interest, particularly for employment sites, to deliver significant development in these areas.</p>
<p><b>What are the disadvantages of the option?</b></p> <p>This option makes little provision for needs arising in the main urban areas or parts of the district remote from a market town, and is unlikely to be able to sustainably accommodate all the new development that will be required in the district during the plan period.</p> <p>Without investment, facilities, services and job opportunities in the district's three main urban areas would be difficult to access by non-car means. Increased car use would increase congestion in the urban areas and would have the potential to worsen air quality, including in the district's AQMAs. Development in Masham and Boroughbridge would be remote from secondary and further education provision, increasing travel costs and potentially resulting in increased car dependency.</p> <p>This option is likely to lead to increased traffic in the towns resulting in additional pollution, noise and vibration. There is a significant risk that major development at Boroughbridge would involve the use of the best agricultural land, it may negatively affect a former battlefield site, and increase traffic on the A1(M). Development in the market towns has the potential to undermine tourism related businesses by affecting the setting of their Conservation Areas. Development in Pateley Bridge and Masham has the potential to cause negative impacts on the AONB as well as nearby SACs, SPAs and SSSIs.</p>
<p><b>What mitigation measures would be required?</b></p> <p>It will be important to secure improvements to public transport in these areas to increase accessibility to the main urban centres for those jobs, shops and Services not provided within the market towns. It will also be important to ensure that new development is sympathetically incorporated into the existing settlement pattern in order to not undermine the tourism potential of these settlements. New development should seek to deliver new green infrastructure including landscape mitigation and ecological enhancement.</p>

Table 6.6 Strategy 3: Conclusions

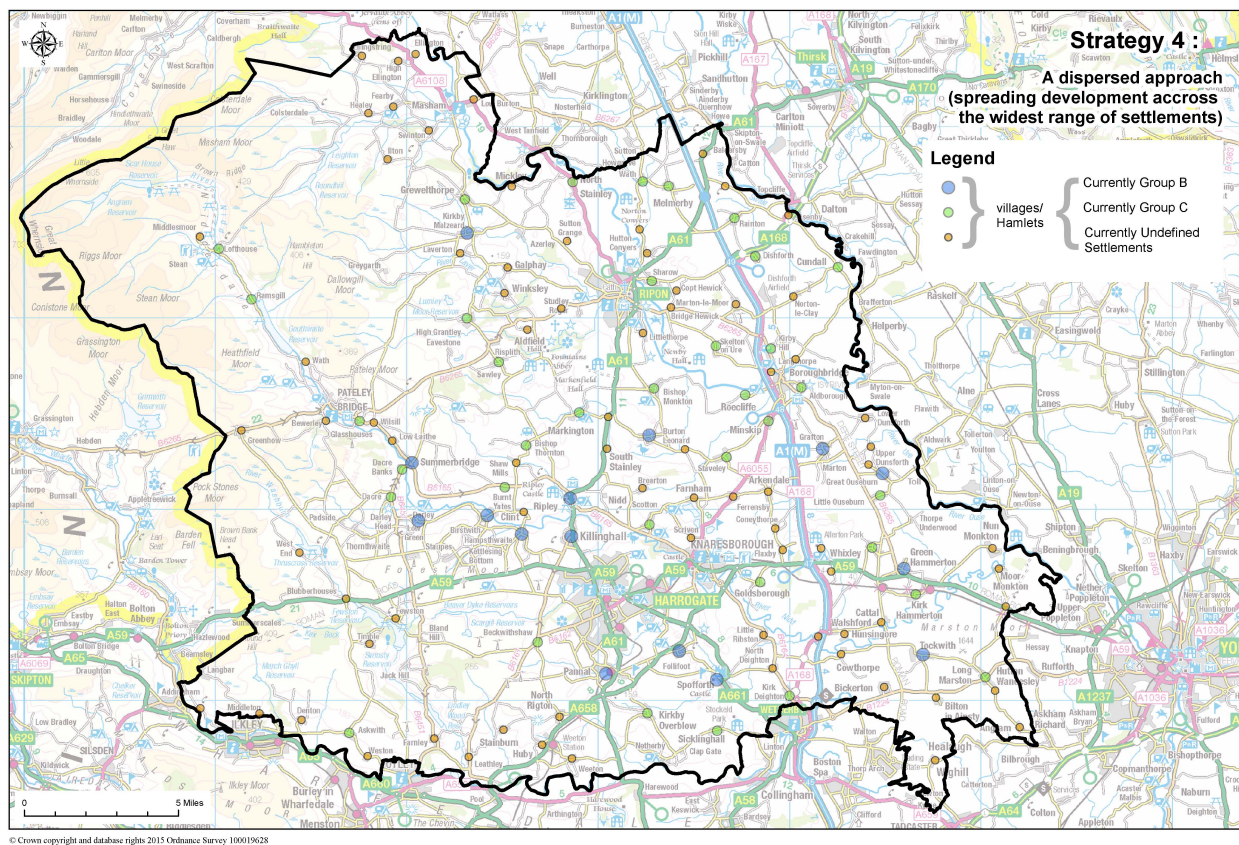


Strategy 3: Growth in the district's market towns (Pateley Bridge, Masham, Boroughbridge). Summary											
1. Provides housing in rural areas?	2. Provides housing in urban areas?	3. Delivery without the need for major new infrastructure?	4. More likely to support delivery of major new infrastructure, which provides wider benefits to the district?	5. More likely to support provision for employment?	6. Avoids adverse impacts on SPA/ SAC/SSSI/AONB?	7. Prevents the loss of excellent and very good agricultural land (grades 1 and 2)?	8. Reduces potential impacts on conservation areas and their settings?	9. Avoids loss of Green Belt land?	10. Encourages access to employment and day-to-day services / facilities by walking and cycling, or public transport?	11. Encourages access to a wider range of employment and services / facilities by walking and cycling, or public transport?	12. Enables a comprehensive approach to waste, water, materials, renewable energy etc.?
GREEN	RED	GREEN	RED	WHITE	RED	GREEN	GREEN	GREEN	GREEN	RED	GREEN

Table 6.7 Strategy 3: Summary

**GREEN:** Generally positive    **WHITE:** Uncertain    **RED:** Generally negative

### Strategy 4: A Dispersed Approach (Spreading Development Across the Widest Range of Settlements)



Map 6.4 Strategy 4: A dispersed approach (spreading development across the widest range of settlements)

Under this strategy most growth would take place in the widest selection of villages and hamlets. In terms of current planning policy (Core Strategy policy SG2) this would include Group B villages, Group C villages and villages and hamlets that are undefined.

**Strategy 4: Assessment**

1. Quality housing available to everyone	
Pros	Cons
<ul style="list-style-type: none"> <li>Greater potential to meet needs in rural areas.</li> <li>More affordable housing in rural areas enabling a wider range of income groups to access housing in these areas - potential to support essential services by providing housing to key workers.</li> </ul>	<ul style="list-style-type: none"> <li>Likely to require a greater number of smaller sites: This brings a greater uncertainty over delivery (e.g. sufficient capacity within smaller firms to deliver the large number of small sites required).</li> <li>Likely to require a greater number of smaller sites: government has consulted on proposals to introduce minimum site thresholds for affordable housing. If these are mandated, a dispersed approach using many smaller sites is likely to deliver significantly less affordable housing.</li> <li>Does not meet urban needs, particular impact on disadvantaged groups, BME groups, those in affordable housing need.</li> </ul>
2. Conditions to engender good health	
Pros	Cons
<ul style="list-style-type: none"> <li>Potential to support rural health services.</li> <li>Potential to encourage healthy lifestyles through easier access to the countryside.</li> </ul>	<ul style="list-style-type: none"> <li>Potential to put additional pressure on rural health services without providing enough extra people in any single area to make investments in extending provision viable.</li> <li>Most villages have poor public transport access to hospitals, e.g. in Harrogate and Ripon.</li> </ul>
3. Safety and security for people and property	
Pros	Cons
<ul style="list-style-type: none"> <li>None identified.</li> </ul>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
4. Vibrant communities that participate in decision making (including reducing the potential for social isolation)	
Pros	Cons
<ul style="list-style-type: none"> <li>More housing in areas with existing strong communities, potential to encourage greater participation.</li> <li>May lead to more participation by encouraging more communities to use Neighbourhood Planning tools.</li> </ul>	<ul style="list-style-type: none"> <li>Likely to require a greater number of smaller sites: government has consulted on proposals to introduce minimum site thresholds for affordable housing. If these are mandated, a dispersed approach using many smaller sites is likely to deliver significantly less affordable housing.</li> <li>A greater use of smaller sites may be less likely to deliver a wide mix of market housing types and sizes.</li> <li>Less ability to fund infrastructure improvements if development is below a critical mass.</li> <li>Remote from services aimed at reducing social isolation.</li> <li>Potential for relatively high levels of newcomers to villages- may have different views to existing populations that result in social tensions.</li> </ul>
5. Culture, leisure and recreation activities available to all	
Pros	Cons
<ul style="list-style-type: none"> <li>Greater opportunities for informal outdoor leisure recreation without polluting travel.</li> <li>Good access to basic facilities within the village, where they exist.</li> <li>May support improvements to existing activities, venues etc., although the level of development in any one settlement may not be enough to make investment viable.</li> </ul>	<ul style="list-style-type: none"> <li>Poor and limited access to cultural hubs (greater travelling but more polluting modes).</li> </ul>

<b>6. Local needs met locally</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• New development in settlements with existing basic services will have potential to support these services.</li> </ul>	<ul style="list-style-type: none"> <li>• If development is split across the widest range of villages it is likely that access to essential services and employment in rural areas overall will remain poor- in most areas the development will not be sufficient for the delivery of additional services.</li> <li>• Very poor access by non-car means.</li> </ul>
<b>7. Education and training skills that build on the skills and capacity of the population</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Potential to support rural primary schools.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to put additional pressure on primary schools without providing enough extra pupils in any single area to make investments in extending provision viable.</li> <li>• Most settlements identified do not have education facilities- likely to cause increased travelling to primary schools (if one not in village), secondary schools, further education and employers offering apprenticeships.</li> <li>• Travel costs for young people and those on low wages to access education may be expensive and limit take up of further education.</li> </ul>
<b>8. Biodiversity and attractiveness of the natural environment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Potential to provide improved access to the countryside for residents.</li> <li>• Provides opportunities to enhance landscape features at a local scale close a wide range of settlements.</li> </ul>	<ul style="list-style-type: none"> <li>• Impact of new development on existing landscapes will be spread over a wider area.</li> <li>• The scale of development could put at risk the established scattered settlement pattern and existing small gaps between closely related settlements.</li> <li>• Potential to direct development to areas within the AONB.</li> <li>• Potential to direct development closer to SPA, SAC, SSSIs, SINC and increase recreational disturbance.</li> <li>• Potential for local highway capacity improvements to have negative landscape impacts.</li> </ul>
<b>9. Minimal pollution levels</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• New housing provided in areas with good air quality.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased driving to access most services due to poor accessibility will negatively impact urban areas e.g. air quality, noise, vibration.</li> <li>• Lead to increased light pollution in rural areas.</li> <li>• Potential to negatively affect AQMAs.</li> </ul>
<b>10. A transport system that maximises access whilst minimising detrimental impacts</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• May lead to minor highway/safety/pedestrian/cycle improvements.</li> </ul>	<ul style="list-style-type: none"> <li>• Greater traffic flows on rural roads connecting villages with other villages and larger urban areas.</li> <li>• Poor accessibility and limited public transport will increase congestion in market towns and larger settlements as people use cars to access services.</li> <li>• Spreads potential new bus passengers thinly across the whole district. This approach is less likely to support rural bus provision than concentrating rural development in villages where some bus provision currently exist.</li> </ul>

<b>11. Minimise greenhouse gas emissions and a managed response to climate change</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>None identified.</li> </ul>	<ul style="list-style-type: none"> <li>Dispersed pattern will not provide enough development for CHP.</li> <li>Increased car journeys will increase carbon emissions.</li> </ul>
<b>12. Prudent and efficient use of energy and natural resources with minimal production of waste</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>None identified.</li> </ul>	<ul style="list-style-type: none"> <li>Will involve development on higher quality agricultural land.</li> </ul>
<b>13. Protect and enhance the historic environment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>May result in less impacts on Conservation Areas in market towns.</li> </ul>	<ul style="list-style-type: none"> <li>Potentially greater impact on Conservation Areas.</li> <li>The change in many villages will be the most significant for decades and the scale required may be completely inappropriate for many rural settlements.</li> </ul>
<b>14. A quality built environment and efficient land use patterns that make good use of derelict sites, minimise travel and promote balanced development</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>None identified.</li> </ul>	<ul style="list-style-type: none"> <li>Less potential to re-use previously developed land (PDL).</li> <li>Will use more land - need for lower density to protect amenity and landscape in rural areas.</li> <li>The greater need to use traditional building materials and the need to set aside more land for landscape mitigation in sensitive areas may lead to increased development costs.</li> </ul>
<b>15. Good quality employment opportunities available to all</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Where employment allocations can be made and development comes forward, this could improve the geographic distribution of jobs.</li> </ul>	<ul style="list-style-type: none"> <li>Lack of suitable employment land in most rural villages.</li> </ul>
<b>16. Conditions for business success, economic growth and investment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>In addition to supporting existing services and facilities, new development has the potential to encourage investment in new facilities and services.</li> </ul>	<ul style="list-style-type: none"> <li>May increase pressure for redevelopment of rural employment sites to provide housing.</li> </ul>

Table 6.8 Strategy 4: Assessment



**Strategy 4: Conclusions**

<p><b>What are the benefits of this option?</b></p> <p>A dispersed approach will meet rural housing needs and facilitate delivery of a greater number of affordable homes in rural areas, helping to ensure a wider range of income groups can access housing in these areas.</p> <p>New development could provide some support for existing health and education services provided within the villages as well as shops and pubs, where they exist. Additional residents may encourage new facilities to open that would mean that a greater range of local day-to-day needs could be met locally, however, it is noted that this positive effect is likely to be reduced by spreading development thinly across all settlements.</p> <p>Providing new housing in areas with existing strong communities may help to encourage greater participation from new residents.</p>
<p><b>What are the uncertainties/risks to delivery?</b></p> <p>This approach would require the delivery of a very large number of small sites: Small sites are less attractive to large volume house builders so delivering this strategy would require local building firms and smaller regional firms to build the majority of planned development. Historically these firms have not delivered large numbers in the district so there is some doubt about whether the firms would have sufficient capacity to deliver all the homes required. The approach of dispersal could be undermined if appropriate sites do not come forward in most rural settlements.</p>
<p><b>What are the disadvantages of the option?</b></p> <p>Provision of housing in the rural areas would go beyond meeting local needs. This would lead to significant increases in rural populations, significant growth of settlements that will have changed little over decades and potentially negative impacts on a large number of rural Conservation Areas.</p> <p>Spreading the impact on existing public services and infrastructure across the district is likely to mean that, although there would be additional requirements placed on services and infrastructure, there may not be sufficient new development to finance investment in expanding services or increasing infrastructure capacity in any one place.</p> <p>Most new development is likely to be in areas with few local facilities or services within walking or cycling distance and with poor public transport provision. Residents will be more likely to be dependent on private car use which would increase congestion and carbon emissions, and reduce local air quality. People without private transport would be at a greater risk of social isolation.</p> <p>The approach is likely to direct some development to areas more sensitive due to landscape and ecological issues, e.g. settlements within the AONB and those close to SPAs, SACs and SSSIs.</p>
<p><b>What mitigation measures would be required?</b></p> <p>Need to develop strong design codes to ensure that villages maintain their individuality. New development should seek to deliver new green infrastructure including landscape mitigation and ecological enhancement. Where nearby public transport opportunities exist, development should seek to create/improve safe walking and cycling routes to access public transport.</p>

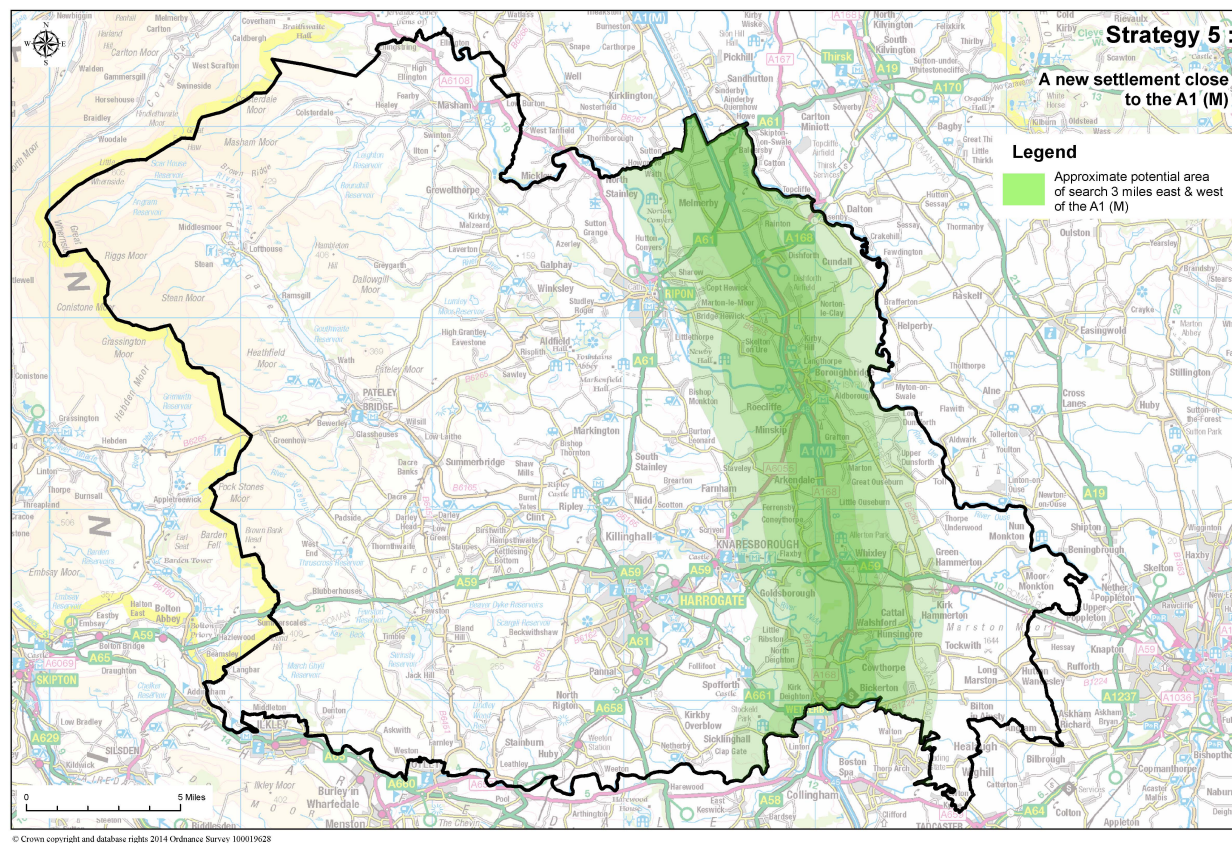
Table 6.9 Strategy 4: Conclusions

Strategy 4: A dispersed approach (spreading development across the widest range of settlements). Summary											
1. Provides housing in rural areas?	2. Provides housing in urban areas?	3. Delivery without the need for major new infrastructure?	4. More likely to support delivery of major new infrastructure, which provides wider benefits to the district?	5. More likely to support provision for employment?	6. Avoids adverse impacts on SPA/ SAC/SSSI/AONB?	7. Prevents the loss of excellent and very good agricultural land (grades 1 and 2)?	8. Reduces potential impacts on conservation areas and their settings?	9. Avoids loss of Green Belt land?	10. Encourages access to employment and day-to-day services / facilities by walking and cycling, or public transport?	11. Encourages access to a wider range of employment and services / facilities by walking and cycling, or public transport?	12. Enables a comprehensive approach to waste, water, materials, renewable energy etc.?
GREEN	RED	GREEN	RED	RED	RED	WHITE	RED	WHITE	RED	RED	RED

Table 6.10 Strategy 4: Summary

**GREEN:** Generally positive    **WHITE:** Uncertain    **RED:** Generally negative

### Strategy 5: A New Settlement (Close to the A1(M))



Map 6.5 Strategy 5: A new settlement (close to the A1(M))

Under this strategy most growth would take place in a new settlement (or significantly expanded settlement) within an area of search that is roughly three miles east and three miles west of the A1(M).

**Strategy 5: Assessment**

<b>1. Quality housing available to everyone</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Developing an inclusive settlement will deliver a greater range of new housing.</li> <li>Large sites would make it easier to provide for specific specialist housing needs.</li> </ul>	<ul style="list-style-type: none"> <li>Delivery will be very long term. In the short term few dwellings completed will create pressure to develop in other areas, while in long term will restrict delivery of housing in other parts of the district.</li> <li>Will be likely to need council commitment beyond the end of the plan period.</li> <li>Serious risk to delivery of housing if led by a private developer and economic conditions change or market aspirations not met.</li> </ul>
<b>2. Conditions to engender good health</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>A settlement that includes jobs, shops, services for local people will enable travel by healthy means (walking and cycling).</li> <li>Comprehensive development will enable master planning to ensure safe walking and cycling routes and appropriate accessible open space, parks and play areas.</li> <li>Settlement should be a sufficient size to include basic health and primary education facilities.</li> <li>Potential to encourage healthy lifestyles through easier access to the countryside.</li> </ul>	<ul style="list-style-type: none"> <li>Will reduce investment in any areas in need of regeneration, making improvements less likely.</li> </ul>
<b>3. Safety and security for people and property</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>More likely to require large sites that would need master planning, master planning would make it easier to incorporate designing out crime principles.</li> </ul>	<ul style="list-style-type: none"> <li>Potential that a new settlement close to the A1(M) may become a target for criminals using the motorway due to the ease of access.</li> </ul>
<b>4. Vibrant communities that participate in decision making (including reducing the potential for social isolation)</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>A socially inclusive new settlement would be required to deliver a greater range of house types and prices (including specialist housing) than standard residential developments.</li> <li>If agreed as a priority, the potential exists to create a settlement with high civic engagement.</li> </ul>	<ul style="list-style-type: none"> <li>No established community infrastructure (social and physical) - additional investment would be required.</li> <li>Low or limited historical/ emotional connection to the area could be a barrier to participation.</li> <li>Social isolation could be high in the early phases of development. A risk of enduring isolation if the full settlement is not realised.</li> </ul>
<b>5. Culture, leisure and recreation activities available to all</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Master planning can help to ensure that these facilities are sited in accessible locations.</li> </ul>	<ul style="list-style-type: none"> <li>A need to ensure delivery of a wide range of cultural, leisure and recreation facilities (including most for most day-to-day needs) will impact on short-term viability and risk aborted delivery or social exclusion.</li> <li>During the early stages of delivery most activities are likely to necessitate travelling to other settlements by car, increased congestion between the new settlement and Harrogate, York and Leeds.</li> </ul>
<b>6. Local needs met locally</b>	

Pros	Cons
<ul style="list-style-type: none"> <li>• A settlement should be planned to be large enough to ensure that day to day needs can be met within the settlement.</li> </ul>	<ul style="list-style-type: none"> <li>• Provides no support for rural services e.g. primary schools where numbers may be falling.</li> <li>• A new settlement near to the A1(M) has the potential to import a significant proportion of residents from outside the district.</li> </ul>
<b>7. Education and training skills that build on the skills and capacity of the population</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Easier to quantify and deliver necessary investment in primary education, less additional strain on existing primary schools.</li> <li>• If the settlement is large enough to require a secondary school, this will reduce the pressure on existing schools.</li> </ul>	<ul style="list-style-type: none"> <li>• Even with a school provided, there will be potential for increased travelling in order to attend the existing popular secondary schools.</li> <li>• Provides no support for existing schools in rural areas.</li> <li>• Travel costs for young people and those on low wages to access further education may be prohibitive.</li> </ul>
<b>8. Biodiversity and attractiveness of the natural environment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Directs development away from the Nidderdale AONB and North Pennine Moors SAC and SPA, but the search area does include Kirk Deighton SAC.</li> <li>• Directs development away from areas covered by the Special Landscape Area local designation.</li> <li>• Concentrates the majority of landscape impacts in a small part of the district's area.</li> <li>• Large sites will enable master planning, providing a greater opportunity to increase biodiversity by improving habitats, tree cover etc. in and around the settlement as part of a GI strategy.</li> </ul>	<ul style="list-style-type: none"> <li>• Significant impacts on landscape due to size of development, although the settlement could be planned away from sensitive receptors and the most sensitive landscapes.</li> <li>• Mitigation planting to lessen landscape impacts will itself alter the landscape character.</li> </ul>
<b>9. Minimal pollution levels</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Potential for a balanced mix of homes, jobs, services that will reduce the need to travel.</li> </ul>	<ul style="list-style-type: none"> <li>• Lead to increased light pollution in areas near to the new settlement.</li> <li>• Increased pollution caused by vehicle emissions unless the settlement is connected to other destinations by sustainable forms of travel.</li> </ul>
<b>10. A transport system that maximises access whilst minimising detrimental impacts</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• A single large development will enable an integrated approach to be taken to transport provision at the master planning stage.</li> <li>• Greater potential to secure external funding for transport improvements that also realise benefits for the wider community.</li> <li>• Depending on the location within the A1(M) corridor, there may be scope for improvements to public transport that would encourage greater use.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased car travel and resulting congestion (including on the A1(M)), unless the settlement is connected to other destinations by sustainable forms of travel.</li> <li>• Proximity to A1(M) could make it an attractive location for car commuters across the north east of England.</li> </ul>
<b>11. Minimise greenhouse gas emissions and a managed response to climate change</b>	



Pros	Cons
<ul style="list-style-type: none"> <li>• A large concentrated development could be suitable for the delivery of CHP.</li> <li>• New settlement may provide an opportunity to deliver a place that enables low impact lifestyles.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to lead to increased car based commuting along the A1(M) with resultant impacts on greenhouse gas emissions.</li> </ul>
<b>12. Prudent and efficient use of energy and natural resources with minimal production of waste</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• New settlement may provide greater opportunities for the re-use of construction waste.</li> <li>• Easier to incorporate cutting edge building practices and materials that reduce energy use but would sit less comfortably in an existing settlement.</li> </ul>	<ul style="list-style-type: none"> <li>• The A1(M) corridor contains the best agricultural land in the district.</li> </ul>
<b>13. Protect and enhance the historic environment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Minimal impact on Conservation Areas/designated heritage assets.</li> </ul>	<ul style="list-style-type: none"> <li>• Little encouragement for the re-use of existing buildings including those that currently contribute to local distinctiveness.</li> </ul>
<b>14. A quality built environment and efficient land use patterns that make good use of derelict sites, minimise travel and promote balanced development</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• Depending on availability, settlement could be planned on previously developed land (PDL).</li> <li>• Master planning provides an opportunity to design a quality built environment.</li> </ul>	<ul style="list-style-type: none"> <li>• Depending on location, the ability to secure re-use of PDL may be reduced.</li> </ul>
<b>15. Good quality employment opportunities available to all</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• A location close to the A1(M) allows employment allocations accessible to the local population in areas likely to be attractive to the market.</li> </ul>	<ul style="list-style-type: none"> <li>• Without public transport connectivity, employment areas within the settlement would only be accessible to those living elsewhere if they have a car.</li> </ul>
<b>16. Conditions for business success, economic growth and investment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>• The potential to deliver new employment space to facilitate business expansion – potentially freeing up smaller employment spaces for new business growth.</li> </ul>	<ul style="list-style-type: none"> <li>• None identified.</li> </ul>

Table 6.11 Strategy 5: Assessment

**Strategy 5: Conclusions**

<p><b>What are the benefits of this option?</b></p> <p>Properly planned, a new settlement offers the opportunity to deliver a range of housing types to meet identified needs. It should also be of sufficient size to include a full range of services and facilities, including jobs, shops, health and education services as well as properly planned sport, recreation and amenity green space. This broad area is likely to be attractive to the employment market. This option would represent a shift to the existing urban pattern.</p> <p>Development in this area ensures that major development is away from the AONB, SPAs and SACs to the west of the district. These are sensitive areas in terms of landscape and ecology. It would also allow for the introduction of combined heat and power, provided the density was at an appropriate level. Whilst there is the potential to encourage greater car borne commuting along the A1(M), depending on the size and location of the proposal there is also the scope to increase investment in public transport options.</p>
<p><b>What are the uncertainties/risks to delivery?</b></p> <p>One of the key risks to the delivery of this option is ensuring effective land assembly that enables the proper planning of a new settlement. This is a long term development option, going beyond the plan period and requires community/council/developer buy in for the longer term in order to ensure the whole development is delivered.</p>
<p><b>What are the disadvantages of the option?</b></p> <p>Delivery will be in the long term, therefore there will continue to be pressure to develop in other areas in the short to medium term in order to provide a five year supply of land. Low or limited historical/emotional connection to the areas could be a barrier to creating a participative, cohesive community. There is the potential for increased car travel resulting in congestion unless the settlement is connected to other destinations by alternative forms of travel (e.g. bus or rail connectivity).</p> <p>Development in this location would result in the loss of a significant amount of best quality agricultural land with potentially significant impacts on landscape character due to the scale of development. It would also bring increased light pollution to areas near to the new settlement.</p>
<p><b>What mitigation measures would be required?</b></p> <p>A detailed master plan will be required to ensure that an appropriate mix of uses is achieved. This will also offer the opportunity to ensure that appropriate green infrastructure, together with other landscape mitigation measures and opportunities for increasing biodiversity are planned into the development from the start. Improvements to capacity/service provision for bus and rail transport will also be required.</p>

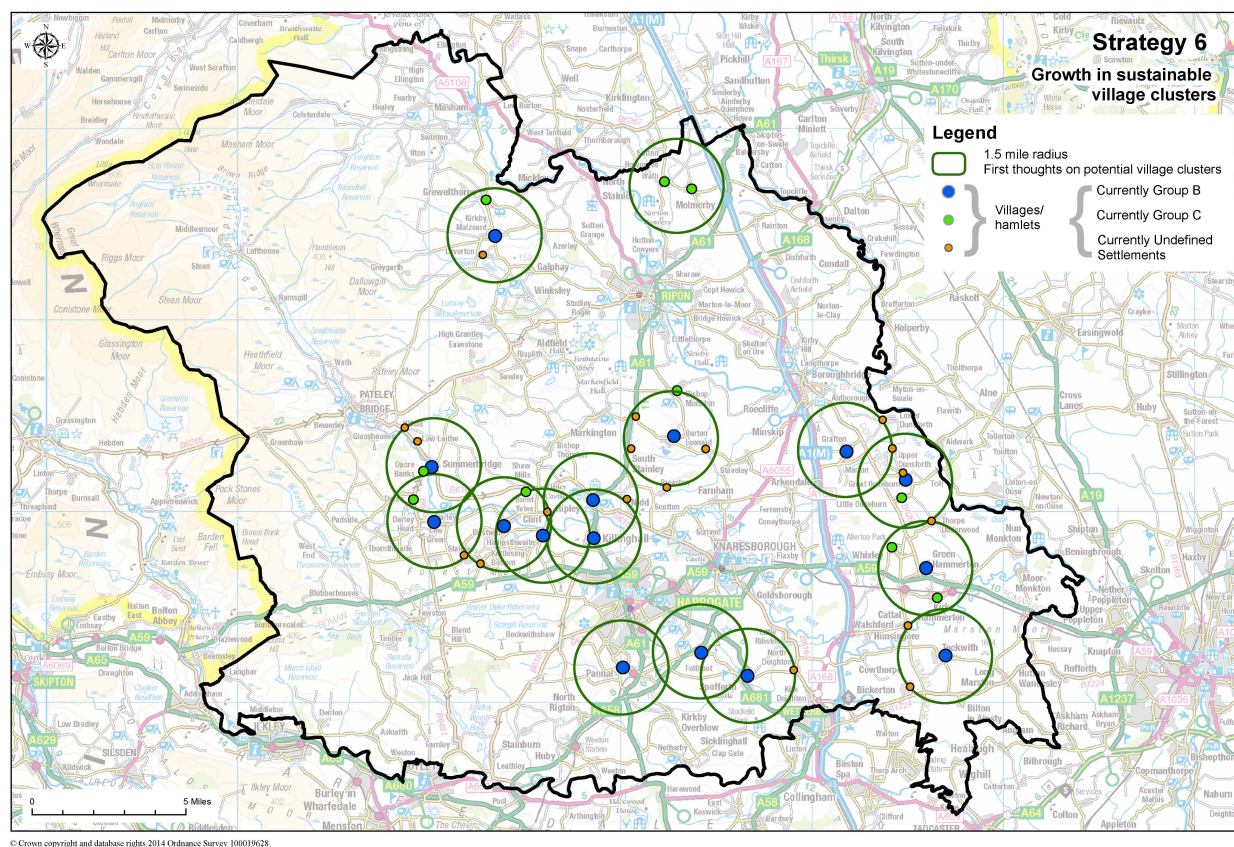
Table 6.12 Strategy 5: Conclusions

Strategy 5: A new settlement (close to the A1(M)). Summary											
1. Provides housing in rural areas?	2. Provides housing in urban areas?	3. Delivery without the need for major new infrastructure?	4. More likely to support delivery of major new infrastructure, which provides wider benefits to the district?	5. More likely to support provision for employment?	6. Avoids adverse impacts on SPA/ SAC/SSSI/AONB?	7. Prevents the loss of excellent and very good agricultural land (grades 1 and 2)?	8. Reduces potential impacts on conservation areas and their settings?	9. Avoids loss of Green Belt land?	10. Encourages access to employment and day-to-day services / facilities by walking and cycling, or public transport?	11. Encourages access to a wider range of employment and services / facilities by walking and cycling, or public transport?	12. Enables a comprehensive approach to waste, water, materials, renewable energy etc.?
WHITE	WHITE	RED	WHITE	GREEN	GREEN	RED	GREEN	GREEN	GREEN	WHITE	GREEN

Table 6.13 Strategy 5: Summary

**GREEN:** Generally positive    **WHITE:** Uncertain    **RED:** Generally negative

### Strategy 6: Growth in Sustainable Village Clusters



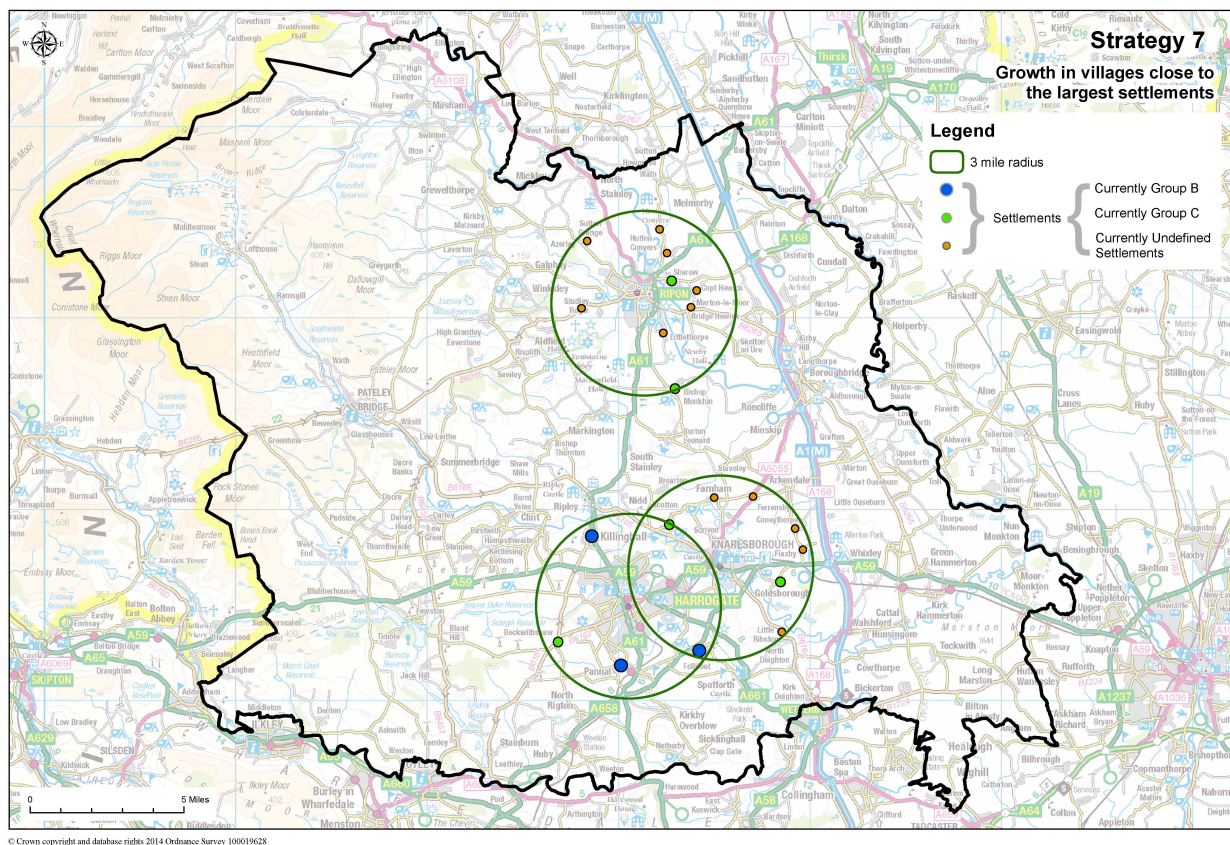
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Map 6.6 Strategy 6: Growth in sustainable village clusters

NPPF paragraph 54 identifies that when seeking rural development that will enhance or maintain the vitality of rural communities, local planning authorities should consider whether development in one village may support services in another nearby village. In response, this strategy identifies potential village clusters where development in one settlement may support services in another. The clusters identified are based around villages that have a wider range of shops, facilities and/or employment opportunities. The strategy was not assessed further as it was concluded that the approach is a tool that could be used to help deliver the rural element of a wide range of strategies rather than being a strategy in itself.



### Strategy 7: Growth in Villages Close to Harrogate, Knaresborough and Ripon



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Map 6.7 Strategy 7: Growth in villages close to Harrogate, Knaresborough and Ripon

Under this strategy most growth would take place in the villages surrounding Harrogate, Knaresborough and Ripon. At this stage, settlements within roughly three miles of these settlements have been included.

**Strategy 7: Assessment**

<b>1. Quality housing available to everyone</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Provides housing close to the main urban areas which are the parts of the district where need and demand are greatest.</li> </ul>	<ul style="list-style-type: none"> <li>Limits housing in the main settlements, the market towns and the wider rural areas.</li> <li>Possible uncertainties to delivery due to infrastructure capacity.</li> <li>Potential presence of gypsum may reduce the number of potential sites.</li> </ul>
<b>2. Conditions to engender good health</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Support for local health providers, good access to basic health services. Reasonable access to more specialist services in the larger urban areas.</li> <li>Concentrating development is more likely to increase population sufficiently to make investment in increasing health provision more viable.</li> <li>Potential to access basic services and some employment by healthy modes (walking and cycling).</li> <li>Potential to encourage more active lifestyles through easier access to the countryside.</li> </ul>	<ul style="list-style-type: none"> <li>Some of the villages identified have poor public transport access to hospitals in Harrogate and Ripon.</li> <li>Potential to reduce air quality, including in Air Quality Management Areas.</li> </ul>
<b>3. Safety and security for people and property</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>None identified.</li> </ul>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>4. Vibrant communities that participate in decision making (including reducing the potential for social isolation)</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Deliver affordable housing close to the areas where need is greatest.</li> <li>Good access to basic facilities, reasonable access to specialist facilities aimed at reducing social isolation.</li> </ul>	<ul style="list-style-type: none"> <li>Deliver less affordable housing in rural areas not included in the strategy, potentially making it more difficult to provide and/or sustain services in these areas.</li> <li>Potential for relatively high levels of newcomers to villages- may have different views to existing populations that result in social tensions.</li> </ul>
<b>5. Culture, leisure and recreation activities available to all</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Good access to basic facilities within the village, where they exist.</li> <li>Reasonable access to a wider range of cultural, leisure and recreational activities.</li> <li>Potential to make additional investment in local culture, leisure and recreational businesses more viable.</li> </ul>	<ul style="list-style-type: none"> <li>May require investment in community facilities such as village halls to cope with extra demand.</li> </ul>
<b>6. Local needs met locally</b>	
Pros	Cons

<ul style="list-style-type: none"> <li>Potential to access basic services and some employment by walking and cycling (villages close to Harrogate and Knaresborough) and wider opportunities in larger centres by public transport.</li> </ul>	<ul style="list-style-type: none"> <li>Few existing services in villages close to Ripon, needs have to be met in Ripon.</li> <li>Provides limited support for services in market towns or the wider rural areas.</li> </ul>
<b>7. Education and training skills that build on the skills and capacity of the population</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Potential for primary schools to be accessible by walking and cycling.</li> <li>Pressure on primary schools restricted to a limited number where achieving a critical mass would mean the necessary expansion would be easier to quantify and more likely to be viable.</li> </ul>	<ul style="list-style-type: none"> <li>Some identified settlements may not have a primary school.</li> <li>Increased travelling to secondary schools and further education - only available in the main urban areas.</li> <li>Limited support for schools in the market towns or the wider rural areas.</li> </ul>
<b>8. Biodiversity and attractiveness of the natural environment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Limited impact on AONB from development in villages around Harrogate and Knaresborough.</li> <li>Development away from SPA, SAC and SSSIs (except one SSSI).</li> <li>Potentially provide opportunities to restore landscape features in the wider landscape and restore degraded landscapes close to the main settlements- providing amenity benefits.</li> </ul>	<ul style="list-style-type: none"> <li>Villages to west of Ripon lie close to AONB, development may have some impact on the setting of this part of the AONB.</li> <li>Potential to direct some development to areas covered by the Special Landscape Area local designation intended to protect the landscape setting of the district's three largest settlements.</li> <li>May involve development in Bishop Monkton - one mile from an SSSI.</li> <li>Sufficient sites may not be available without a review of Green Belt boundaries.</li> </ul>
<b>9. Minimal pollution levels</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>None identified.</li> </ul>	<ul style="list-style-type: none"> <li>Potential to negatively affect AQMAs.</li> </ul>
<b>10. A transport system that maximises access whilst minimising detrimental impacts</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>In some villages, potential to support existing bus services and/or extension of routes/increased frequency.</li> <li>Potential to support business case for investment in rail improvements.</li> <li>Potential to use development to contribute to creation of safe walking and cycling routes to the larger settlements.</li> <li>Potential to contribute to highway improvements in and/or around Harrogate, Knaresborough and Ripon.</li> </ul>	<ul style="list-style-type: none"> <li>Will increase traffic flows in all affected villages.</li> <li>Increased congestion in and around the larger settlements as people use cars to access services.</li> <li>Potential for increased rail congestion, at least in the short term.</li> </ul>
<b>11. Minimise greenhouse gas emissions and a managed response to climate change</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Closer proximity to the three main urban areas will help reduce distance travelled.</li> </ul>	<ul style="list-style-type: none"> <li>Some increases in carbon emissions due to increased travelling.</li> </ul>
<b>12. Prudent and efficient use of energy and natural resources with minimal production of waste</b>	
Pros	Cons



<ul style="list-style-type: none"> <li>None identified.</li> </ul>	<ul style="list-style-type: none"> <li>Potentially less ability to adopt new less polluting construction materials and techniques without causing greater impacts on Conservation Areas.</li> <li>Potential for green field development on good and/or very good agricultural land to be necessary.</li> </ul>
<b>13. Protect and enhance the historic environment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Potential impact on Conservation Areas largely limited to those identified by the strategy.</li> </ul>	<ul style="list-style-type: none"> <li>Potential for negative impacts on Conservation Areas within the identified villages.</li> <li>Potential impact close to World Heritage Site buffer zone.</li> <li>The change in some villages may be the most significant for decades and the scale required may need careful management in order to not become inappropriate.</li> </ul>
<b>14. A quality built environment and efficient land use patterns that make good use of derelict sites, minimise travel and promote balanced development</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Opportunity to create relatively well balanced development - close proximity to areas with most jobs, shops and services.</li> </ul>	<ul style="list-style-type: none"> <li>Limited opportunities for re-using previously developed land (PDL), greenfield development would likely be necessary.</li> <li>Sufficient sites may not be available without a review of Green Belt boundaries.</li> </ul>
<b>15. Good quality employment opportunities available to all</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Close to major centres of employment across the district.</li> <li>Potential to include employment sites attractive to the market.</li> </ul>	<ul style="list-style-type: none"> <li>Lack of accessibility by non-car means to many existing large employment areas and sites promoted for employment.</li> <li>Limited provision for new employment in market towns.</li> </ul>
<b>16. Conditions for business success, economic growth and investment</b>	
Pros	Cons
<ul style="list-style-type: none"> <li>Scale of development likely to make additional investment in local culture, leisure and recreational businesses more viable.</li> </ul>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>

Table 6.14 Strategy 7: Assessment

**Strategy 7: Conclusions****What are the benefits of this option?**

Growth in villages close to Harrogate, Knaresborough and Ripon would provide new housing in proximity to those areas where there is likely to be greatest demand and need. It would generally offer good access to basic services and reasonable access to more specialist facilities. There is also the potential, through the concentration of growth to make additional investment in services/infrastructure more likely. Development in these locations would be well located to the main employment areas with the potential to include employment sites in attractive locations. It could also help the case for investment in rail improvements.

**What are the uncertainties/risks to delivery?**

The key uncertainty will be whether there are sufficient sites available to deliver the level of growth needed, and to do so may trigger a Green Belt review.

<b>What are the disadvantages of the option?</b>
It provides for only limited growth in the main settlements, market towns and wider rural areas potentially to the detriment of meeting wider housing needs. The scale of growth required will represent the most significant change to these villages for decades. It will result in increased traffic in these villages and increase congestion as a result of residents visiting the main urban centres to access services.
<b>What mitigation measures would be required?</b>
It will be important to seek improvements to existing bus services in these areas to increase accessibility to the main urban centres. Will require strong village design codes to ensure villages maintain their individual identities. New development should seek to deliver new green infrastructure including landscape mitigation and ecological enhancement. Where nearby public transport opportunities exist, development should seek to create/improve safe walking and cycling routes to access public transport.

Table 6.15 Strategy 7: Conclusions

Strategy 7: Growth in villages close to Harrogate, Knaresborough and Ripon.											
Summary											
1. Provides housing in rural areas?	2. Provides housing in urban areas?	3. Delivery without the need for major new infrastructure?	4. More likely to support delivery of major new infrastructure, which provides wider benefits to the district?	5. More likely to support provision for employment?	6. Avoids adverse impacts on SPA/SAC/SSSI/AONB?	7. Prevents the loss of excellent and very good agricultural land (grades 1 and 2)?	8. Reduces potential impacts on conservation areas and their settings?	9. Avoids loss of Green Belt land?	10. Encourages access to employment and day-to-day services / facilities by walking and cycling, or public transport?	11. Encourages access to a wider range of employment and services / facilities by walking and cycling, or public transport?	12. Enables a comprehensive approach to waste, water, materials, renewable energy etc.?
GREEN	RED	GREEN	GREEN	GREEN	GREEN	GREEN	RED	WHITE	GREEN	WHITE	RED

Table 6.16 Strategy 7: Summary

**GREEN:** Generally positive    **WHITE:** Uncertain    **RED:** Generally negative